

CITY OF KEIZER MISSION STATEMENT
**KEEP CITY GOVERNMENT COSTS AND SERVICES TO A MINIMUM BY
PROVIDING CITY SERVICES TO THE COMMUNITY IN A COORDINATED,
EFFICIENT AND LEAST COST FASHION**

A G E N D A
KEIZER CITY COUNCIL/TRAFFIC SAFETY COMMISSION
WORK SESSION

Monday, October 14, 2002

5:30 p.m.

**Robert L. Simon Council Chambers
Keizer City Hall, Keizer, Oregon 97303**

1. CALL TO ORDER

2. ROLL CALL

3. DISCUSSION

a. Traffic Safety Issues

4. ADJOURN

Upon request, auxiliary aids and/or special services for those with disabilities will be provided. To request services, please contact us at 390-3700 or through Oregon Relay 1-800-735-2900 at least two working days(48 hours) in advance

TRAFFIC SAFETY COMMISSION
CITY OF KEIZER
Updated July 2002

MEMBER	ADDRESS/PHONE	APPT DATE	EXP DATE	E-MAIL ADDRESS
Randy Jackson Chair	1714 Springtime Court NE Keizer, OR 97303 390-9111/ 390-2546 Keizer Fire District Representative	4-6-98		rjackson@keizerfire.com
Harlan Naegeli Vice Chair	2054 Rockledge Drive Keizer, OR 97303 H:393-9375	7-22-99	12-30-02	Fatty56@aol.com
Steve Lamb	4377 Cedar Ave North Keizer, OR 97303 503-945-2892 503-390-6227	12-30-00	12-30-03	Slamb@goldcom.com
Joseph P. Ortiz	850 Player Drive North N Keizer, OR 97303 503-378-8556 503-463-5207	12-4-00	12-30-03	Blueknight473@attbi.com
Steve Prothero	1629 Wiessner Drive NE Keizer, OR 97303 W-503-370-6484 H-503-393-5143	07-02-01	12-30-02	Prothero4@attbi.com
David J. Dehlin	6884 Pierce Drive North Keizer, OR 97303 H: 503-393-7275	7-1-02	12-30-05	Daviddehlin@cs.com
Glenn Putman Community Policing Representative	745 Orchard St N Keizer, OR 97303 588-6380			Jellybelly97303@msn.com
Sgt. Lance Inman Staff Liaison	KEIZER POLICE DEPT			inmanl@keizer.org
Charles E. Lee Council Liaison				Citycouncil@keizer.org

1 CITY COUNCIL, CITY OF KEIZER, STATE OF OREGON

2 Resolution R98-1023

3 EXPANDING MEMBERSHIP ON THE TRAFFIC SAFETY COMMISSION

4 (AMENDING RESOLUTION R94-772 - APPENDIX "A")

5
6 WHEREAS, the City Council adopted Resolution R94-772 on
7 August 14, 1994 establishing a Traffic Safety Commission to provide a forum
8 for review of traffic safety issues within the City of Keizer. The appendix to
9 such resolution designates the Commission to have five voting members;

10 WHEREAS, adding two additional members to the Traffic Safety
11 Commission will enhance the work of the Commission; NOW, THEREFORE

12 BE IT RESOLVED, by the City Council of the City of Keizer that
13 Resolution R94-772 is amended to expand the Traffic Safety Commission from
14 five to seven members as directed in appendix "A";

15 BE IT FURTHER RESOLVED that one of these members will be a
16 representative of the Keizer Fire District and one will be a representative of
17 the Community Policing Committee.

18 PASSED this 6th day of April, 1998.

19 SIGNED this 8th day of April, 1998.

20
21 David Loh
22 Mayor

23 Gracyn Davis
24 City Recorder
25

APPENDIX "A"

CITY COUNCIL COMMITTEE

TRAFFIC SAFETY COMMISSION

Name: Traffic Safety Commission

Purpose: To act in an advisory capacity to the Keizer City Council and City Manager in the creation, development and implementation of official traffic safety activities. The powers and duties of the Commission shall include, but not limited to:

1. To develop and recommend coordinated traffic safety programs
2. To recommend traffic safety priorities for the City
3. To review and recommend project applications for funding
4. 4. To serve in a liaison capacity between the City and Oregon Traffic Safety Commission in developing the statewide highway safety program and in meeting National Highway Safety Program Standards.
5. To provide research and information to official agencies of the City
6. To foster and promote public knowledge and acceptance of traffic programs, laws and needs.
7. To provide an annual report of its activities to the Council and other reports which may from time to time be requested by the Council.

Membership: The Commission shall consist of seven voting members appointed by the Mayor and non-voting ex officio members from the City staff and Council as needed by the Commission. One of these members shall be a representative of the Keizer Fire District and one shall be a representative of the Keizer Community Policing Committee.

Chair: To be appointed by the Mayor.

Term: The initial term of the members shall be as follows: Chair for two years; two members for three years; and two members for two years. Thereafter, all terms shall be for three years. All terms shall expire on December 31 of the appropriate year.

Term of the Committee: Until dissolved by the Council.

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3 CITY COUNCIL, CITY OF KEIZER, STATE OF OREGON

4 Resolution R94- 772

5 ESTABLISHING A TRAFFIC SAFETY COMMISSION
6

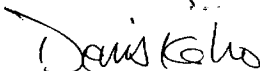
7 WHEREAS, the City Council finds a need to review traffic safety issues in the City of
8 Keizer, and

9 WHEREAS, establishing a Traffic Safety Commission will provide a forum for review of
10 traffic safety issues, NOW THEREFORE

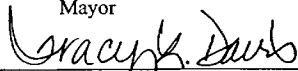
11 BE IT RESOLVED that a traffic safety commission be established as directed in attachment
"A".

13 PASSED this 15th day of August, 1994.

14 SIGNED this 15th day of August, 1994.

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17
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20


Mayor



City Recorder

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led
10-14-02

TO: Keizer Traffic Safety Commission
Keizer City Council
Public Works Staff

DATE: 10/10/02

FROM: Karen Trucke

RE: Gubser Neighborhood Traffic Management Plan Work Session

I am very pleased that the Commission, City Council and Public Works are meeting with the public to address a cut through traffic issue. The current main cut through traffic in order of volume is as follows:

- Harmony and Manzanita
- Manzanita and 14th
- Manzanita and Meadowlark

My assumption is that we must deliver some quick feasible (budget feasibility) ideas to attempt to control cut through traffic. Based on this assumption, I hope we can implement the following solutions (also see Map, Attachment A):

1. Apply the same virtual treatment to Harmony, Mandarin, and Manzanita to ensure that traffic is not pushed from one street to another.
2. Install a 4-way stop at Manzanita and Trail
3. Install a stop sign on Manzanita at 11th (This is required to equalize the treatment of the Manzanita/14th Ave path with Trail's number of stops as it is not suggested, at this time, that stops be placed on 14th Ave.).
4. Install a stop sign on Manzanita at 13th
5. Install a 4-way stop at Mandarin and Trail
6. Install a 4-way stop at Harmony and Trail
7. Propose a speed bump approximately ½ down Harmony or stop sign on Harmony at Sir Lancelot Ct.
8. Propose a speed bump approximately ½ down Meadowlark
9. Propose a stop sign on Mandarin at 12th
10. Install "No Thru Traffic" signs at both ends of Harmony, Manzanita, Mandarin, and Meadowlark¹.
11. Rename the extended piece of Manzanita (between the original Manzanita St and River Road) to Trail.

¹ Cut through traffic uses Meadowlark as an extension of Manzanita to circumvent all of Lockhaven up to McLeod. It has been stated that some of the Meadowlark cut through traffic is also from the "neighborhood". This is true, because Meadowlark is the first uninhibited street through to McLeod, there is cut through traffic that occurs from within the global Gubser Neighborhood Association area. However, these neighborhoods North and North East of Meadowlark do not abut Meadowlark. Meadowlark does not extend East of McLeod nor does it meet with or connect to a road East of McLeod. Meadowlark dead-ends at McLeod. Additionally, numerous business services use Meadowlark to cut through to neighborhoods North and East of Willark Park. Most neighborhoods N and NE of Willark Park/Meadowlark about the E/W streets of Rock Ledge, Stone Hedge, and Manzanita. However, the proposed signage and calming device are principally intended to reduce external cut through and disproportionate service vehicle traffic (reference, Keizer Development Code Attachment B).

13. Solution to the "short protected left turn light" south bound off River Road to Manzanita/Trail. This light is still letting all of the cars through. It has been stated that the cause of this light not working as proposed is that if there is no on-coming traffic Northbound on River Road, it does not change.

I also suggest that there are future ongoing 'work sessions' or other meetings to accommodate the following:

- to determine if the implemented 'quick' changes have resolved the issue(s) or if additional long range changes need to be planned
- work on issues and future plans due to the high probability of two developments in the area of concern and the effect of the Keizer Station traffic probabilities (based on what happened to Harmony, etc. versus "it will have a great entry that everyone will want to use")
- to implement discussion and common understanding on how definitions in the TSP and Keizer Development Code in association with this issue are used (development requirements and corrections versus reaction).
- to develop a master traffic-calming plan for this area so that problems are not addressed in isolation, determine recommendations that can be phased in over time, determine goals (prioritization, acceptable volumes of traffic, determine common understanding of what can and cannot be done or expected based on the TSP and Keizer Development Code.

Other cities have established ongoing meetings between the public and appropriate City staff/committees to work on traffic issues. I hope that we can continue with some ongoing meetings for this area as necessary to obtain a common understanding of definitions and direction to protect this area.

ATTACHMENT A

MANZANITA, HARMONY,
MANDRIN & MEADOWLARK
ALL REQUIRE EQUITABLE
TREATMENTS

Old Trail

New STOP
SIGNS ON
MANZANITA

Length of street
reduced for map

LEFT & RITE
TURN ONLY
FROM LIGHT
AT RR &
McNary Estates

11TH

13TH

Meadowlark
Speed Bump

McLeod

River Road

TRAIL

14th

Distance
Reduced

STOP SIGNS ON
MANDRIN

12TH

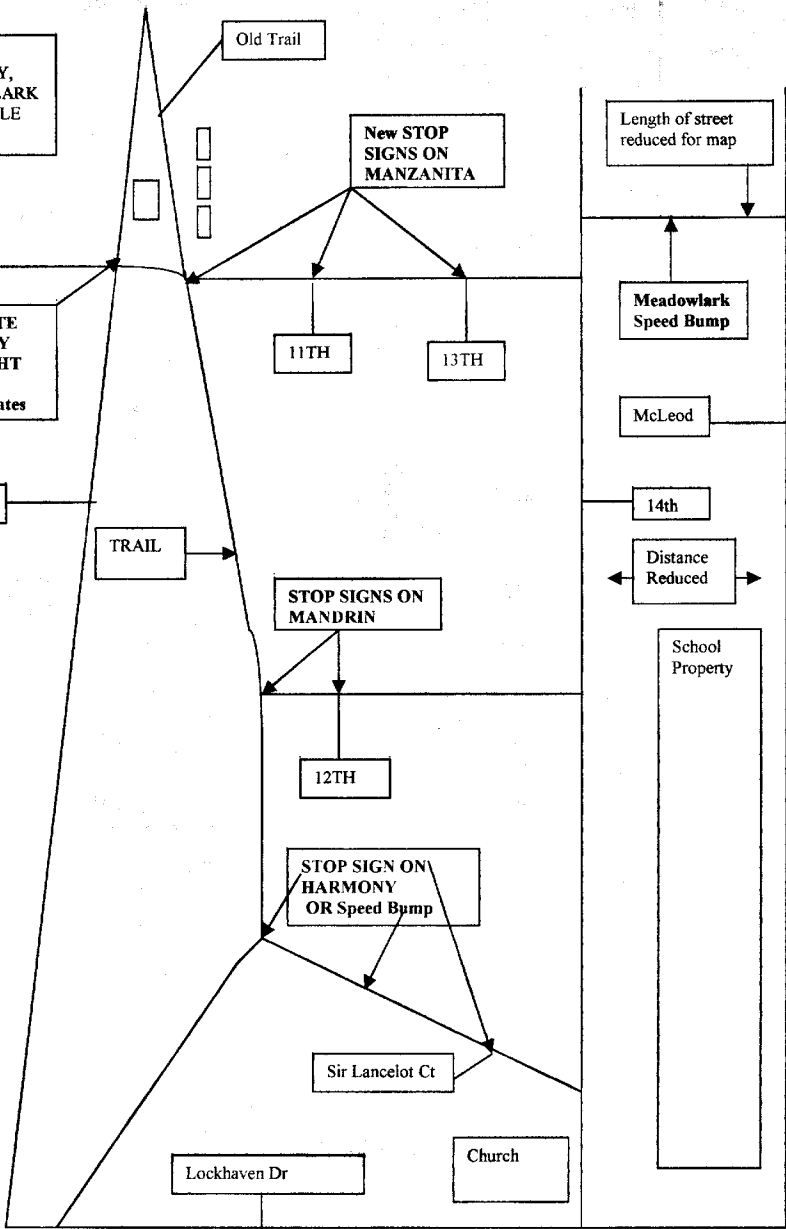
School
Property

STOP SIGN ON
HARMONY
OR Speed Bump

Sir Lancelot Ct

Lockhaven Dr

Church



ATTACHMENT B

Definition excerpts from the Keizer Development Code – May 1998

2. **Arterial:** A street of considerable **continuity** which is used primarily for through traffic and interconnection between major areas of the City.
3. **Collector:** A street supplementary to the arterial street system, used partly by through traffic and partly for access to abutting properties.
6. **Frontage Road, Marginal Access Road:** A service road **parallel and adjacent to a** major arterial street providing access to abutting properties, but protected from through traffic.
7. **Local Street:** A street intended primarily for access to **abutting**¹ properties, but **protected**² from through traffic.

¹ Meet at edge or end; border

² Defend or preserve



MEETING NOTICE
KEIZER CITY COUNCIL/KEIZER TRAFFIC
SAFETY COMMISSION

FAXED

NOTICE OF WORK SESSION

The Keizer City Council and the Keizer Traffic Safety Commission will meet for a joint work session on **Monday, October 14, 2002 beginning at 5:30 p.m. and ending at approximately 6:45 p.m.** This meeting will be held in the Robert L. Simon Council Chambers, Keizer City Hall, 930 Chemawa Road NE, Keizer, Oregon. The agenda for this meeting will include discussion on traffic safety issues in the City of Keizer

This location is accessible to the disabled. Please contact City Hall if special arrangements are necessary. Questions regarding this meeting may be directed to Chris Eppley, City Manager at (503) 390-3700, ext. 102.

DATED this 1st day of October, 2002.

Tracy L. Davis, CMC
City Recorder

NOTICE FOR INFORMATIONAL PURPOSES ONLY

TO: Keizer Traffic Safety Commission
Keizer City Council
Public Works Staff

DATE: 10/10/02

FROM: Karen Trucke

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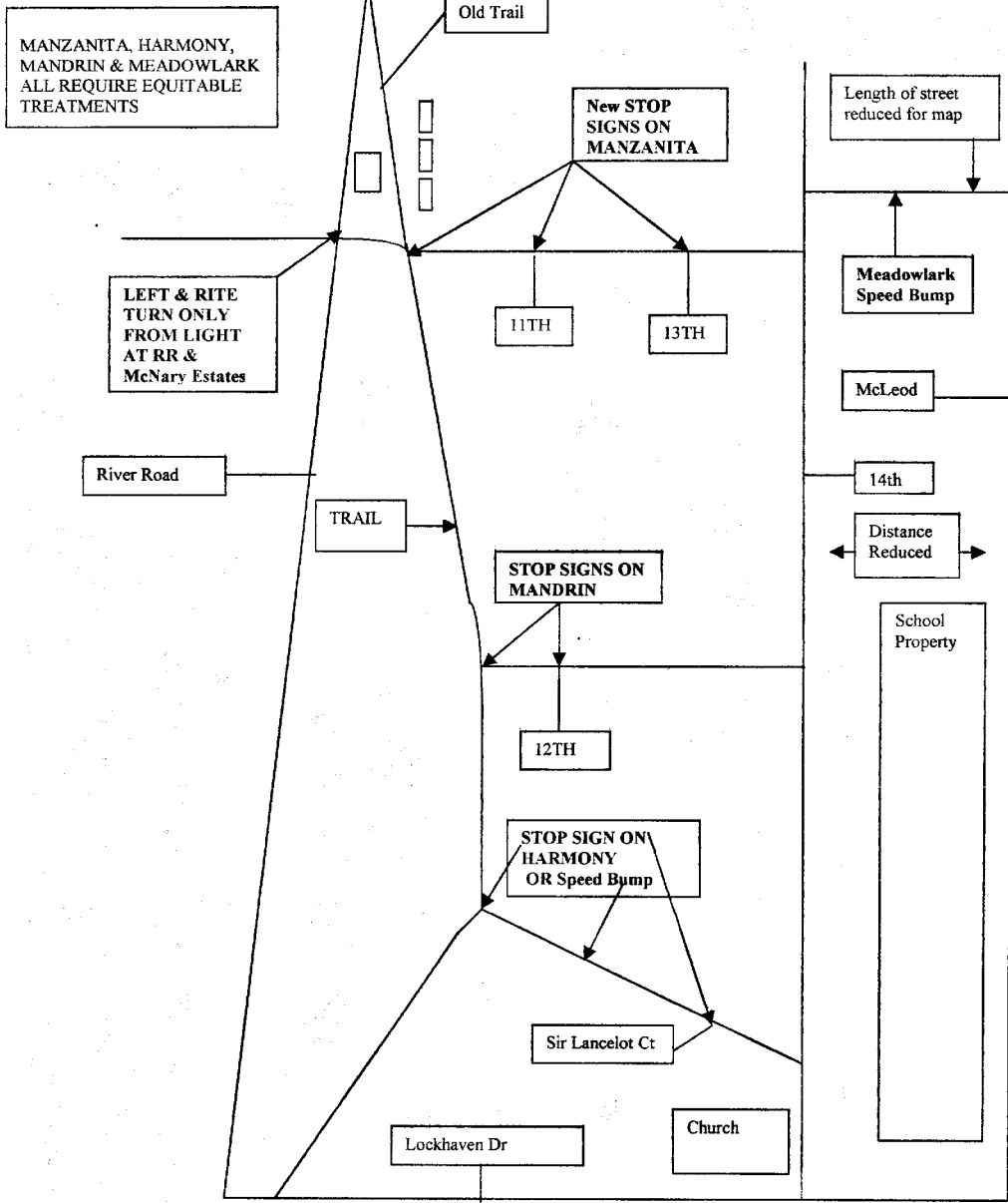
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ATTACHMENT A



ATTACHMENT B

Definition excerpts from the Keizer Development Code – May 1998

2. **Arterial:** A street of considerable continuity which is **used primarily for through** traffic and interconnection between major areas of the City.
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Mandarin Streets. Other streets, notably Marigold, Meadowlark and McLeod have also been affected by cut through traffic. Solving the cut through traffic problem on Harmony Drive by transferring it to Manzanita Street, Marigold, Meadowlark and McLeod will further compound the existing problem.

Those who seek to close Trail Avenue or block access to Harmony and Mandarin Streets have been characterized in the media as speaking for the entire Gubser neighborhood. We do not believe that is an accurate or fair accounting of the distribution of opinion on this matter. Clearly, residents on Manzanita and adjacent streets are opposed to any new measures that would reduce traffic on Harmony and Mandarin by transferring the traffic to Manzanita and adjacent streets. Indeed, if closure of streets were the only option, then closure of Manzanita at River Road would appear to make more sense, since that would protect the entire neighborhood.

We commend the majority of Keizer City Council, as well as the city manager and his staff, for not acting in haste and responding only in reaction to the most vocal of the neighbors in the Gubser area, but listening to the concerns of all area residents. We specifically support the Council's decision not to close Trail Avenue and to look at more appropriate actions in response to the problem of cut through traffic. The problem of cut through traffic does not impact just one or two streets, and a viable solution is not one that solves an immediate problem for a group of residents while shifting the impact to another group of residents and, at the same time, does nothing to resolve the larger, long term traffic movement problem through this area of the City.

Alan Bennett 503-393-0282
Hank Kimball 503-393-2195
Jerry Watson 503-393-8160

Issues of public policy deserve fair and open debate. As residents of the Gubser neighborhood, we are concerned that the "debate" concerning "solutions" to "cut through" traffic in the neighborhood has been less than open, candid or fairly reflective of the impact upon the neighborhood taken as a whole.

Two weeks ago (September 26, 2002), the *Keizer Times* took the editorial position that the Keizer City Council was remiss for failing to adopt the recommendations of the Traffic Safety Commission, including most importantly the recommendation to close Trail Avenue. The closure of Trail Avenue would be bad public policy. The Council appropriately refused to adopt an ill-conceived plan that benefits a narrow segment of the community at the expense of its surrounding neighbors.

Residents of the entire Gubser neighborhood agree on one thing: there is too much cut through traffic on many of our streets. In a nutshell, the problem is that traffic from outside the Gubser neighborhood tends to utilize the neighborhood residential streets to "cut through" between the northern portion of River Road and the eastern portion of Lockhaven Drive, rather than utilizing the arterial intersection at River Road and Lockhaven Drive to connect between those two main streets. The streets most affected by this "cut through" traffic are: Manzanita Street, 14th Avenue, Trail Avenue, Mandarin Street and Harmony Drive. Also affected are Marigold Street, Meadowlark Drive and McLeod Lane.

The stated goal for the Traffic Safety Commission has been "to reduce the volume of cut through traffic and its affects on the Gubser Neighborhood without shifting the problem from one street to another". Unfortunately, much of the proposal actually put forward by the Commission would have aggravated exactly the problem it purports to solve by simply shifting traffic from Harmony and Mandarin to Manzanita and 14th Streets, which is why more than 60 neighborhood residents submitted written testimony in opposition to the Plan.

Most of the support for closing Trail Avenue or blocking access to or from Harmony and Mandarin, has understandably come from those residents living on Harmony Drive and Mandarin Streets, including City Councilor Judy Smith. Unfortunately, Councilor Smith's involvement in this issue raises substantial questions about her objectivity. The practical effect of any of these closures is to transfer the majority of their problem to Manzanita and adjacent streets—streets that already bear more than their fair share of traffic in the area. It should also be noted that the physical distance between River Road/Lockhaven Drive via Manzanita Street and 14th (or via, Meadowlark and McLeod) is significantly greater, passing in front of more homes and affecting significantly more people, than utilizing Trail and Mandarin or Harmony.

Development and restructuring of traffic controls during recent years have significantly increased the traffic flow on Manzanita Street and 14th Avenue. According to traffic counts done by the City and available to the Traffic Safety Commission, Manzanita Street and 14th Street already have traffic counts significantly higher than either Harmony or

CITY COUNCIL MEETING: _____

AGENDA ITEM NUMBER: _____

TO: MAYOR AND CITY COUNCIL

**FROM: CHRISTOPHER C. EPPLEY
CITY MANAGER**

SUBJECT: GUBSER NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN

BACKGROUND

In January of 2002, Rob Kissler, Chris Eppley, City Manager and Rob Kissler, Public Works Director asked the Keizer Traffic Safety Commission (TSC) to develop a strategy to address traffic concerns in the Gubser Neighborhood. The TSC accepted the request, conducted a number of public hearings and formed a series of recommendations to address cut-through traffic from River Road heading toward I-5 Interchange Exit 260 through the residential areas adjacent to Trail Avenue along Manzanita Street, Harmony Drive and Mandarin Drive. A copy of the TSC Recommendations has been provided for your review as Attachment A.

City Staff had an opportunity to review the recommendations from the TSC and provide feedback for their review. Staff believes the work of the TSC to be thorough and comprehensive and is in general agreement with a majority of the TSC recommendations with a few exceptions that are outlined in the comments. A copy of the Staff comments to the TSC has been provided for your review as Attachment B.

Some of the items in the TSC recommendations are simple to accomplish administratively and have either been accomplished or were scheduled for completion this year during the FY 2002-03 Budget process. These items include 1-A, 1-B, 3-B and 4-B.

Staff agrees with the TSC on items 2-A, 2-B, and 2-C but needs Council authority to site the traffic control devices identified in the report.

Staff disagrees with the TSC on item 4-A but has suggested an alternative that would need to be authorized through a supplemental budget or listed as an item for next year's budget process.

Staff disagrees with the TSC on Item 3-A.

Staff wishes to thank Chair Jackson and the TSC members for their dedicated efforts to promote the public process in forming a recommended traffic calming strategy for the Gubser Neighborhood. We look forward to working closely with the TSC on other important projects in the near future.

RECOMMENDATION

Staff recommends that Council review the TSC recommendations and the Staff comments on the Gubser Neighborhood Traffic Management Plan (GNTMP). Staff recommends that the Council open the public hearing, take testimony and then close the public hearing. Staff recommends that Council then deliberate the points outlined in the TSC GNTMP and the Staff comments and give guidance to Staff on the unresolved items and those items listed above that require Council or additional budgetary authority (2-A, 2-B, 2-C, 3-A, and 4-A).

If Council determines that item 3-A is appropriate, Staff recommends that it be put into effect only after the other items recommended in the GNTMP have been put into place and tested for effect. Staff notes that item 3-A would require a modification of the Keizer Transportation System Plan (TSP), which was adopted in 2000 and is scheduled for review in 2005 unless Council initiates an earlier review. Staff recommends that item 3-A be put into effect only after an alternative North-South Collector has been identified and recognized in the TSP during the next review.

City Of Keizer

Traffic Safety Commission

Gubser Neighborhood Traffic Management Plan

July 26,2002

Summary: This Gubser Neighborhood Traffic Management Plan was developed after several months of meetings and a great deal of input from residents living within the Gubser neighborhood in order to arrive at a solution to reduce the high volume of cut-through traffic experienced within this area. The Traffic Safety Commission is now forwarding this plan to the Keizer City Council as our recommended solution to address this issue. We encourage any questions or comments you might have and that you move forward with implementing our recommendations.

Background: Over the last decade, the City of Keizer has experienced a considerable amount of growth in both population and the volume of vehicle traffic. One area of specific concern has been due to the addition of several new residential subdivisions in north Keizer and their impact on the Gubser Neighborhood. Vehicles from these areas are utilizing local residential streets in the Gubser neighborhood as "cut-through" routes to access Interstate 5 and the Salem Parkway in order to avoid using River Road.

The traffic volume on these local residential streets has continually increased to over 4,200 vehicle trips per day. Area residents have for some time been expressing concern over this increasingly unsafe situation.

In January 2002 the Keizer City Manager, Chris Eppley and Public Works Director, Rob Kissler approached the Traffic Safety Commission (TSC) requesting that we develop a plan to address the volume of traffic using the Gubser Neighborhood as a cut-through, rather than using River Road and Lockhaven Drive. The TSC accepted the request and went to work developing a process to draft such a plan.

Plan Goal: To reduce the volume of cut-through traffic and its effect on the Gubser Neighborhood without shifting the problem from one street to another. It was acknowledged that this project would present a variety of challenges in order to accomplish this goal. Specifically in changing the behavior and established patterns of drivers currently using the streets in this area as a routine part of their daily commute. Developing solutions that address the volume of cut-through traffic without having a significantly negative impact on the local neighborhood is also a concern.

Plan Process: The TSC identified groups of area residents and businesses with common interests and concerns regarding the cut-through traffic on the affected streets and established "stakeholder" groups.

The stakeholder groups consisted of residents and businesses on Harmony Drive, Trail Avenue, Mandarin Drive, and Manzanita Street between River Road and 14th Avenue. Stakeholder meetings with each group were held during February and March where the project concepts were discussed and input from residents obtained.

Overall, those participating were very supportive of the project and the approach the TSC was using to draft the plan. It should be noted that we inadvertently failed to include a small number of residents on connecting side streets that included 11th, 12th, 13th Avenues, Manzanita Way, and Park lawn Court. These residents and businesses were however provided with a copy of the plan draft and invited to participate in the public hearing process, which many of them did.

A draft "Gubser Neighborhood Traffic Management Plan" was also provided to the City's Traffic Engineer, local emergency response agencies, Salem/Keizer School District, and Cherriots with a request for comments.

Copies of a final draft were mailed to all area residents, businesses and the Gubser Neighborhood Association requesting their input at a public hearing held on May 23, 2002. An announcement of the public hearing was also published in local newspapers.

Plan Recommendations:

The TSC is recommending the following plan components be implemented in order to accomplish the established plan goals. Each component will be carefully monitored to ensure that the desired results are achieved and to prevent measures from being implemented that might have an adverse impact. In order for this or any plan to be effective, corrective measures must improve traffic flow and efficiency in order to change the behavior of drivers in our community. The TSC is hopeful that the City Council will concur with our plan recommendations and begin implementation as soon as possible.

It should be noted that the following recommendations are not listed in any specific order and represent a "package" of necessary items. They are only numbered for purpose of referencing and discussion.

1 - River Road and Lockhaven Drive Intersection

The City has already taken one step to improve the morning southbound River Road traffic flow at this intersection for vehicles making left turns (east) onto Lockhaven Drive by increasing the protected left turn time. The TSC feels that in order to prevent the current cut-through traffic volume from simply using Manzanita Street as their new travel route, that additional improvements are necessary. This consists of two improvements at this location.

1-A: The TSC recommends that additional time be added to the protected left turn signal southbound on River Road to Lockhaven Drive eastbound during the morning A.M. commute hours.

The TSC initially recommended the installation of a five-head (protected/permissive) traffic signal at this location to assist with improving this intersection's efficiency. However, due to concerns raised by the Keizer Police Department that this might lead to an increase in accidents and input from the City's Traffic Engineer, it was determined that such a signal should only be considered after adding additional time to the protected left turn signal have been implemented and monitored for effectiveness. Efficiently moving nearly twice as many vehicles through this intersection during the morning commute is a major key to successfully resolving the issue of cut-through traffic in the Gubser Neighborhood.

1-B: The TSC recommends that the right turn lane on the northeast corner of the River Road and Lockhaven Drive intersection be improved to provide for a protected pedestrian crossing and replace the current stop sign with a signalized right turn.

This will accomplish two important objectives, improving the west to northbound efficiency of the intersection and greatly improve pedestrian safety. Currently many drivers do not yield to the stop sign or pedestrians at this location, resulting in several accidents and many more near misses.

Having these improvements completed early on in the plan implementation is key to helping convince drivers that taking this route will be more efficient than cutting through the Gubser neighborhood.

2 – Manzanita Street

2-A: The TSC recommends that stop signs be installed on Manzanita Street 11th Avenue and 13th Avenue, creating 4-way stops at both intersections. The utilization of stop signs was overwhelmingly favored over other engineering methods considered on Manzanita.

Residents expressed concern for livability, emergency service delays and cost issues when the original draft plan proposed traffic circles. Stop signs were also preferred over traffic circles by the Keizer Public Works, Keizer Fire District, Salem/Keizer School District and Cherriots in their submitted written comments. It was discussed that compliance at these stop signs could become an issue in the future.

2-B: The TSC recommends that the right-hand eastbound lane of Manzanita Street at Trail Avenue be designated as the through travel lane and the center lane be designated for left turns. This will help reduce confusion at this intersection and improve the safety of this intersection.

2-C: The TSC recommends the installation of signage on Manzanita Street near River Road informing drivers eastbound on Manzanita Street that it is open to “local traffic only”.

3 – Trail Avenue

3-A: The TSC recommends that Trail Avenue be closed at Manzanita Street. A variety of options and possibilities were considered in order to reduce the volume of cut-through traffic using Harmony Drive and Mandarin Street via Trail Avenue. While closing Harmony Drive at Trail Avenue or installing “pork chops” (right in/right out medians) at both ends of their street would be acceptable to Harmony residents, the same would be required on Mandarin Street as well and would significantly restrict their travel options.

This type of engineering method significantly reduces the residents’ ability to access their homes and was strongly opposed by the majority of citizens providing testimony. Therefore the TSC feels that closing Trail Avenue at Manzanita Street offers the best solution with the least impact to local residents. This recommendation would require changing Trail Avenue from a collector street to a local street in the Keizer Transportation System Plan.

The Keizer Fire District expressed concern that closing of Trail Avenue would have an adverse effect on the fire protection requirements of Long Lumber. Therefore, we recommend the closure of Trail Avenue be accomplished by installing a decorative gate. This would allow for emergency vehicle access and provide a visually pleasing alternative to a block wall or barricade. The closure design should also provide for bicycle and pedestrian access to Manzanita Street from Trail Avenue.

It was discussed that only closing the southbound lane of Trail Avenue from Manzanita Street would not be effective and result in vehicles driving around the barrier, creating an unsafe condition. Consideration was given to the fact that Trail Avenue serves three Keizer businesses, Long Lumber, France School of Dance, and Art Impressions. All three businesses were mailed copies of the plan draft with none providing testimony or written comments in opposition to this recommendation.

3-B: The TSC recommends that consideration be given to providing a bicycle and pedestrian pathway on Trail Avenue from Harmony Drive to Manzanita Street. Currently no safe space for bicycles or pedestrians is provided on this section of Trail Avenue.

4 – McNary Estates Drive and River Road

4-A: The TSC recommends that the travel lanes eastbound from McNary Estates Drive be changed so the right-hand lane exiting McNary Estates Drive is a right turn only lane and the left-hand lane provides for through and left turn traffic.

Currently vehicles wishing to turn right onto River Road (southbound) have to wait behind vehicles traveling straight across the intersection into the Gubser neighborhood. This situation encourages vehicles to go straight rather than use River Road and increases the volume of cut-through traffic.

4-B: The TSC recommends that the protected left turn signal time at River Road southbound to Manzanita Street be reduced. This will allow fewer vehicles to enter the Gubser neighborhood per signal cycle and encourage the use of River Road.



CITY OF KEIZER

MEMORANDUM

DATE: August 15, 2002

TO: Chair Jackson and Traffic Safety Commissioners

THROUGH: Chris Eppley
City Manager

FROM: Rob Kissler
Director of Public Works

SUBJECT: Gubser Neighborhood Traffic Management Plan

BACKGROUND:

Staff has prepared a preliminary recommendation to City Council based on the Traffic Safety Commission's (TSC) final draft of the Gubser Neighborhood Traffic Management Plan Recommendations dated July 26, 2002. The following is a series of bullet points outlining the areas where City staff agrees or does not agree with the recommendations of the TSC. The comments listed below are the framework that will ultimately make up the staff recommendation to City Council on September 3rd. Ideally, it would be advantageous if the TSC and City staff were in agreement on all points and could issue a joint recommendation.

- Item 1-A has been **completed** and **will be monitored** for possible additional time provided Lockhaven east and westbound traffic is not affected.
- Staff agrees with the TSC on item 1-B. The City Council has approved budget allocations in the 2002/2003 street fund to accomplish this task.
- Staff agrees with The TSC on items 2-A, B and C. However staff recommends placing stop signs at the intersection of Manzanita and Trail to complete a four way stop and not place stop signs at 11th and Manzanita until needed. Staff also recommends designating a "no parking zone" using a yellow curb for the first 50' on the south side of Manzanita east of Trail, when lane delineation in item 2-B is changed.

- Staff disagrees with the TSC on item 3-A the closing of Trail Ave at Manzanita for the following reasons:

- ✓ Trail Avenue is designated as a Collector in the City's Transportation System Plan.
- ✓ Potentially 30 acres of undeveloped high-density residential and mixed use property is adjacent to Trail Ave. Trail is needed to connect these properties in some alignment to the City's Arterial street system.
- ✓ Closing Trail will reduce the State's requirement of connectivity in neighborhoods.
- ✓ Turnarounds would need to be constructed the driving public if dead end streets are created.

Perhaps the TSC's suggestion of pork chops or center medians could be an alternative to discourage cut through traffic. Placing a cul-de-sac at the west end of Harmony and Mandarin may be a solution to cut through traffic in the area. Staff is planning on meeting with the TSC to further explore options.

- Staff agrees with the TSC on item 3-B. The City Council approved funding in the street fund to accomplish this task.
- Staff disagrees with the TSC on item 4-A. This change will create a two-lane offset east bound onto Manzanita. This is an extremely dangerous vehicle movement because of grade elevations and on coming traffic. **As an alternative, Staff suggests the construction of a dedicated right turn lane on McNary Estates drive. This improvement is not currently funded.**
- Staff has fielded many complaints over the years on the short protected left turn time at River and Manzanita as described in item 4-B. Citizens have been requesting longer left turn green time. Staff has resisted this request. Staff will monitor and adjust less green time to the left turn if appropriate for vehicle movements in this intersection.

Staff appreciates the long and tireless work of the TSC. The Public process conducted by this committee has been thorough and has created a forum that has allowed significant involvement by the community on a series of decisions that will impact many citizens in the Gubser neighborhood. Staff looks forward to working with the TSC on developing a final recommendation to the City Council on this issue to serve the entire community and on other similar projects in the future.

DATE: August 28, 2002
TO: Keizer City Council
FROM: Traffic Safety Commission
SUBJECT: Gubser Neighborhood Traffic Management Plan

BACKGROUND:

The Traffic Safety Commission's recommended *Gubser Neighborhood Traffic Management Plan* was completed on July 26, 2002.

Keizer City staff reviewed the TSC *Plan*, item-by-item, and set forth their comments and recommendations in a memorandum dated August 15, 2002. City Manager Chris Eppley presented these recommendations to the TSC at its meeting on August 22nd. It was noted that Staff was in agreement with all items of the TSC *Plan*, except for Items 3-A and 4-A.

RECOMMENDATIONS:

Following a lengthy discussion with Mr. Eppley and considerable discussion between TSC members—including additional testimony from Gubser area residents—the TSC unanimously makes the following recommendations to the City Council:

That the City Council adopt the recommendations of the TSC *Gubser Neighborhood Traffic Management Plan* dated July 26, 2002, with the following changes regarding Items 3-A and 4-A:

Item 3-A. Close Trail Avenue with a gate at Manzanita Street as outlined in the *Plan*.

Staff cited four reasons against this recommendation. They are each listed below, followed by the TSC's comments.

1. Trail Avenue is designated as a Collector in the City's Transportation System Plan.

TSC: *Trail was designated as a Collector at the time when Trail was connected to River Road at its intersection with Wheatland Road. Traffic often went from Wheatland or from River Road directly onto Trail and then cut through the Gubser Neighborhood to reach I-5 and points east. While the route is slightly more difficult now, the cut-through problem persists.*

The bottom line is that Trail only operates at the level of a Collector when it is handling cut-through traffic. Without this traffic Trail is only a local street.

2. Potentially 30 acres of undeveloped high-density residential and mixed use property is adjacent to Trail. Trail is needed to connect these properties in some alignment to the City's Arterial street system.

TSC: *The TSC's charge is to find a solution to the cut-through problem that exists NOW. They took into consideration that traffic demands will change in the future by proposing a solution which will solve the problem now, but that can be easily altered as future needs arise. The gated closure of Trail that has been proposed solves the problem, as it now exists. This closure could easily be removed as future population and traffic trends change.*

3. Closing Trail will reduce the State's requirement of connectivity in neighborhoods.

TSC: *On the contrary, the TSC feels that the closure of Trail will preserve the connectivity within the Gubser Neighborhood. All of the other alternatives that were considered imposed major travel restrictions on nearly all of the residents. At the public hearings held by the TSC the majority of the participants agreed that the closure of Trail might make some of their trips somewhat more difficult, but that it was a small price to pay to reduce the cut-through problem.*

4. Turnarounds would need to be constructed {for} the driving public if dead-end streets are created.

TSC: *Closing Trail would require the creation of a single turning space on the south side of the gate. There should be sufficient space for this.*

While the Staff did not suggest any specific solutions to the problem that the TSC was attempting to solve they did suggest revisiting ideas such as "pork chops," center medians, or cul de-sacs at the west ends of Harmony and Mandarin.

TSC: *The TSC had considered these alternatives earlier, and found that in every case the hardship created for the local residents was far greater than by the simple closure of Trail. Discussions after Mr. Eppley's presentation did not result in a change of the TSC's view.*

Item 4-A. Modify the Plan in accordance with Staff recommendations: Construct a dedicated right turn lane from eastbound McNary Estates Drive onto southbound River Road.

Staff suggested an alternative that would construct a dedicated right turn lane from eastbound McNary Estates Drive onto southbound River Road. The TSC had considered this alternative early in its deliberations, but were under the impression that it would not be allowed. The TSC feels that this alternative would certainly help clear the congestion at that intersection, and by encouraging the use of southbound River Road, would somewhat help decrease the cut-through traffic in the Gubser Neighborhood.

During the discussion of Item 4-A Mr. Eppley also suggested that it might be possible to further modify the McNary Estates Drive / River Road intersection so that traffic exiting McNary Estates Drive would be prevented from continuing eastward onto Manzanita Drive. This would mean that such traffic would be forced to turn either left (north) or right (south) onto River Road. Although the TSC had not researched this alternative, they felt that because this would prevent any cut-through traffic from McNary Estates Drive it was a good idea

In summary, the TSC's proposal:

- Presents a solution that can be implemented now.
- Can be modified as population and traffic conditions **change**.
- Offers the least disruption for the local residents' travel needs.
- Involves alteration of only one intersection.

It is important to note that the TSC is most appreciative of the effort and input by Keizer City Staff, together with Staff's desire to work cooperative and collectively with the TSC for the common good of Keizer citizens in an effort to resolve these traffic issues. We look forward to a close working relationship on future projects.

CITY OF KEIZER
TRAFFIC SAFETY COMMISSION AGENDA
KEIZER CITY HALL ~ Conference Room B
Thursday, January 24, 2002 at 7:00 p.m.

1. CALL TO ORDER

Chair Jackson called the meeting to order at 7:00 p.m.

2. ROLL CALL

The following members were present: Randy Jackson, Glen Putman, Joseph Ortiz, Jeff Hanson, Steve Lamb and Harlan Naegeli (arrived at 7:05 p.m.)

Absent: Steve Prothero

Also present: Council Liaison Judy Smith, Staff Liaison Officer David LeDay and Recording Secretary Cindy Perry

3. REVIEW/APPROVE MINUTES ~ November 29, 2001

Mr. Lamb moved for approval of the November 29, 2001 as amended. Mr. Putman seconded the motion and carried, all present voting aye.

4. APPEARANCE OF INTERESTED CITIZENS

No interested citizens appeared before the Commission.

5. WRITTEN COMMUNICATIONS

Officer LeDay noted that the Police Department had received a written concern from the residents living at 1602 and 1625 Chemawa Rd. These properties sit in the S-curve of the street and have had a number of vehicles end up in their yards. Officer LeDay noted that the Police Department was interested in making this a SARA Project with the possibility of instituting guard- rails in this area.

Chair Jackson requested that this issue be addressed under "New Business".

6. BIKEWAY COMMITTEE REPORT

Hersch Sangster reported that the committee had been actively working with the Fire and Police Department regarding the Helmet Diversion Program.

The Bike Skills Fair would take place again this next year at DaySpring Church.

Mr. Sangster shared that the committee had the opportunity to apply for a Bicycle Safety Program mini-grant through the Oregon Department of Transportation. The committee requested the opportunity to submit an application for grant funds in the amount of \$2100. Funds from this grant would be used to develop bicycle safety education kits for the local elementary schools. Mr. Sangster noted that seven kits would be organized at approximately \$250 per kit. He requested the endorsement of the Traffic Safety Commission to apply for these funds.

Mr. Lamb moved a motion to endorse the Bicycle Safety Committee applying for the Bicycle Safety Program Grant in the amount of \$2100. Mr. Ortiz seconded the motion and carried, all present voting aye.

Chair Jackson offered to draft the letter of support from the Commission.

Councilor Smith shared that the Bicycle Committee had been nominated for the Alice B. Toeclip award. The banquet to announce the winner of the award would take place on February 16th.

7. REPORT FROM CHAIR

Chair Jackson reported that he would be organizing the annual report of the Commission to submit to the Council.

Chair Jackson placed an invitation on the table for another Commission member to take over as Chair. He indicated once the Little League season began that it might be difficult for him to serve as chair. He asked that the Commission members consider this.

8. STAFF LIAISON REPORT

Officer LeDay summarized traffic statistics for the months of November and December and noted the annual towed vehicle summary for 2001.

Officer LeDay also supplied information regarding OLCC reports pertaining to alcohol-related incidents and those businesses selling alcohol. He indicated that a web site was available to obtain this information for those interested.

9. COUNCIL LIAISON REPORT

Councilor Judy Smith reported that she had attended a Community Policing Meeting and discussed the vision clearance issue and the possibility of using the volunteers to distribute letters to those who were violating the ordinance. Ken Gierloff with Southeast Keizer Neighborhood Association expressed interest in being part of this. Councilor Smith indicated once the ordinance was formalized and issues outlined that they would be contacted.

Councilor Smith reported that SKAATS would be working on the regional TSP over the next three months. Elections for this group took place with Councilor Smith being elected the Vice-Chair.

10. GENERAL BUSINESS

a. Gubser Elementary Parking-

No updates

b. Ridgetop Drive and Northern Heights Loop-Vision Issue

Public Works Director Rob Kissler noted that Public Works staff had reviewed this area during the day and did not observe any problems. He deferred the complaint to Officer LeDay who noted he would have an officer from the night shift review the situation during the evening hours. A report would be submitted to the Commission next month.

c. Traffic Concerns & Changes - Topic & Information Requests

Chair Jackson introduced City Manager Christopher Eppley and Public Works Director Rob Kissler. Chair Jackson indicated that he had spoken with staff regarding the Commission's dilemma of their charge and a possible project for the Commission to embark on.

City Manager Eppley commented on his vision for the Commission. He felt it was important to utilize the Commission's talents on larger traffic safety issues.

Public Works Director Rob Kissler addressed the areas of Harmony, Trail, Manzanita, Marigold, Mandrin, 14th Avenue, River Road and some of the traffic issues that have been commented on by the public. Due to the limited amount of resources available to the city Mr. Kissler invited the Commission to act as a citizen advisory group to develop a neighborhood traffic management plan with the assistance of a public forum process.

Mr. Kissler summarized how he envisioned the process, which included funding and the various entities that should be included in the process.

Responding to questions Mr. Kissler indicated that the Commission would develop a process, working with staff and other organizations. He presented a map of the area in question and some of the options discussed to help alleviate cut-through and speeding traffic in the area. Copies of the Neighborhood Traffic Management Plan were also distributed to members of the Commission.

The Commission discussed the problems along these streets and possible resolutions. City Manager Eppley cautioned the Commission to be aware that a solution for one area could cause problems for others and to take this into consideration during the process.

Mr. Kissler suggested working with the neighborhood association in the impacted area. He also suggested completing the tasks in intervals to observe if the phasing in of change assisted with the alleviation of some of the problems.

Chair Jackson felt it would be important to include the neighborhood associations in the areas, which would be affected. City Manager Eppley agreed but noted that property owners in the area would also need to be made aware of the public forum meetings to allow them to also supply input.

With no objections from the Commission Chair Jackson agreed that this would be an excellent project for the Commission to work on.

The Commission questioned staff regarding the appropriate fashion which complaints, such as vision hazards and traffic issues should be directed. City Manager Eppley felt that these types of issues would be appropriate to send directly to staff as opposed to having them brought before the Commission and then directed to staff. He indicated that it would be beneficial for staff to establish an outline of expectations for these types of issues.

Councilor Smith expressed concern that if issues were not brought before them that the Commission would not be aware of what had been addressed.

City Manager Eppley stressed that these types of issues were not the charge of the Commission and that their time and talents would be more useful in the project, which they were discussing.

Chair Jackson asked if it would be possible for staff to supply a monthly summary to the Commission to keep them up to date on things taking place in the city.

Councilor Smith again reiterated her concern that the background of the group was changing. She felt the public was more comfortable addressing the Commission rather than seeking assistance from City Hall.

Chair Jackson emphasized that the intent was not to change the process but to allow for a more streamline process. The Commission members agreed with Chair Jackson's comments.

Councilor Smith questioned what the role of the Commission would be if there was not funding available for the projects discussed or once the projects were complete. She felt the identity of the group would be lost.

Mr. Kissler indicated that they were not advocating taking away citizen input, but were basically seeking a simplified way to deal with issues making the Commission and staff's role more viable and a more streamline process for citizens.

After further discussion it was the consensus of the Commission to hold a work session during the next regular meeting to formulate an approach for the project.

d. School Crossing at Alder and Pleasant View

Public Works Director Rob Kissler noted that the area was currently under construction. He indicated that the school crossings were established by the school district and if it was felt that adjustments to the crossings were needed that the district should be contacted once the construction in the area was complete.

11. ADJOURNMENT

✓ **NEXT MEETING ~ February 28, 2002 @ 7:00 p.m.**

Chair Jackson adjourned the meeting at 8:45 p.m.

**CITY OF KEIZER
TRAFFIC SAFETY COMMISSION
WORK SESSION
MINUTES
KEIZER CITY HALL ~ Conference Room B
Thursday, February 28, 2002 at 7:00 p.m.**

1. CALL TO ORDER

Due to the lack of a quorum at 7:00 p.m. the Commission informally discussed the issues and listened to concerns from citizens along Harmony Drive.

2. ROLL CALL

The following members were present: Randy Jackson, Steve Lamb, Joseph Ortiz and Harlan Naegeli (arrived at 7:45 p.m.)

Also present: Staff Liaison Sgt. Lance Inman, Council Liaison Judy Smith and Recording Secretary Cindy Perry

Absent: Jeff Hanson, Steve Prothero and Glenn Putman

3. REVIEW/APPROVE MINUTES ~ January 24, 2002

A quorum for the meeting was obtained at 7:45 p.m. and the following motion was made after all other business was conducted:

Mr. Lamb moved for approval of the January 24, 2002 minutes as written. Mr. Ortiz seconded the motion and carried, all present voting aye.

4. BIKEWAYS REPORT (added to agenda)

Hersch Sangster with the Bikeway Committee reported that the Committee was successful in their bid to receive the Alice B. Toeclip Award. He expressed appreciation to everyone who participated in the success of the Committee.

The Commission praised Bikeways for all their hard work.

5. WORK SESSION

❖ *Review procedures for drafting Gubser neighborhood traffic plan.*

For the benefit of the citizens attending the meeting Chair Jackson supplied a brief summary of the Commission's role in the drafting of the Gubser neighborhood

traffic plan. He welcomed anyone wishing to submit ideas to speak this evening or to offer written thoughts at a later time.

Responding to questions from the audience, Chair Jackson read some of the possible ideas for the Gubser areas as suggested by the traffic engineer these included:

- *Pedestrian path on Trail Avenue north of Harmony to Manzanita*
- *"No left turn" median on Trail Avenue at Harmony Drive*
- *Close Harmony with a cul-de-sac at Trail Avenue*
- *"No left turn" median on 14th Avenue at Harmony Drive*
- *Divide curb extensions on Manzanita and Trail Avenue making Trail at Manzanita "one way" north bound and would not allow south bound traffic on Trail Avenue*
- *Divide the four-way stop at Trail Avenue and Manzanita*
- *"No right turn" from Manzanita Street to Trail Avenue*
- *Speed humps on Trail Avenue between Manzanita and Lockhaven.*
- *Install a traffic signal at Trail Avenue and Lockhaven (present location is only 850 feet from River Road and is too close to provide an interconnect system.)*
- *To provide the best interconnect system along Lockhaven Drive Trail Avenue should be aligned with Verda.*
- *"No left turn" from River Road at Manzanita.*
- *Install speed humps on Manzanita between Trail Avenue and 14th Avenue.*

Chair Jackson stressed that this was not an all-inclusive list, but only a list of ideas that the Commission would refer to and revise as the process expanded.

The citizen's attending the meeting lived along Harmony Drive and the following wished to speak.

Tony Moore, 1226 Harmony Drive, Keizer-referred to a copy of the *Traffic Practices Handbook for Local Road and Streets in Oregon*, which was published by ODOT. He addressed information from the book regarding pedestrian hazards, which included dart-outs and walking along roadways.

Mr. Moore noted that from curb to curb Harmony had the smallest width of driving pavement at 20 feet versus Manzanita and Mandarin being 35 feet of driving pavement plus 10 feet of planting space on either side of these roadways.

Mr. Moore provided pictures looking down Trail, Manzanita, Mandarin and Harmony. He noted additional differences from Harmony and the other streets including the lack of curbs, sidewalks and street lighting. He did not feel that installing speed bumps would solve the problem and also felt that due to the cost that speed bumps would not be cost efficient. He suggested closing Trail at

Manzanita with a barricade, which he felt, would be a more cost efficient way to reduce the cut-through traffic.

Other members of the audience spoke up noting they enjoyed the rural setting of the street and did not wish for the street to be widened. Pedestrian safety for their children was also a high priority for residents along Harmony.

Chair Jackson polled the residents and it seemed that the majority was not interested in the addition of street lighting, but were more concerned about the cut-through traffic.

Harlan Naegeli arrived at 7:45 p.m. and took at a seat at the table.

Resident 1295 Harmony Drive, Keizer-noted he was building new homes on either side of his residence and as part of the partition order would be required to build a sidewalk. He expressed his hope that the process of widening the street and sidewalks could take place in conjunction with his development.

Shep & Sharon Earl, Harmony, Keizer-spoke as long-time residents of Harmony Drive. They noted that traffic had increased significantly and pedestrian safety was a major concern for them.

Councilor Smith suggested that residents along Harmony attend the Gubser Neighborhood Association meetings to allow them to provide input during those meetings.

Steve Lamb felt the bottleneck for traffic was at the intersection of River and Lockhaven. He suggested that a five-light signal would assist with the bottleneck during the morning and evening hours and could be a step taken prior to other changes taking place.

Harlan Naegeli interjected that the intersection did not meet ODOT criteria for a five-head traffic signal. The group briefly discussed this and the speed limits along River Road North and Lockhaven. Mr. Naegeli went on to suggest the possibility of a "pork chop" island at each end of Harmony along with "no left turn" signs. He indicated that this would limit traffic entering the street, but would also limit the residents access depending on which direction they were coming from. The Commission and audience further discussed this option.

Larry & Peggy Thies, Harmony Drive, Keizer-expressed skepticism in the process and asserted the hope that this would be an issue which would be addressed and taken care of soon.

Chair Jackson noted the new Council members and the commitment of funds which would allow some changes to take place in this area.

Chair Jackson thanked everyone for their participation and attendance.

The Commission further discussed the process for the project and decided it would be appropriate to hold additional public forums to gain input from the residents along Manzanita, Trail and Mandarin.

Residents from Trail and Mandarin would be invited to a forum scheduled Wednesday, March 20th at 7:00 p.m. at Gubser Elementary School. Residents along Manzanita would be invited to participate in a forum on Thursday, March 21st at 7:00 p.m. at the Council Chambers in Keizer City Hall.

The Commission also agreed to meet on their regularly scheduled date of Thursday, March 28th at 7:00 p.m. to discuss the input received from the forums and organize a draft plan.

6. OTHER BUSINESS

Pedestrian Safety Grant

Sgt. Inman reported that he had applied and been awarded a grant for Pedestrian Safety. The grant included approximately 100 hours of over-time to target marked and unmarked crosswalks.

School Zone Crosswalks

Councilor Smith addressed the signage in school zones. She felt that the signage at the crosswalks was inconsistent regarding the number of feet that the signs were placed. She used the crosswalk at Verda and Alder as an example. She noted that she would be contacting ODOT to obtain the standards for school zones.

Mr. Naegeli noted that there was a variance in these standards. He indicated he would obtain a copy of these standards for Councilor Smith to review.

Cherriots

Chair Jackson reported that he had received a letter from Cherriots that he would forward to the Public Works Director noting that \$360,000 was available for capital projects, operations or planning purposes.

7. ADJOURNMENT

Chair Jackson adjourned the meeting at 9:13 p.m.

**CITY OF KEIZER
TRAFFIC SAFETY COMMISSION FORUM
MINUTES
GUBSER ELEMENTARY SCHOOL-MEDIA ROOM
Wednesday, March 20, 2002 at 7:00 p.m.**

1. CALL TO ORDER

Chair Jackson called the public forum to order at 7:02 p.m.

2. ROLL CALL

The following members were present: Randy Jackson, Harlan Naegeli, Steve Lamb, Steve Prothero and Joseph Ortiz

Also present were: Council Liaison Judy Smith

3. PUBLIC FORUM FOR RESIDENTS ALONG TRAIL AVENUE AND MANDARIN STREET

The following members of the community attended the forum:

Monica Melhorn, 5735 Trail Avenue, Keizer, Oregon
Lynne Follett, 1291 Mandarin Street, Keizer, Oregon
Teresa Amen, 5625 Trail Avenue, Keizer, Oregon
Roy Reynolds, 5625 Trail Avenue, Keizer, Oregon

Chair Jackson welcomed the audience and supplied a brief summary of the task that the Commission had been asked to undertake. He read the memo dated January 18, 2002 from the City Traffic Engineer outlining his preferences in order of the elements that he would recommend to help resolve cut through traffic. They are as listed below:

- 1) *Pedestrian path on Trail Avenue north of Harmony to Manzanita*
- 2) *No left turn median on Trail Avenue at Harmony Drive*
- 3) *Close Harmony with a Cul-de-Sac at Trail Avenue.*
- 4) *No left turn median on 14th Avenue at Harmony Drive*
- 5) *Provide Curb Extensions on Manzanita Street at Trail Avenue. This would make Trail Avenue at Manzanita Street one-way northbound and not allow southbound traffic on Trail Avenue.*
- 6) *Provide a four way stop at Trail Avenue and Manzanita Street*
- 7) *No right turn from Manzanita Street at Trail Avenue*

- 8) *Speed humps on Trail Avenue between Manzanita and Lockhaven*
- 9) *Install a traffic signal at Trail Avenue and Lockhaven*
 - a. *Present location is only 850 feet from North River Road and is too close to provide an interconnect system.*
 - b. *Ideally to provide the best interconnect system along Lockhaven Drive, Trail Avenue should be realigned with Verda Lane. This would make the spacing approximately 1600 feet, which is optimal for interconnecting traffic signals. Granted this realignment could be detrimental to the neighborhood south of Lockhaven Drive*
- 10) *No left turn from North River Road at Manzanita Street*
- 11) *Install speed bumps on Manzanita between Trail Avenue and 14th Street*

Chair Jackson noted in a meeting with Harmony Drive residents they were in favor of a "pork chop" at each end of their street that would limit the residents to right turns only off of their street. He also noted some of the Commission's suggestions, which they felt might help to alleviate cut-through traffic. One included adding a five-head traffic signal at the intersection of Lockhaven and River Road.

As the discussion advanced the following ideas were suggested:

1. Extending the sidewalk on Manzanita across Trail
2. Adding speed bumps at the mouth River Road and Manzanita and also at the mouth Trail and Lockhaven.
3. Adding a traffic circle at Trail and Manzanita
4. Eliminate right turns onto Trail from River Road and add speed bumps on Manzanita.
5. Adding traffic circles at 11th Avenue and 13th Avenue on Manzanita
6. A temporary barricade at River Road and Manzanita to allow local traffic only.
7. Placing speed bumps on Manzanita at the location of the bus stops.
8. Phase in some of the suggested changes to see which would be the most effective.

4. ADJOURN

CITY OF KEIZER
TRAFFIC SAFETY COMMISSION
MINUTES
KEIZER CITY HALL ~ Conference Room B
Thursday, March 21, 2002 at 7:00 p.m.

1. CALL TO ORDER

Chair Jackson called the public forum to order at 7:02 p.m.

2. ROLL CALL

The following members were in attendance: Randy Jackson, Harlan Naegeli, Steve Prothero and Joseph Ortiz

Absent: Jeff Hanson and Steve Lamb

Also present: Recording Secretary Cindy Perry

Citizens in attendance were:

Milton and Ella Mae Boone, 1199 Manzanita St NE, Keizer
Leslie and Mary Lou Thaler, 1220 Manzanita St NE, Keizer
Jim McBride, 1180 Manzanita St NE, Keizer
Ed Muellen, 1315 Manzanita St NE, Keizer
Gil Larson, 1340 Manzanita St NE, Keizer
Mark & Ruth Cheney, 1219 Manzanita St NE, Keizer

Chair Jackson welcomed the audience and supplied a brief summary of the task that the Commission had been asked to undertake. He read the memo dated January 18, 2002 from the City Traffic Engineer outlining his preferences in order of the elements that he would recommend to help resolve cut through traffic. They are as listed below:

- 1) *Pedestrian path on Trail Avenue north of Harmony to Manzanita*
- 2) *No left turn median on Trail Avenue at Harmony Drive*
- 3) *Close Harmony with a Cul-de-Sac at Trail Avenue.*

- 4) No left turn median on 14th Avenue at Harmony Drive
- 5) Provide Curb Extensions on Manzanita Street at Trail Avenue. This would make Trail Avenue at Manzanita Street one-way northbound and not allow southbound traffic on Trail Avenue.
- 6) Provide a four way stop at Trail Avenue and Manzanita Street
- 7) No right turn from Manzanita Street at Trail Avenue
- 8) Speed humps on Trail Avenue between Manzanita and Lockhaven
- 9) Install a traffic signal at Trail Avenue and Lockhaven
 - a. Present location is only 850 feet from North River Road and is too close to provide an interconnect system.
 - b. Ideally to provide the best interconnect system along Lockhaven Drive, Trail Avenue should be realigned with Verda Lane. This would make the spacing approximately 1600 feet, which is optimal for interconnecting traffic signals. Granted this realignment could be detrimental to the neighborhood south of Lockhaven Drive
- 10) No left turn from North River Road at Manzanita Street
- 11) Install speed bumps on Manzanita between Trail Avenue and 14th Street

Chair Jackson noted in a meeting with Harmony Drive residents they were in favor of a "pork chop" at each end of their street that would limit the residents to right turns only off of their street. He also noted some of the Commission's suggestions, which they felt might help to alleviate cut-through traffic. One included adding a five-head traffic signal at the intersection of Lockhaven and River Road.

After opening the meeting up for discussion the following suggestions were discussed:

1. Four-Way stop at Trail and Manzanita
2. Stop sign at 13th-no speed bumps
3. Keep in mind that Manzanita was used as an exit during the Miracle of Christmas Light Display. The group had no wish for this to change.
4. Phase in some of the suggestions to see what would work best.
5. Use temporary traffic circles or other temporary blockades to re-route traffic.
6. Effectiveness of Speed Trailer was noted.

Members of the audience noted that speed along Manzanita was the first concern with volume of traffic falling second.

Mr. Naegeli provided information regarding ODOT warrants for stop signs and speed reduction on streets.

Chair Jackson thanked the citizens for attending the forum. He outlined the process that he foresaw to get the draft to the City Council by June. He also indicated that funding for portions of the adopted plan would be available after July 1, 2002.

3. ADJOURN

The meeting was adjourned at 8:00 p.m.

➤ *Next Meeting-April 25, 2002*

CITY OF KEIZER
TRAFFIC SAFETY COMMISSION MINUTES
KEIZER CITY HALL ~ Conference Room B
Thursday, March 28, 2002 at 7:00 p.m.

1. CALL TO ORDER

Chair Jackson called the meeting to order at 7:02 p.m.

2. ROLL CALL

The following members were present: Randy Jackson, Harlan Naegeli, Joseph Ortiz, Steve Lamb, Steve Prothero and Glenn Putman

Absent: Jeff Hanson

Also present were: Staff Liaison Sgt. Lance Inman, Council Liaison Judy Smith
Leadership Youth Board Member Richard Bacon and Recording Secretary Cindy Perry

3. REVIEW/APPROVE MINUTES ~ February 28, 2002

Steve Prothero moved for approval of the February 28, 2002 minutes as written.
Steve Lamb seconded the motion.

The motion passed as follows:

AYES: Jackson, Lamb, Naegeli, Ortiz, Prothero and Putman (6)

NAYES: None (0)

ABSTENTIONS: None (0)

ABSENT: Hanson (1)

4. APPEARANCE OF INTERESTED CITIZENS

No interested citizens appeared before the Commission.

5. WRITTEN COMMUNICATIONS

None

6. BIKEWAYS REPORT

None

7. REPORT FROM CHAIR

Chair Jackson supplied information about the Leadership Youth Program and Richard Bacon's participation. Chair Jackson indicated that he would be unable to act as a mentor in this program next year and offered the opportunity to other members of the commission.

Chair Jackson reported that he had confirmed that funding for potential improvements regarding the Gubser Neighborhood Traffic Plan would be available July 1, 2002.

8. STAFF LIAISON REPORT

Sgt. Inman provided traffic statistics from last year and summarized them and answered questions from the commission.

9. COUNCIL LIAISON REPORT

Councilor Smith reported that the Planning Commission had made their final recommendation regarding the Keizer Station Plan and would be meeting with the City Council on April 8th to discuss their recommendation.

Councilor Smith abbreviated the dilemma that COG (Council of Governments) was facing because ODOT was refusing to release funds.

10. GENERAL BUSINESS

Chair Jackson summarized the forums with the residents along Manzanita, Trail Avenue and Mandarin. He indicated the next step would be to formulate a plan and submit the draft plan to the Traffic Engineer. Once the Traffic Engineer had reviewed the plan it would be mailed to stakeholders and a public hearing process would take place. The City Council would review a final draft of the plan for adoption.

Chair Jackson outlined recommendations from the Mandarin/Trail residents which included:

- Extended curb on River Road at Manzanita to prevent left turns.

(Chair Jackson noted that this option would have a large impact on the school bus traffic traveling to Gubser Elementary School)

- Make Trail Avenue and Manzanita a four-way stop.
- Add speed humps to Trail Avenue, two speed bumps near Lockhaven and two near Manzanita.
- Consider speed humps or traffic circles on Manzanita.
- Limit right turns from Manzanita onto Trail Avenue.
- Consider speed humps on Manzanita at city bus stops
- Phase- in changes and add or modify as needed.
- Speed is the greatest issue along Trail Avenue.
- Close Trail Avenue at Manzanita with cul-de-sac
- Create a jug handle on Manzanita at city owned property to slow traffic.

Manzanita Forum resident recommendations:

- Four-way stop at 13th and Manzanita
- Volume is split between cut-through and local traffic (*It was felt that additional data would be needed to determine the main cause*)
- Residents reminded the commission that their street serves as the exit for the Miracle of Christmas lighting display and they did not wish for this to change.
- Traffic circles at 11th and 13th Streets.
- Noted effectiveness of speed trailer.

The Commission reviewed the suggestions of the residents and considered if using temporary barriers might help to change the driving habits of citizens using Gubser as a cut-through.

Mr. Lamb suggested a package that included improving the signal lights at Lockhaven, review closing Trail, or preventative measures, such as the pork chops at each end of Harmony or impeding right turns off Manzanita onto Trail.

Chair Jackson proposed doing the project a piece at a time and reviewing the effectiveness of each piece before adding another aspect of the plan. He urged the Commission to list their thoughts, which would be submitted to the Traffic Engineer as part of the draft plan to allow him to critique and provide input to the suggested remedies.

Mr. Naegeli agreed with Mr. Lamb that a blanketed project would be the best alternative when initiating a strategy.

Councilor Smith voiced her opinion that the first recommendation should be temporary structures and the second recommendation permanent structures.

Mr. Prothero conceded that a temporary package with signage would be the most cost efficient and enable a review during the process.

The use of temporary signage versus permanent signage was discussed. Also the closure of Trail Avenue was analyzed and how it might effect the businesses along Trail Avenue and the possible impact it could have to emergency vehicles.

The Commission stressed improvements of the signalizing at River Road and Lockhaven. It was felt by adding a signaled pedestrian crossing at Lockhaven and River would enable the elimination of the stop sign for right turns onto River Road from Lockhaven that would make the flow of traffic onto River Road smoother.

Chair Jackson recounted the suggestions of the commission and the citizens. He indicated he would draft a plan that he would submit to the commission for review. He summarized the remainder of the process.

ACTS Oregon Grant

Chair Jackson reminded the commission that it was time to consider this process as the deadline for the grant was in June. He suggested that they seek funds for an additional radar reader trailer and offered to hear other options from the group.

School Signage

Councilor Smith re-addressed the issue of school signage. She noted that she had forwarded the issue to management for review.

11. ADJOURN

Chair Jackson adjourned the meeting at 8:56 p.m.

➤ *Next Meeting-April 25, 2002*

CITY OF KEIZER
TRAFFIC SAFETY COMMISSION MINUTES
KEIZER CITY HALL ~ Council Chambers
Thursday, May 23, 2002 at 7:00 p.m.

1. CALL TO ORDER

Chair Jackson called the meeting to order at 7:10 p.m.

2. ROLL CALL

The following members were present: Randy Jackson and Joseph Ortiz

Absent: Harlan Naegeli, Glenn Putman, Steve Lamb and Steve Prothero

Also present were: Staff Liaison Sgt. Lance Inman and Acting Recording Secretary Cathy Meeks

3. PUBLIC HEARING

- Gubser Neighborhood Traffic Management Plan

Chair Jackson welcomed everyone for their attendance and opened the public hearing. He indicated that a quorum was not present, but public testimony would be received.

Public Testimony

Ivan Imig, 998 Hawthorne Ave NE, Salem Keizer Public School District Transportation Department-indicated no major objections to the plan, although noted if main streets, such as Manzanita were restricted or closed that the District would be in opposition to this.

Gil Larson, 1340 Manzanita Avenue NE, Keizer- declined to comment.

Ed Mueller, 1315 Manzanita Avenue NE, Keizer- declined to comment.

Ray Thies, 1292 Mandarin St NE, Keizer- spoke in support of a cul-de-sac at the end of Trail Avenue at Manzanita.

Karen Trucke, 6330 14th Ave NE, Keizer- supplied data, which she had accumulated regarding traffic in the Gubser neighborhood over the past seven years. She urged the Commission to review this data and to close Manzanita at River Road with a turn around access at the service station. She also suggested a no right turn off of McLeod onto Meadowlark. Ms. Trucke urged that the entire Gubser area be reviewed before enacting a plan that might effect the neighborhood adversely.

At the request of the Commission Mrs. Trucke indicated she would be happy to provide a summary of her data to the Commission.

Wayne Trucke, 6330 14th Avenue NE, Keizer- expressed his wish to be notified of future meeting regarding this plan. He also reiterated his wife's concerns and suggestions.

Eloise Chocalas, 1196 Harmony Drive, Keizer- expressed her uneasiness with some portions of the plan, such as making Harmony a cul-de-sac or lowering the speed limit on Harmony. She urged the consideration of the use of speed bumps along Manzanita, which would still allow emergency vehicles access to this area.

Mark Jones, 1156 Manzanita Way NE, Keizer- expressed concern with the excessive speeders in the area and applauded the work being done by the Commission. Mr. Jones also expressed empathy for those living along Trail and Harmony Avenue because of the exorbitant speeds and traffic. He felt the use of stops signs at 11th and 13th Avenues would be beneficial and a less expensive solution than traffic islands. Mr. Jones also suggested that the timing of the left turn signal for north bound traffic on River Road onto Manzanita be reduced.

Glen Hadley, Salem Area Transit, 555 Court Street, Salem (Cherriots)-spoke in opposition to the suggested traffic islands because of the difficulties is caused the buses to maneuver around these barriers. Mr. Hadley requested that the Commission take this information into consideration.

Alan Bennett, 1226 Manzanita Way NE, Keizer-expressed concern with some of the options that he felt would "barricade" him in his neighborhood. He agreed with comments from Cherriots and the Salem Keizer School District. Mr. Bennett also agreed with the use of stop signs at 11th and 13th Avenue.

Tony Moore, 1226 Harmony Drive NE, Keizer- expressed concerns regarding the safety of his children when walking or riding their bicycles to and from school. He urged the Commission to take into consideration his previous comments made at previous Traffic Safety Commission meetings regarding this issue.

Anne O'Rourke, 1266 Harmony Drive NE, Keizer- spoke in favor of closing Trail Avenue at Manzanita. Ms. O'Rourke suggested the possibility of a removable barrier, which would allow access to Trail if needed. She was also in agreement with the placement of stop signs at 11th and 13th Avenues and recommended restricting left hand turns at certain times of the day from River Road onto Manzanita.

Rick and Sandra Weddle, 1295 Harmony Drive NE, Keizer- declined to comment.

Hank and Evonne Kimball, 6326 13th Avenue NE, Keizer- declined to comment.

Judy Smith, 1211 Mandarin St NE, Keizer- expressed concern about stop signs because she felt this would cause additional enforcement issues. She encouraged the use of roundabouts and supplied some information about them. Mrs. Smith shared some of her research regarding the possible closing of Trail Avenue. She urged that the Commission not inconvenience the neighbors by placing pork-chops that would limit access to the neighbors in the area.

Jeff Brodniak, 1192 Mandarin, Keizer- expressed concern regarding the increased traffic and speed that he had noticed in the area. Mr. Brodniak stressed the need to maintain the quality of life for the neighborhood and urged the Commission to take this into consideration. He spoke in support of blocking off Trail at Manzanita.

Kari Roberts, 1355 Harmony Drive, Keizer- declined to comment.

Bob Newton, 6064 12th Avenue NE, Keizer- spoke in favor of extending the turning signal turning east onto Lockhaven off of River Road. Mr. Newton felt it would be important to seek alternate ideas rather than closing off streets, but noted the neighborhood may need to sacrifice convenience for safety.

William Hart, 1232 Mandarin- expressed his support of blocking Trail at Manzanita with a removable barrier. Mr. Boone also expressed his support of making changes to the traffic signals at River and Lockhaven Roads.

Teresa Amos, 5625 Trail Avenue NE, Keizer- noted in the twelve years that she had lived along Trail Avenue that she had noted emergency vehicles using this route only one time. She felt the closure of Trail should be permanent and not a removable barricade.

Milton Boone, 1199 Manzanita Way NE, Keizer- expressed his support of making changes to the turn signals and the installation of stop signs at 11th and 13th Avenues.

Elaina Fast, 1117 Manzanita Way, Keizer- spoke in opposition to the use of pork-chops and felt the use of stop signs would be the most appropriate change to the area at this time.

Mark Jones, 1156 Manzanita Way NE, Keizer- re-addressed the Commission suggesting a three-way stop at Mandarin and 14th Avenue. He also suggested that signage be added to 14th Avenue indicating that the area was in a school zone.

Martin Doerfler, 4140 Rivercrest Drive North, Keizer-spoke as a representative of the Bikeways Committee. He requested that if Trail were closed that the ability for pedestrian and bicycle traffic access still be available. Mr. Doerfler felt the use of speed bumps would be the most effective alternative.

With no one else wishing to testify Chair Jackson closed the public hearing noting that written comments could be submitted to Keizer City Hall, to the attention of the Commission, until June 7, 2002 at 5:00 p.m.

4. ADJOURNMENT

Chair Jackson adjourned the meeting at 8:16 p.m.

➤ NEXT MEETING ~ June 27, 2002 @ 7:00 p.m.

June 3, 2002

I read with dismay the "Turf Battle" article in the Friday, May 31st Keizertimes and decided that I needed to respond to Keizer's ever increasing traffic problems.

I'm sure everyone will now agree that this problem has come to pass because of a small City's desire to grow but *lack of planning for the ensuing traffic problems*. With very little choice for East-West or North-South flow of morning cars it is only natural for people to try to locate other avenues.

"According to the Gubser plan, ... traffic volume has grown to more than 4,200 vehicle trips per day" was noted in one column. It goes on to say that 1,000 homes are hanging off the Gubser area. Seems to me that if each of the 1,000 homes has two cars (national average), that would account in itself for the 4,200 stated. How would closing streets or blocking useable roads help that traffic flow?

If you plan to funnel those who currently flow through Gubser onto Lockhaven (which already is a nightmare) what impact will that have on the school. Or forcing everyone to traverse on River Road which is already almost impossible to get onto during the morning hours from our side street. Please don't put a light at Lockhaven that turns two lanes eastbound, to only have them merge!!!

Sure in a perfect world I would like to stop people from cutting through my street from Wheatland Road to River Road in the mornings but not to cut my own throat.

I think in reality you **need a non-biased traffic study** in Keizer, paying particular attention to the Gubser/Wheatland areas. Next, I strongly urge a **Park and Ride** to accommodate the congestion. Our only current mass transit is to park at Fred Meyers and take a city bus. That doesn't meet my needs!! What about more access to the freeway or a Bridge to West Salem. How about choosing a plan that helps eliminate the problem instead of transferring it to another location!!

Please take careful thought to changing any traffic patterns that would isolate neighborhoods and create additional stress for the already "overloaded" traveling workers who live in Keizer.

Terri Hamilton

503-390-1606



Gary Welch
6264 13th Ave
Keizer OR, 97303

Attention City of Keizer

This letter is considering the Gubser Neighborhood Traffic Management Plan.

Suggestions

- 1) No left turns from River Road to Manzanita from 7:00 am to 9:00 am.
 - a) Delay left turn arrow longer.
 - b) Really short green arrow allowing only 1 vehicle through the light.
- 2) Install more stop signs in neighborhood to slow traffic.
- 3) Close one end of Harmony and Mandrin.
- 4) School Zone signs on 14th.

RECEIVED
BY: 
CITY OF KEIZER
2002 JUN 5 PM 2 55



KEIZER FIRE DISTRICT

TO: Traffic Safety Commission, City of Keizer

FROM: Joel Stein, Fire Marshal

DATE: June 3, 2002

SUBJECT: Draft Gubser NTMP – Comments

Included are the Keizer Fire District's comments concerning the April 9, 2002 Draft Gubser Neighborhood Traffic Management Plan.

First, the Keizer Fire District understands and empathizes with the concerns of the Gubser neighborhood and residents in this area. The Fire District wants to express our desire to work with them and the City of Keizer to achieve a solution that addresses these concerns and meets the emergency response needs of the Fire District. As the areas ambulance service provider, we must meet specific response time requirements under State and County regulations. We encourage open communications and that careful consideration be given to any proposals that could negatively impact our ability meet these requirements or provide emergency services to the citizens in this area.

At this time, we would like to specifically address the following plan components:

Phase 1: Any changes or realignment of this intersection must continue to support an Opticom traffic control unit to allow for unobstructed emergency vehicle travel through this intersection from any direction.

Phase 2: No comment.

Phase 3: Manzanita Street serves as one of only two primary access routes for emergency vehicles to the Gubser neighborhood west of McLeod Lane. The Keizer Fire District would recommend the installations of stop signs on Manzanita Street at 11th and 13th Avenues over construction of the proposed traffic circles (or speed humps). Traffic circles and speed humps not only slow commuter traffic, they also significantly slow emergency vehicle response. This can negatively impact the Fire District's ability to meet response time requirements and the emergency medical care to the Gubser neighborhood.

In the event of a cardiac arrest, the chance of survival decreases 10% with every minute of delay to emergency care, not to mention the possibility of worsening a cervical spine injury or other injury while attempting to maneuver around circles or over humps in the roadway. Fire damage and property loss increases and the

possibility of a successful rescue decreases with every additional minute of delay as well. Seconds really do count! Please make sure that if either the traffic circle or speed hump options are considered, that all of the area residents and City Council are made aware of these facts prior to making such a decision. We would also request the opportunity to work closely with City officials during the design phase of any such construction projects.

Phase 4: The Keizer Fire District is not opposed to the proposed closing of Trail Avenue so long as it is done in such a way that allows for emergency vehicle access if needed. It is important that emergency vehicle access to Trail Avenue from Manzanita Street be maintained. Our principle concern is fire hydrant locations on Trail Avenue that would supply needed fire flow (water) for Long Lumber. Closing Trail Avenue without maintaining emergency vehicle access would reduce available fire flow and should not be considered as an option.

Maintaining emergency vehicle access to Trail Avenue from Manzanita Street could be accomplished through the use of a manually locked or remotely controlled gate or by providing curbing, capable of being crossed by emergency vehicles during an incident. We again would like to actively work with City officials on the specific method used to close Trail Avenue.

Phase 5: No comment.

Phase 6: Our recommendation of stop signs over traffic circles or speed humps due to their negative impact to emergency services would apply to Marigold Street as well.

We would be opposed to the construction of a median on River Road at Manzanita Street. Such a barrier would increase the likelihood of accidents and limit access options to the neighborhood by emergency vehicles.

We ask that you remain cognizant of the fact that while we only have one fire station in Keizer, we also work closely with Marion County Fire District #1 and their crews at the Clearlake fire station. Not all of our emergency response routes are based on a response from our fire station. We often times are already out and may be required to respond into an area from any direction.

We would also like to emphasize our willingness and desire to work closely with you, City staff and the neighborhood to reach a desired outcome that works for all parties involved. Should the draft plan change significantly or incorporate ideas and/or concepts not previously discussed, we would request an opportunity to review them and provide comment.

Should you have any questions, please feel free to contact either the Fire District's Traffic Safety Commission representative Division Chief Randy Jackson or myself.

TO: Keizer Traffic Safety Commission
DATE: 06/06/02
FROM: Karen and Wayne Trucke
RE: Gubser Neighborhood Traffic Management Plan

The Gubser Neighborhood Association area has grown to 1000 plus homes without any additional road additions to exit the neighborhood. A large residential area East of Mcleod has no exit directly out of the neighborhood thus causing inter-neighborhood cut-through traffic. Additionally, the following City changes have added to the increased impact of external cut-through traffic:

- Huge ongoing build-out of the neighborhoods East and N.E. of the original neighborhood.
- The main route from Keizer to the East was moved from Chemawa to Lockhaven. This provided one route, Lockhaven, for the whole city to get to/from the Freeway, N. Salem/Lancaster, The Parkway and soon the Keizer Station
- Huge build out of neighborhoods North of Gubser off of River Road
- Build out of McNary Estates
- Manzanita, already heavily laden with inter-Gubser-neighborhood traffic was aligned with McNary with a traffic light and left turn lanes for McNary traffic and traffic from N. River Road.

Manzanita is the only road from the Gubser area that connects to River Road. Manzanita is overloaded with just inter-neighborhood cut-through traffic from the entire extended Gubser Neighborhood Area. A Manzanita resident reported to the Gubser Neighborhood Association approximately 3 years ago that the City promised to close Manzanita when the neighborhood was being extended North. Meadowlark is also greatly impacted from this traffic as it is the first street-of-choice to get from Manzanita to Mcleod for both inter-neighborhood and external cut-through traffic. Meadowlark had 200 plus cars in 1 hour on this local residential street in a count done 2 years ago. At times the traffic on Meadowlark is now approaching that on 14th avenue.

The basic road infrastructure (see Attachment 1), especially Manzanita, cannot safely handle this extended neighborhood (see Attachment 2) cut-through traffic let alone the external cut-through traffic. External traffic through the neighborhood via Manzanita onto local streets has been increasing since counts were done 2 years ago. The burden on Manzanita and Meadowlark has been a great burden to safety and livability for these local streets.

We have always championed the fact that Harmony is over burdened with external cut-through traffic. However, if traffic is blocked access via Harmony by closing just Trail Avenue, the traffic will shift to Manzanita. This will occur even if stop signs or roundabouts are placed on Manzanita as evidenced by the external cut-through traffic that is already occurring. The desire to circumvent River Road and Lockhaven perceived distances and multiple traffic lights is just too great.

The only solution is to close Manzanita at River Road. This would block traffic from Harmony as well as other alternate cut-through routes from trail to 14th, and block the shifting of traffic to Manzanita and other local streets, especially Meadowlark.

Because the combined streets of 14th Avenue, Rock Ledge Dr., and Mcleod create a loop, all points in the total Gubser Area can be reached without the use of Manzanita. School and City Buses can reach all areas via this same loop and give more complete service besides. The City buses are, in effect, currently cutting through just like all of the other external traffic.

Regarding emergency vehicles from the station on Chemawa, the route via Chemawa to Mcleod is the shortest route to the neighborhood anyway and less traffic tie-ups. Additionally, with the threat of the Keizer Station traffic into the neighborhood, it may be difficult for an emergency vehicle to reach many of our neighborhood residences in a timely manner due to traffic blockage if Manzanita is not closed.

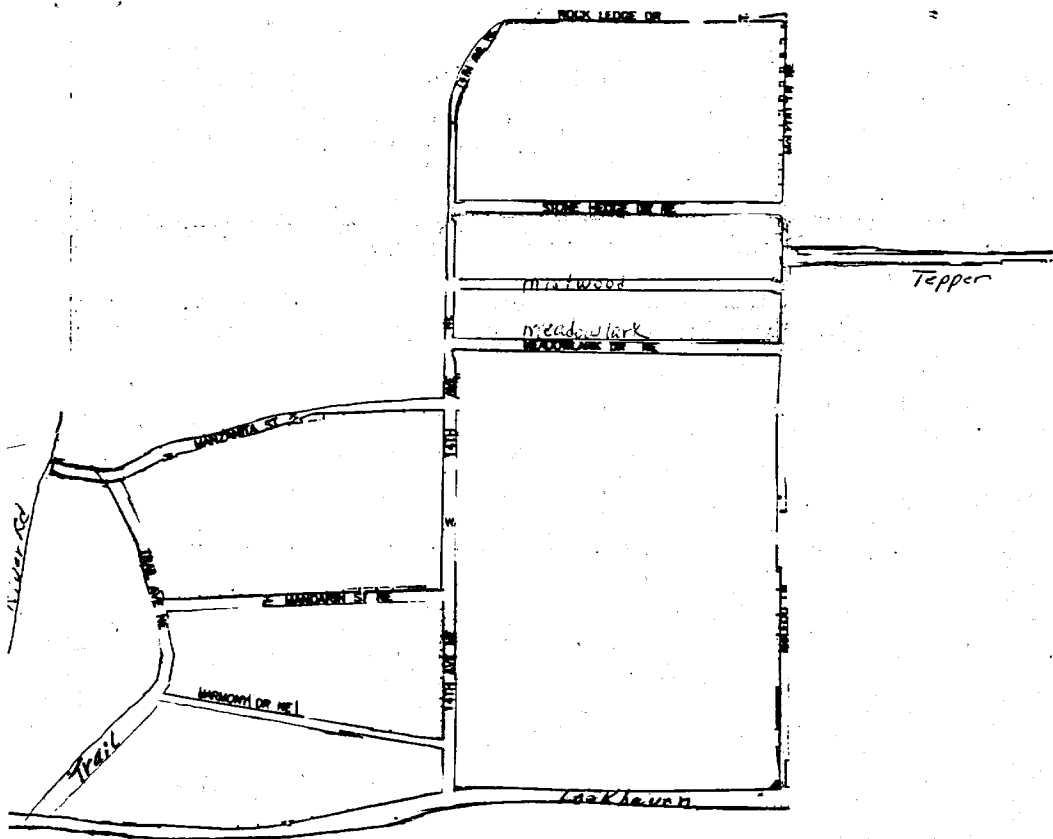
Closing Manzanita at River Road may be a possible solution to the impact of the Keizer Station (formerly Chemawa Activity Center, CAC) on the Gubser Neighborhood area. It may remove the threat of our

neighborhood becoming a highway between River Road and Tepper Lane. Although, it would not resolve all of the issues associated with an increase of traffic into the neighborhood from the Keizer Station, it would reduce the possibility of impacting the entire neighborhood by the whole City of Keizer.

Although we feel that closing Manzanita at River Road is the best solution, at the least, we hope that if the Traffic Safety Commission does not select this option, they you will only select an option that does not inhibit traffic flow (closing Trail) to a greater degree then what is applied to Manzanita. That is if Manzanita is to be treated with a Round-about, then Harmony, et al, are also treated with a Round-about. We also believe that anything short of closing Manzanita at River Road will still require closing Tepper Lane between the neighborhood and the Keizer Station.

Enclosures: Report to Keizer Planning Commission 4/26/00
Report to Keizer City Council 7/10/00
Report to Gubser Neighborhood Association 7/17/01

Attachments: Attachment 1 -Basic Local Street Infrastructure
Attachment 2 – Residential build-out on top of basic street infrastructure



TO: Keizer City Council
DATE: 07/10/00
FROM: Karen and Wayne Trucke
RE: Chemawa Activity Center Plan

I had the opportunity to ask two professionals in the design/planning field if they believed traffic should be routed into a neighborhood for the sake of their developments. Both said no. Additionally, I read a series of articles about why cities should not fund any costs to attract development. What was an interesting surprise was the concluding sentence in the last article which said, besides, the most important part of any city is its neighborhoods, not development.

The City of Keizer Comprehensive Plan dated January 19, 1987 includes the following policies:

Page 36

Discourage through traffic in residential neighborhoods.

16. Protect residential areas by zone codes, subdivision codes, and other regulations from any land use activity involving an excessive level of noise, pollution, **traffic volume**, nuisances, and **hazards to residents**.

Page 42

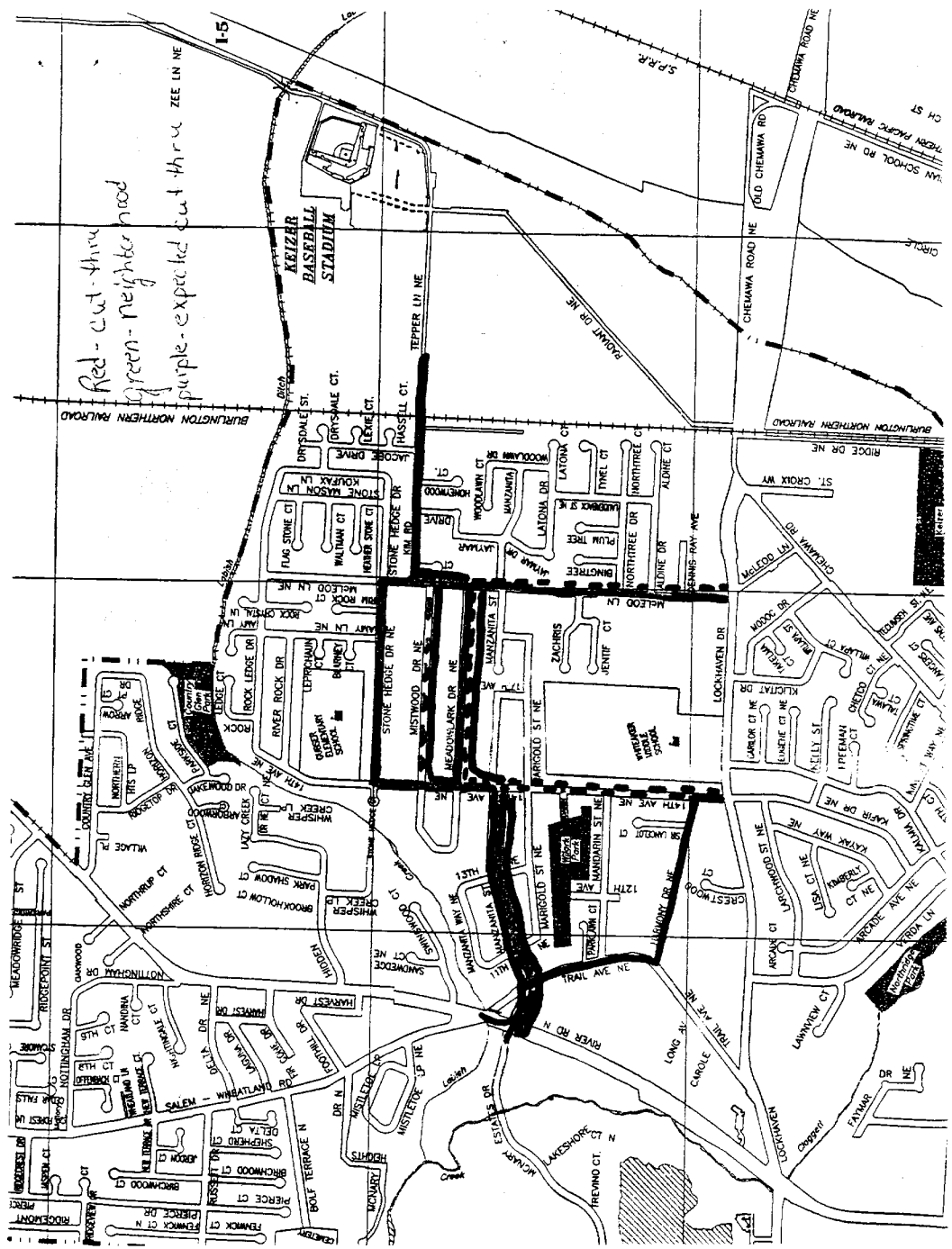
4. Discourage in commercial and industrial developments:
 - (a) Major customer traffic from outside the immediate neighborhoods from filtering through nearby residential streets

Page 57

4. Ensure..... **Require that existing and planned residential areas be protected from excessive noise levels resulting from an increase in traffic.**

Regarding the issue, "Protecting the residential property to the west of Area A from the traffic impacts", the only way to discourage traffic from filtering through the Gubser Neighborhood is to restrict Tepper Lane near the BNRR from all vehicular and truck traffic.

The current plan states that "Near the intersection of the BNRR, the street shall be designed so as to form a visual barrier that may serve to discourage traffic from infiltrating through the neighborhood to the west". When it was reported in at least two council meetings that Engineers (in reference to any traffic congestion on Lockhaven) stated that, "the traffic will find another way to go"; it is common sense that the Gubser Neighborhood is the only other way to go. It is also common sense that a visual barrier (described as a brick entrance) would not discourage traffic in any way. It, the brick entrance, certainly does not discourage cut through traffic today at the West entrance to the neighborhood. Regarding new information from Staff at the Planning Commission meeting, "discouragement of any north/south streets connecting to Tepper Lane other than an arterial; or a policy statement that would discourage curb cuts along Tepper Lane", it seems that would make Tepper Lane a virtual 'Beltline/Parkway' and not only not discourage traffic but would increase the speed of the traffic entering the neighborhood. We would like to remind you that the last decision of the Planning Commission and Public Works was that Tepper should probably be closed in the future.



Red-cut-thru
green-neighborhood
purple-expected cut thru
ZEE LN NE

KEIZER
BASEBALL
STADIUM

TEPPER LN NE

HASSELL CT

DRYSDALE ST

GRYNSALE CT

LEWIS CT

STONE TERRACE DR

WILSON CT

WILSON CT

WILSON CT

WILSON CT

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Because of the position of Gubser in relation to the CAC, traffic can not be "discouraged" if a road into the neighborhood directs it there. This includes Tepper and any road from Area B (see Page 13 of the CAC plan, "access to McLeod from Area B may be restricted to a right-out") which would force the traffic into the neighborhood with no exit except continuing on through the neighborhood).

Therefore, we request that the Chemawa Activity Center Plan be changed to read, "Near the intersection of the BNRR, the street shall be designed so as to **restrict** vehicular and truck traffic from infiltrating through the neighborhood to the west.

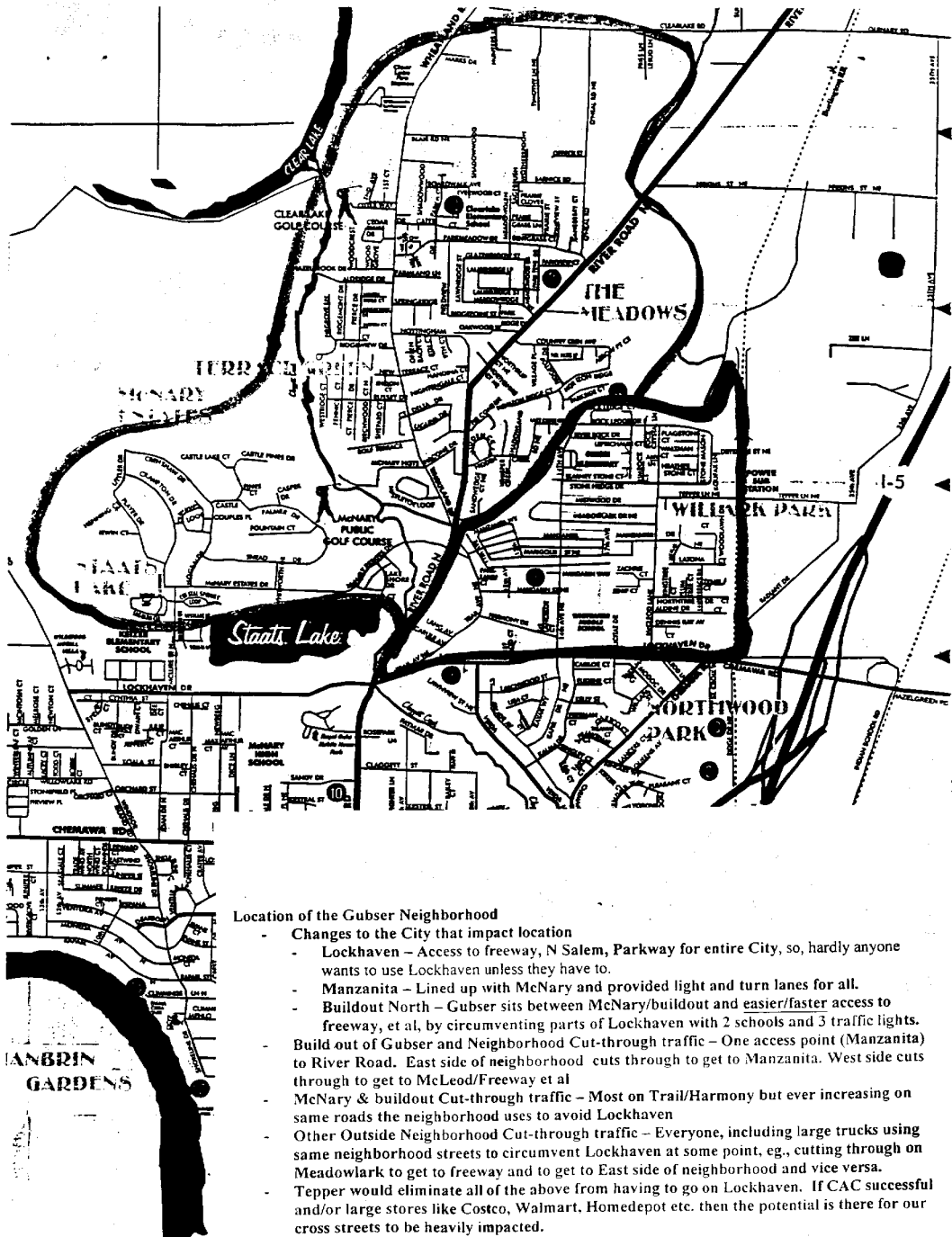
The Gubser Neighborhood is located directly between River Road and Area A of the CAC. Traffic to/from locations North of Lockhaven already use the neighborhood to circumvent parts of Lockhaven to get to/from I5, the Salem/Keizer Parkway, and Portland Rd/Lancaster. The CAC is a fourth location that would cause traffic to cut through the neighborhood and would have even a greater impact because it lies directly East of the neighborhood.

Currently most of this cut-through traffic uses the Manzanita/Trail/Harmony Drive route to/from Lockhaven. As a matter of fact, a count that I did 3 years ago showed that well over 50% of the traffic turning right from Lockhaven to 14th was cut-through traffic (i.e. turned left onto Harmony). Routes increasing in the amount of cut-through traffic include (but are not limited to): 1) Manzanita to 14th to/from Lockhaven, and 2) Manzanita to 14th to Meadowlark to Mcleod to/from Lockhaven.

Since the Gubser Neighborhood is directly West of Area A of the CAC, there would be no reason for traffic to even have to go on Lockhaven. Thus there is a high probability that traffic from anywhere in Keizer would use the neighborhood to cut through to the CAC if Tepper is left open (see attached map). Therefore, in response to the Councils request for review of "Protecting the residential property to the west of Area A from the traffic impacts", it is imperative that Tepper Lane be closed **at the time of development** of the CAC. Additional CAC designs involving the Mcleod extension invite S.E Keizer to continue into the Gubser neighborhood via Mcleod to get to the CAC via Tepper Lane.

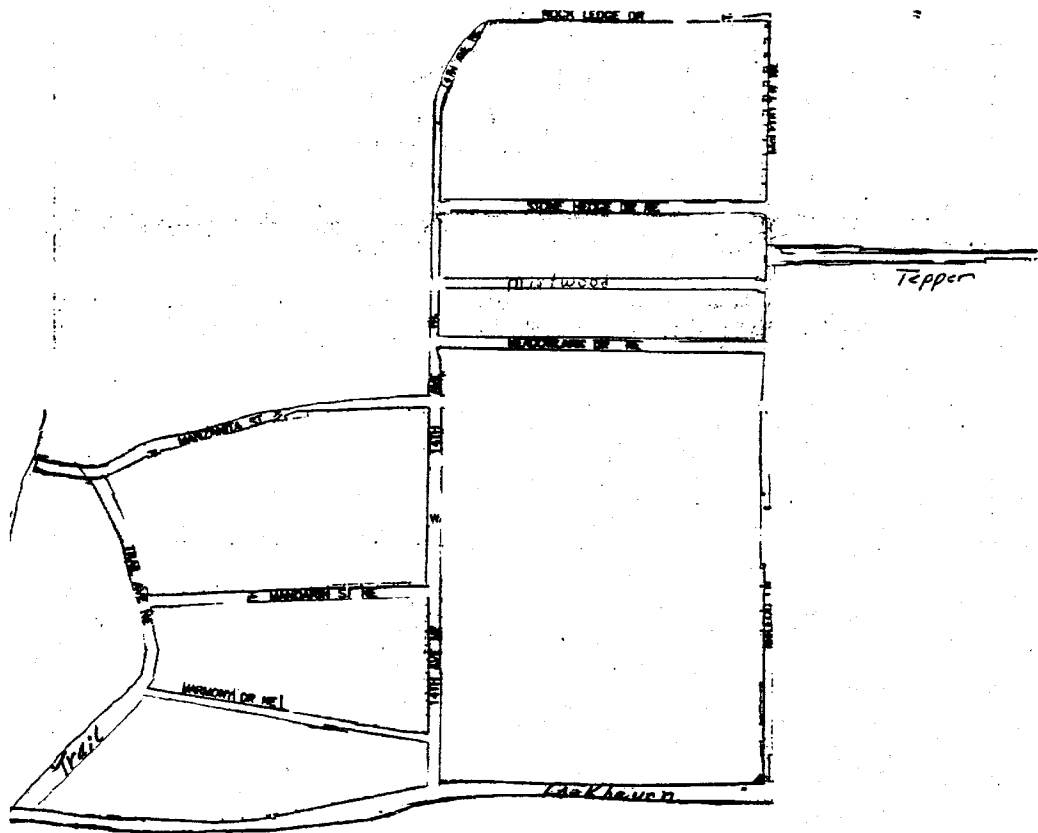
Gubser is a neighborhood of over 1000 homes that also heavily use these 2 outlets, Mcleod to Lockhaven and Manzanita to River Road. These 2 routes are already over their limit just with the neighborhood load. Additionally, development is still occurring off of Mcleod.

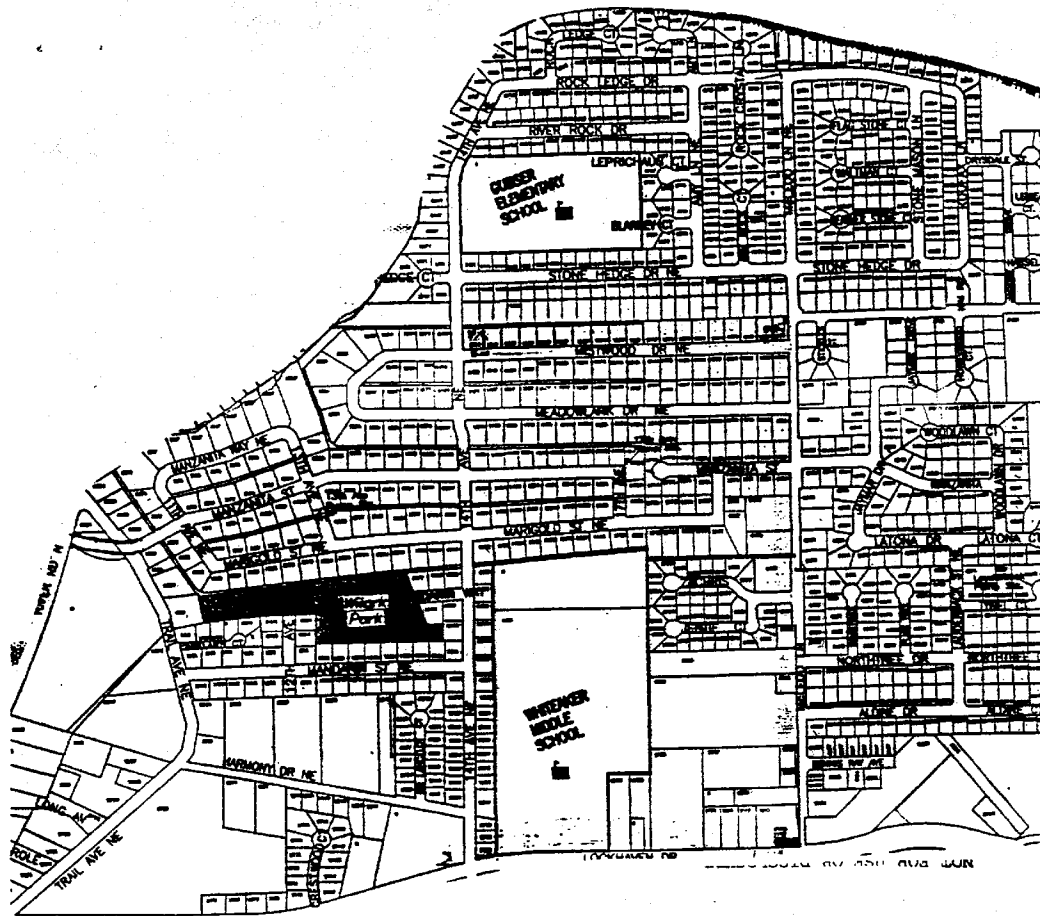
The neighborhood has traffic problems associated with its design and own traffic load let alone cut-through traffic. The neighborhood is basically just a big loop consisting of 14th Ave, Rock Ledge Dr, and McLeod. Additionally, there is only one street, Manzanita, that exits to River Road. Within the loop only 3 streets go straight through between 14th and Mcleod. Thus 3 streets are all that provide the neighborhood access to Manzanita and River Road. Additionally, the street design is long (equates to multiple city blocks) and straight resulting in speeding. This is a dangerous situation with children walking to and



Location of the Gubser Neighborhood

- Changes to the City that impact location
- Lockhaven – Access to freeway, N Salem, Parkway for entire City, so, hardly anyone wants to use Lockhaven unless they have to.
- Manzanita – Lined up with McNary and provided light and turn lanes for all.
- Buildout North – Gubser sits between McNary/buildout and easier/faster access to freeway, et al, by circumventing parts of Lockhaven with 2 schools and 3 traffic lights.
- Build out of Gubser and Neighborhood Cut-through traffic – One access point (Manzanita) to River Road. East side of neighborhood cuts through to get to Manzanita. West side cuts through to get to McLeod/Freeway et al
- McNary & buildout Cut-through traffic – Most on Trail/Harmony but ever increasing on same roads the neighborhood uses to avoid Lockhaven
- Other Outside Neighborhood Cut-through traffic – Everyone, including large trucks using same neighborhood streets to circumvent Lockhaven at some point, eg., cutting through on Meadowlark to get to freeway and to get to East side of neighborhood and vice versa.
- Tepper would eliminate all of the above from having to go on Lockhaven. If CAC successful and/or large stores like Costco, Walmart, Home Depot etc. then the potential is there for our cross streets to be heavily impacted.





from all areas of the neighborhood and heavy car traffic from outside the neighborhood to the Gubser Elementary School using the same few routes. Traffic counts done by residents on Manzanita averaged over 2000 cars a day. My own traffic counts on 14th Ave North of Manzanita confirmed this with 211 cars in 1 hour between 5:45 and 6:45 PM and a car every 5 seconds during the day. The above count was done when school was **not** in session. The traffic is backed up in the morning and evening when school is in session and the traffic throughout the day is increased. We do not have a traffic count for McLeod but visually, the traffic is even greater than 14th.

Due to the design and location of the Gubser neighborhood; the livability, property values, and, most important, the safety of our children is at grave risk unless Tepper Lane is closed

Due to the location of the Gubser neighborhood, we probably cannot stop cut through traffic totally. With the current and increasing volume of cut through traffic and the street design of the neighborhood already stressed with our own high volume neighborhood traffic, we hope the Council sees that dumping a 100 acre development's traffic into this neighborhood would greatly impact the livability and safety of the neighborhood.

The Gubser Neighborhood will work with the City to determine creative solutions to any issues resulting from the closure of Tepper.

TO: Keizer Planning Commission
DATE: 04/26/00
FROM: Karen and Wayne Trucke
RE: Chemawa Activity Center Plan

The Gubser Neighborhood is located directly between River Road and Area A of the CAC. Traffic to/from locations North of Lockhaven already use the neighborhood to circumvent parts of Lockhaven to get to/from I5, the Salem/Keizer Parkway, and Portland Rd/Lancaster. The CAC is a fourth location that would cause traffic to cut through the neighborhood and would have even a greater impact because it lies directly East of the neighborhood

Currently most of this cut-through traffic uses the Manzanita/Trail/Harmony Drive route to/from Lockhaven. As a matter of fact, a count that I did 3 years ago showed that well over 50% of the traffic turning right from Lockhaven to 14th was cut-through traffic (i.e. turned left onto Harmony). Routes increasing in the amount of cut-through traffic include (but are not limited to): 1) Manzanita to 14th to/from Lockhaven, and 2) Manzanita to 14th to Meadowlark to Mcleod to/from Lockhaven. Our entire neighbor is blocked in a closed loop and will thus be vying for the same routes through the neighborhood as cut-through traffic. Additionally, 100 plus homes on local residential streets especially Manzanita and Meadowlark are directly impacted by impractical high traffic volumes.

Since the Gubser Neighborhood is directly West of Area A/the CAC, there would be no reason for traffic to even have to go on Lockhaven. Thus there is a high probability that traffic from anywhere in Keizer would use the neighborhood to cut through to the CAC if Tepper is left open (see attached map). Therefore, in response to the Councils request for review of "Protecting the residential property to the west of Area A from the traffic impacts", it is imperative that Tepper Lane be closed at the time of development of the CAC.

Gubser is a neighborhood of over 1000 homes creating over 3000 car trips that also use the 2 main outlets, Mcleod to Lockhaven and Manzanita to River Road. These 2 routes may already be at their limit just with the neighborhood load. Additionally, development is still occurring off of Mcleod.

The neighborhood has traffic problems associated with its design and own traffic load let alone cut-through traffic. Only 3 streets go through between 14th and Mcleod and the street design is long (equate to multiple blocks) and straight. This is a dangerous situation with children walking to and from all areas of the neighborhood and heavy car traffic from outside the neighborhood to the Gubser Elementary School using the same few routes.

Due to the design and location of the Gubser neighborhood; the livability, property values, and, most important, the **safety of our children** is at grave risk unless Tepper Lane is closed

The City of Keizer Comprehensive Plan dated January 19, 1987 supports this request. Page 36, includes the following policies:

13. Discourage through traffic in residential neighborhoods.
16. Protect residential areas by zone codes, subdivision codes, and other regulations from any land use activity involving an excessive level of noise, pollution, traffic volume, nuisances, and **hazards to residents**.

Page 42 includes the following policy:

4. Discourage in commercial and industrial developments:
 - (a) Major customer traffic from outside the immediate neighborhoods from filtering through nearby residential streets
 - (b) Deliveries or loud outside activities adjacent to residential streets or areas.

Page 57 includes the following policy:

4. Ensure..... Require that existing and planned residential areas be protected from excessive noise levels resulting from an increase in traffic.

There is no way to inhibit or filter traffic from the residential streets in the Gubser Neighborhood if Tepper is not closed because of the location of the Neighborhood in relation to the CAC. It is imperative to protect this neighborhood by closing Tepper Lane between the neighborhood and the CAC at the time of development.

The Gubser Neighborhood will work with the City to determine creative solutions to any issues resulting from the closure of Tepper.

Policies

The Gubser Neighborhood Association (GNA) bylaw's Article III PURPOSE states, "The Association will be advisory to the City Council, Planning Commission, and all other organizational bodies as requested or required, on matters affecting the growth, development, and **all other factors affecting the livability** of the area within the boundaries of the Association. Such advisory communication is not limited to neighborhood plans and proposals with respect to land use, transportation and traffic and other factors affecting the social, and economic welfare of the members of the Association."

- The City of Keizer Comprehensive Plan includes the following policies: Page 36-Discourage through traffic in residential neighborhoods **Protect residential areas** by zone codes, subdivision codes, and **other regulations** from any land use activity involving an excessive level of noise, pollution, **traffic volume**, nuisances, and hazards to residents.
- Discourage in commercial and industrial developments: **Major customer traffic from outside the immediate neighborhoods from filtering through nearby residential streets**

History

- The very first vote and response, and every vote since then, from the GNA regarding the Chemawa Activity Center has been to close Tepper Lane.
- At multiple City Council Meetings, the representative for the Engineering firm contracted by the City stated, in reference to traffic congestion on Lockhaven, that, "the traffic will find another way to go". Furthermore, the CAC plan, Page 13 states, "access to McLeod from Area B may be restricted to a right-out". This will directly force the traffic into the neighborhood with no exit except continuing on through the neighborhood. These two statements clearly indicate that the Engineer's, purpose is to intentionally route traffic through our neighborhood.
- When the City purposed the baseball stadium, the GNA voted and advised the City that the GNA would oppose the development of the baseball stadium unless the City closed Tepper Lane.
- The Planning Commission recommended that Tepper Lane be closed during stadium events and probably be closed permanently in the future.
- The City, represented by the Mayor and City Manager, promised the GNA that Tepper Lane would be closed during events at the stadium if the GNA would not oppose or otherwise attempt to block the stadium. GNA agreed.
- The City addressed the issue again due to the cost of using police to administer traffic on Lockhaven and complaints regarding stadium traffic from the residents in the Radiant Drive area. The GNA again voted to keep Tepper Lane closed with the goal to retain the clause to close Tepper Lane in the future. The council voted to open Tepper Lane. One councilor did attempt to retain the clause but the City Attorney advised against what he termed a 'Sunset Clause'.
- In 2000, the City submitted a request for responses to multiple issues including "Protecting the residential property to the west of Area A from the traffic impacts". The GNA again voted to close Tepper Lane to truck and vehicular traffic at the time of development.
- At the related Council Meeting, both the GNA and KNAG wrote letters and testified in support of the need to close Tepper Lane to vehicular and truck traffic at the time of development.
- Developers have stated that an exit on Tepper through the Gubser Neighborhood is not required.
- The presentation at the June GNA meeting "invites" traffic to continue through the neighborhood.

Neighborhood Configuration Issues

- The neighborhood has traffic problems associated with its design and own traffic load let alone cut-through traffic. The neighborhood is just one big loop consisting of 14th Ave, Rock Ledge Dr, and McLeod. Additionally, there is only one street, Manzanita for the entire neighborhood, that exits to River Road.
- Partly due to two schools located in the middle of the 'loop', only 3 streets go directly through. Thus 3 streets are the main neighborhood access to Manzanita and River Road. Additionally, the design of the 3 streets (long and straight streets with approximate 38-40 houses) results in speeding and encourages cut-through traffic. This is a dangerous situation with children walking and heavy car traffic from within and outside the neighborhood to the Gubser Elementary School using the same few routes.
- Our neighbors on Manzanita, 14th at Manzanita/Meadowlark, and McLeod have complained through the years about the volume, speed, and noise of the heavy traffic. Counts done on Manzanita, and 14th at

Meadowlark averaged 2000 cars a day three years ago. This included 211 cars in 1 hour between 5:45 and 6:45 PM (with 48 turning right on Meadowlark). The count was done when school was **not** in session. When school is in session, the traffic is backed up in the morning and evening and the traffic throughout the day is increased. McLeod is also estimated to carry at least 2000 plus cars a day.

- Our neighborhood is located directly between River Road and the CAC. Traffic already cuts through the neighborhood to circumvent parts of Lockhaven to get to/from 15, the Salem/Keizer Parkway, and Portland Rd/Lancaster. The CAC is a fourth location that would cause traffic to cut through the neighborhood and would have even a greater probability of cut-through traffic because it's location, directly East of the neighborhood, eliminates the need for traffic to go out on Lockhaven.
- Currently most of this cut-through traffic uses Harmony Drive. A traffic count done 4 years ago showed that over 50% of the traffic turning right from Lockhaven to 14th was cut-through traffic (i.e. turned left onto Harmony). It is estimated that another 25% cut-through using (but not limited to): 1) Manzanita /S. 14th Ave to Lockhaven, and 2) Manzanita/N14th Ave/Meadowlark to McLeod.
- Gubser is a neighborhood of over 1000 homes creating over 4000 plus car trips (estimated) that also mainly use these 2 main outlets, McLeod to Lockhaven and Manzanita to River Road. Additionally, development may still be occurring off of McLeod.

Summary

- Due to the design and location of our neighborhood, the livability, property values, and safety of our children are at risk unless Tepper Lane is closed to every day vehicular traffic through the neighborhood.
- Due to the location of the Gubser neighborhood, we cannot stop cut through traffic totally. The street design of the neighborhood is already negatively being impacted with our own high volume neighborhood traffic and the current and cut-through traffic.
- Traffic from a 100 plus acre development cannot be "discouraged from infiltrating through the neighborhood": (1) with a "visual barrier (previously described as a brick entrance) as stated in the CAC plan, (2) with specific street connections on the development side of Tepper (actually effectively makes a parkway into the neighborhood) as proposed by the City Attorney, and (3) a forced right turn into the neighborhood" as stated in the CAC plan.
- The entire neighbor is blocked in (closed loop) by the poorly designed road infrastructure and will be vying for the same routes through the neighborhood as the cut-through traffic. Most importantly, Manzanita to River Road, Meadowlark (but not limited to) right in the middle of our neighborhood, and McLeod.
- The neighborhood has continually asked the City to work with us to determine creative solutions to any issues resulting from the closure of Tepper.

Just like Trail Avenue, a two-lane road into our neighborhood will open the door to cut-through speeding traffic. Cut-through traffic from the CAC development can degrade 200 plus of our neighbors homes. Is the GNA stated Purpose meaningless? It is known that degradation does not stop at the inevitable. The entire neighborhood is ultimately at risk in the future.

After years of asking for Tepper Lane to be closed, shouldn't the GNA and City work together on issues (assumptions only, the city has never formally spoken to the Neighborhood about needs). And shouldn't the City be responsible for designing adequately for access to the development without blatantly and intentionally running traffic through a neighborhood. Is the City's Comprehensive plan meaningless?

Suggested WIN,WIN FOR THE CITY AND GNA – At the time of development and when all non-absentee GNA residents are vacated, Close Tepper Lane to vehicular traffic by reducing Tepper Lane to a single lane from a point on the CAC development side a negotiated distance from the intersection of the BNRR to the neighborhood side. Mark the single lane as NO TURU TRAFFIC. Define the single lane as emergency use with designated, negotiated, and directed special event usage (e.g. baseball games, bus route for the Iris Festival) where one-way traffic can be controlled.

To: City of Keizer Traffic Safety Commission

We live on 13th Avenue and Manzanita Way in a part of the neighborhood which, along with a short stretch of 11th Avenue, forms a loop to the north of Manzanita Street, and the only access to which are the intersections at 11th and 13th with Manzanita Street. While we were **not** consulted when the Draft Gubser Neighborhood Traffic Management Plan was being developed, we consider ourselves very definitely to be stakeholders in the process because most of the draft proposals outlined have the effect of isolating us and even barricading us into our little loop as well as removing important routes used by the northwest section of the Gubser neighborhood for local travel as well as neighborhood ingress and egress. When finally notified of the draft plan, we attended the Traffic Safety Commission hearing held at City Hall on May 23, 2002.

We agree that the entire local neighborhood is adversely affected with considerable traffic from outside our area cutting through from River Road to Lockhaven Drive, and we are sympathetic to our neighbors on Harmony Drive who have had to endure a substantial amount of the increased traffic. By the same token, we like the convenience of our street and want to see that maintained. We feel it is ludicrous, however, to consider closing Trail Avenue at Manzanita as a viable solution. All this would do is transfer that problem by creating an even larger problem on Manzanita Street.

We are in favor of a reduction of traffic in the overall neighborhood, but we need a solution that does not simply transfer the problem from one street to another. Any effort to discourage cutting through the neighborhood, such as traffic signal and related changes at Lockhaven to improve traffic flow and to increase the usage of that intersection and at Manzanita Street and River Road to prohibit left turns into the neighborhood during the morning rush hour, would reduce the problem and should benefit all. Manzanita Street, however, must remain open at River Road to provide access into and out of the northwestern section of the neighborhood.

While we oppose the more intrusive barricades discussed later, we believe high speed, cut-through traffic on Manzanita Street could be reduced significantly through the installation of stop signs at 11th and 13th avenues which could be implemented immediately at very little cost. You might even consider returning to the four-way stop at Trail Avenue and Manzanita Street that, perhaps, never should have been eliminated in the first place. That would put the existing stop sign at 14th and Manzanita Street, a stop sign at 13th and signs at 11th and/or Trail Avenue and Manzanita Street. If any part of this solution did not work, the appropriate stop sign could be removed easily and, if necessary, something more expensive could be tried at that time.

On the other hand, the traffic circles, roundabouts or speed bumps that have been suggested would be more expensive and more difficult to install and to undo than the stop signs. We also feel that any of these barricades in our neighborhood would, in effect,

punish those of us that live in the neighborhood as well as hinder buses, service trucks and emergency vehicles. These control methods are hard on all vehicles, whether local or cut-through, as there is no way to miss them. In addition they generally become an eyesore. They are unattractive, bristling with reflectors, resplendent in ugly yellow paint, frequently unkempt, damaged, soiled with black rubber marks and tire tracks and weed grown. Again, please don't punish us in our own neighborhood!

Finally, we would like the Traffic Safety Commission to consider a long-term solution such as the existing plan to re-align Trail Avenue straight through the now open field to Verda Lane and install a light where it intersects with Lockhaven Drive. This was proposed several years ago and naturally met with opposition from the residents of Verda Lane. No doubt it would affect those residents and would be more costly, but not all of the current cut-through traffic would choose to go on down Verda Lane, it is a logical extension of a current traffic plan and should be a longer-term solution to easing the Gubser neighborhood traffic problem.

Thank you,

Hank and Evonne Kimball

6326 13th Avenue NE

Keizer, OR 97303

503 393-2195

Alan and Sherry Bennett

1226 Manzanita Way NE

Keizer, OR 97303

503 393-0282

The following neighbors have read and agree with the points we have set out above:

Name

Address

The following neighbors have read and agree with the points we have set out on the previous page:

Name

Address

Mina Berning 6232 11th St NE Keizer, 97303
Sheniamorell 1167 Marigold St NE Keizer, 97303
Kathleen M Kels 1258 Marigold St NE Keizer 97303
Nancy L Muren 1278 Marigold St NE Keizer 97303
Lung L Huan 1168 Marigold St NE Keizer 97303
Sarah M. Harris 1168 Marigold St NE Keizer 97303
Gene D. Wale 1258 " " " "
James L Rattlin 1378 Marigold St NE
Thomas W May 1393 Marigold St NE 97303
Harold D Hartley 1387 Marigold St NE
Kathleen J. Largent 1347 Marigold St NE 97303
Victoria Walsh 1338 Marigold St NE 97303
Ann Thoesch 1338 Marigold St NE 97303
Betsy Deaman 1398 Marigold St 97303
Nancy Gutierrez 1227 Marigold St NE 97303
Krista Rapp 6221 11th Ave NE 97303
Stephane R Carey 1228 Marigold St NE 97303
and Kathy Lipp 1178 Marigold NE 97303

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We agree that the entire local neighborhood is adversely affected with considerable traffic from outside our area cutting through from River Road to Lockhaven Drive, and we are sympathetic to our neighbors on Harmony Drive who have had to endure a substantial amount of the increased traffic. By the same token, we like the convenience of our street and want to see that maintained. We feel it is ludicrous, however, to consider closing Trail Avenue at Manzanita as a viable solution. All this would do is transfer that problem by creating an even larger problem on Manzanita Street.

We are in favor of a reduction of traffic in the overall neighborhood, but we need a solution that does not simply transfer the problem from one street to another. Any effort to discourage cutting through the neighborhood, such as traffic signal and related changes at Lockhaven to improve traffic flow and to increase the usage of that intersection and at Manzanita Street and River Road to prohibit left turns into the neighborhood during the morning rush hour, would reduce the problem and should benefit all. Manzanita Street, however, must remain open at River Road to provide access into and out of the northwestern section of the neighborhood.

While we oppose the more intrusive barricades discussed later, we believe high speed, cut-through traffic on Manzanita Street could be reduced significantly through the installation of stop signs at 11th and 13th avenues which could be implemented immediately at very little cost. You might even consider returning to the four-way stop at Trail Avenue and Manzanita Street that, perhaps, never should have been eliminated in the first place. That would put the existing stop sign at 14th and Manzanita Street, a stop sign at 13th and signs at 11th and/or Trail Avenue and Manzanita Street. If any part of this solution did not work, the appropriate stop sign could be removed easily and, if necessary, something more expensive could be tried at that time.

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Thank you,

Hank and Evonne Kimball

6326 13th Avenue NE

Keizer, OR 97303

503 393-2195

Alan and Sherry Bennett

1226 Manzanita Way NE

Keizer, OR 97303

503 393-0282

The following neighbors have read and agree with the points we have set out above:

<u>Name</u>	<u>Address</u>
Ruth Hamblee	6326 13 th Ave NE
Evonne M. Kimball	6326 13 th Ave NE
Shirley Bennett	1226 Manzanita Way NE
Alan Bennett	1226 MANZANITA WAY NE
Don & Sherry Chordle	1176 Manzanita Way NE
Liane Nelson	1237 Manzanita Way N.E.
Bary & Wendy Braun	1187 Manzanita Way NE
Mary-Lou Thayer	1226 Manzanita St. N.E.
Luke & Helen	1226 Manzanita St. N.E.

The following neighbors have read and agree with the points we have set out on the previous page:

Name

Address

Leahy SPENCER 6306 13th Ave NE

ROBERT STEWART 6306 13th Ave NE

Virginia J. Dube 1267 Manzanita Way NE

Jim McBride 1180 Manzanita St NE, Keizer 97303

Sharon Cook 1196 Manzanita St NE 97303

Hazel Nicholson 1270 Manzanita St NE

DAN NICHOLSON 1270 MANZANITA NE

PAUL + KORIN CLAYTON 1289 MANZANITA ST. NE, Keizer

Lemina + Janice Brown 1138 Manzanita St NE, Keizer

Louis Russell 1139 Manzanita NE Keizer

Walter Russell " " " "

Evelyn Koerner 1179 " " "

Elmer Koerner 1179 " " "

The following neighbors have read and agree with the points we have set out on the previous page:

Name

Address

Mark W. Jones	1156 MANZANITA WAY NE
Eleonor McDermitt	1127 Manzanita Way NE
Alayna Hart	1117 Manzanita Way NE
Alice M. Benserosky	1136 Manzanita Way N.E.
Mike Benserosky	1136 Manzanita Way NE
Lawrence Rivers	1107 Manzanita Way NE
Pamela J. Nofziger-Hayes	1106 Manzanita Way N.E.
Scott Hayes	1106 MANZANITA Way NE
Joan L. Nelson	6291 11 th Ave
John A. Lippert	629 11 th Ave
Terita M. Hastfeil	6231 11 th Ave N.E.
Gary Well	6264 13 th Ave

The following neighbors have read and agree with the points we have set out on the previous page:

Name

Address

Judy Markon 1585 Manzanita NE Keizer 97303

Quail Creek 1585 Kanyinda NE, Rizer, P. 87303

Diane Kippel 1005 Margarita NE Keizer 97303

Patrick Kheif 1605 Mangunata N.E Keger, 97313

[illegible]

punish those of us that live in the neighborhood as well as hinder buses, service trucks and emergency vehicles. These control methods are hard on all vehicles, whether local or cut-through, as there is no way to miss them. In addition they generally become an eyesore. They are unattractive, bristling with reflectors, resplendent in ugly yellow paint, frequently unkempt, damaged, soiled with black rubber marks and tire tracks and weed grown. Again, please don't punish us in our own neighborhood!

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Thank you,

Hank and Evonne Kimball

6326 13th Avenue NE

Keizer, OR 97303

503 393-2195

Alan and Sherry Bennett

1226 Manzanita Way NE

Keizer, OR 97303

503 393-0282

The following neighbors have read and agree with the points we have set out above:

Name

Address

ED & LUIS MUELLER

1315 MANZANITA NE
KEIZER, OR 97303

Gleane & Charla Dahlgren

1330 Manzanita St., NE Keizer OR 97303

Robt. Hays

1325 Manzanita
1340 MANZANITA

GIL LARSON

City of Keizer
Attn: Tracy Davis, City Recorder

5 June 2002

Tracy,

My wife, Kimberly, and I recently purchased a house on the corner of Harmony Drive NE and Trail Avenue (1025 Harmony Drive NE). Though we have only lived there a short while we couldn't help but notice the large volume of traffic that passes in front of and beside our house. A large percent of this traffic is not obeying the posted speed limit and some are making unsafe maneuvers. I was reading in the paper not too long ago that the City of Keizer was taking public input regarding the traffic problem in this area of Keizer, my wife and I are all for something being done about the situation. Please dead end Trail Ave. at Manzinita. If you have any questions of me or my wife please call us at 503-390-0125.

Thank you for your help.

Sincerely,
Victor and Kimberly Garlock

July 17, 2002

TO: Chris Epley, Keizer City Manager
Randy Jackson, Chmn., Keizer Traffic Safety Commission ✓

I read with interest the newspaper article which appeared in the Times last week regarding traffic in a portion of the Gubser neighborhood. It referred to a May public hearing which I was not aware of although I do read the Times rather thoroughly. For a period of time I attended the Gubser Neighborhood Assn. meetings but found them to be of little value and poorly attended making them really not representative of the people living in the neighborhood.

Now apparently a group has a package of proposals to present to the City Council for review that make me feel like I will be barricaded no matter where I turn. You see, we live on Marigold between 11th and 13th and because of the bank in the front of our property we are required to egress through the alley which already is no joy.....we make daily trips to the post office for the mail in our box plus other trips to River Road for a variety of reasons..... I am in habit of taking Manzanita to River and then down to Albertsons or whatever.....my husband is in the habit of taking Manzanita and Trail and then slipping in the Center from Lockhaven.....BOTH of us however, normally exit the Center on Lockhaven and turn right to Trail rather than having the challenge of traffic from both directions and making the safer and easier turn into Trail. Should Trail be blocked off at Manzanita it would require waiting for an opportunity to cross over into the 4th lane so as to make the right onto River - or - drive all the way to 14th Believe me, we are both opposed to blocking off Trail as well as having circles installed on Manzanita.

There IS one corner in the area in question that I do feel stop signs should be re-installed as they were some years ago! We patronize Tresoro on the triangle and when we are finished there we naturally pull out on the Trail exit and are required to stop at the corner which is perfectly fine and right; however, the traffic coming in from River is difficult to see because of the angle of the street and is free to sail right on through! Why the stop sign at that corner was eliminated I cannot fathom - making it a four-way stop would be much safer for all.

Many projects seem to take for ever.....I hope that the Council does not make a rash decision on the committee's recommendations.....with tongue in cheek I toss in the idea of blocking off Harmony.

Sincerely,

Eliz McClintock
Eliz McClintock (Mrs. J.W.)
POB 20157, Keizer 97307
503 390 4816



CITY OF KEIZER

MEMORANDUM

DATE: August 15, 2002

TO: Chair Jackson and Traffic Safety Commissioners

THROUGH: Chris Eppley
City Manager

FROM: Rob Kissler
Director of Public Works

SUBJECT: Gubser Neighborhood Traffic Management Plan

BACKGROUND:

Staff has prepared a preliminary recommendation to City Council based on the Traffic Safety Commission's (TSC) final draft of the Gubser Neighborhood Traffic Management Plan Recommendations dated July 26, 2002. The following is a series of bullet points outlining the areas where City staff agrees or does not agree with the recommendations of the TSC. The comments listed below are the framework that will ultimately make up the staff recommendation to City Council on September 3rd. Ideally, it would be advantageous if the TSC and City staff were in agreement on all points and could issue a joint recommendation.

- Item 1-A has been completed and will be monitored for possible additional time provided Lockhaven east and westbound traffic is not affected.
- Staff agrees with the TSC on item 1-B. The City Council has approved budget allocations in the 2002/2003 street fund to accomplish this task.
- Staff agrees with The TSC on items 2-A, B and C. However staff recommends placing stop signs at the intersection of Manzanita and Trail to complete a four way stop and not place stop signs at 11th and Manzanita until needed. Staff also recommends designating a "no parking zone" using a yellow curb for the first 50' on the south side of Manzanita east of Trail, when lane delineation in item 2-B is changed.

- Staff disagrees with the TSC on item 3-A the closing of Trail Ave at Manzanita for the following reasons:

- ✓ Trail Avenue is designated as a Collector in the City's Transportation System Plan.
- ✓ Potentially 30 acres of undeveloped high-density residential and mixed use property is adjacent to Trail Ave. Trail is needed to connect these properties in some alignment to the City's Arterial street system.
- ✓ Closing Trail will reduce the State's requirement of connectivity in neighborhoods.
- ✓ Turnarounds would need to be constructed the driving public if dead end streets are created.

Perhaps the TSC's suggestion of pork chops or center medians could be an alternative to discourage cut through traffic. Placing a cul-de-sac at the west end of Harmony and Mandarin may be a solution to cut through traffic in the area. Staff is planning on meeting with the TSC to further explore options.

- Staff agrees with the TSC on item 3-B. The City Council approved funding in the street fund to accomplish this task.
- Staff disagrees with the TSC on item 4-A. This change will create a two-lane offset east bound onto Manzanita. This is an extremely dangerous vehicle movement because of grade elevations and on coming traffic. **As an alternative, Staff suggests the construction of a dedicated right turn lane on McNary Estates drive. This improvement is not currently funded.**
- Staff has fielded many complaints over the years on the short protected left turn time at River and Manzanita as described in item 4-B. Citizens have been requesting longer left turn green time. Staff has resisted this request. Staff will monitor and adjust less green time to the left turn if appropriate for vehicle movements in this intersection.

Staff appreciates the long and tireless work of the TSC. The Public process conducted by this committee has been thorough and has created a forum that has allowed significant involvement by the community on a series of decisions that will impact many citizens in the Gubser neighborhood. Staff looks forward to working with the TSC on developing a final recommendation to the City Council on this issue to serve the entire community and on other similar projects in the future.

Perry, Cindy

8/27/02

To: Eppley, Christopher; Kissler, Rob; Christopher Lore (work) (E-mail); Chuck Lee (Councilor) (E-mail); Mike Gaynor (E-mail); McGee Jerry (Councilor) (E-mail); Smith, Judy (Councilor) (E-mail); Moir Jacques-Councilor (E-mail); Walsh Richard-Councilor (E-mail); Jackson Randy-Keizer Fire (E-mail)
Subject: Harmony Residents Respond



Peace on Harmony.pdf

FYI----

Cindy

-----Original Message-----

From: Smith, Judy
Sent: Monday, August 26, 2002 9:34 PM
To: All Keizer
Subject: Fw: Please Forward to All Councilors

----- Original Message -----

From: "ANNE O'ROURKE" <o'rourke_anne@salkeiz.k12.or.us>
To: <councilorsmith@attbi.com>
Sent: Monday, August 26, 2002 5:09 PM
Subject: Please Forward to All Councilors

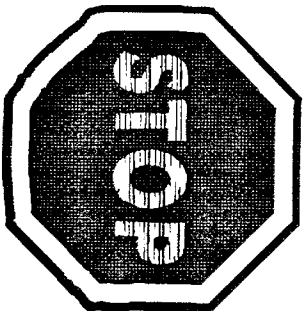
As Harmony Drive residents, we fully support the Traffic Safety Commission's recommendation to close Trail Avenue at Manzanita as well as adding stop signs on Manzanita at 11th and 13th.

This is the best solution to calm traffic in the Gubser neighborhood. For decades, we have addressed heavy traffic to the City of Keizer and nothing has been done. We feel that it is time for something to finally be done.

We disagree with City Manager Chris Eppley and Rob Kissler's recommendations, we feel it is not the best solution for the community. Have the Verda Lane residents been contacted about the proposal of connecting Trail to Verda Lane and making this neighborhood street a main artery? This is why we have River Road. Also they are basing their recommendations on data from a 1993 Traffic Safety Plan. Why punish residents on Mandarin and Harmony by restricting their traffic with pork chops and medians, they are not the ones who created the cut-through traffic.

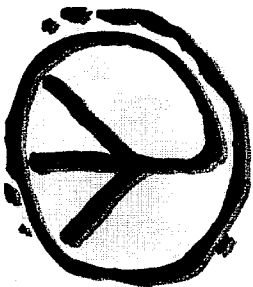
We are asking you to please vote for the Traffic Safety Commission's recommendations of the Gubser Traffic Calming Plan.

Harmony Residents please forward this to citycouncil@keizer.org



the Traffic

We Want



on HARMONY!

