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City of Keizer

Keizer City Hall, P.O. Box 21000, Keizer, OR 97307-1000

Fax Cover Sheet

DATE: April 15, 2004

TO: Keizertimes - Scotta

FAX: (503) 390-8023

FROM: Tracy L. Davis, CMC
City Recorder *TD*

PHONE: (503) 390-3700 Ext. 108

FAX: (503) 393-9437

RE: Public Notice – Proposed Water Rate Change Public Hearing

Number of pages including cover sheet: 2

Message:

Please publish the attached notice in the April 23, 2004 edition of the Keizertimes. I will put the original in your box here at City Hall.

If unable to publish in this edition or if you have any questions, please give me a call.

Thanks!



NOTICE OF PUBLIC HEARING

PROPOSED WATER RATE CHANGES

NOTICE is hereby given that the City Council of the City of Keizer will hold a public hearing to receive comment and discuss proposed changes to the City of Keizer water rates.

The hearing will be held on Monday, May 3, 2004 at 7:00 p.m. at the Robert L. Simon Council Chambers, Keizer City Hall, 930 Chemawa Road NE, Keizer, Oregon.

Anyone wishing to make comment on this matter may provide testimony at the hearing or submit written response to the City Recorder no later than 5:00 p.m. on Monday, May 3, 2004. Responses may be mailed to Tracy L. Davis, City Recorder, P.O. Box 21000, Keizer, Oregon 97307.

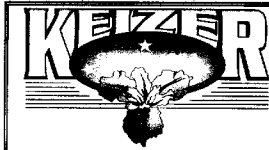
The location of the hearing is accessible to the disabled. Please contact the City Recorder at (503)390-3700, extension 108 at least 48 hours prior to the hearing if you will need any special accommodations to attend or participate in the hearing.

If you have any questions, please contact Susan Gahlsdorf, Finance Director at (503) 390-8280.

Dated this 16th day of April, 2004.

Tracy L. Davis
City Recorder

Publish April 23, 2004 edition of Keizertimes



PUBLIC MEETING NOTICE KEIZER CITY COUNCIL

PAID
6/20/04

NOTICE OF WORK SESSION

The Keizer City Council will meet for a Work Session on **Monday, May 24, 2004 at 12:00 p.m. (Noon)** This session will be held at Keizer City Hall, 930 Chemawa Road NE, Keizer, Oregon. The agenda for this meeting includes discussion of the Civic Center Task Force recommendation.

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 20th day of May, 2004.

Tracy L. Davis, CMC
City Recorder

NOTICE FOR INFORMATIONAL PURPOSES ONLY

CITY COUNCIL AGENDA PACKET

MONDAY,
May 17, 2004

•6:00 P.M. URBAN
RENEWAL AGENCY
WORK SESSION

•7:00 P.M. CITY COUNCIL
REGULAR SESSION

*Please contact Chris Eppley, City Manager if
you have any questions or need additional
information regarding any of the staff
reports or issues contained on the agenda.
Thanks!!*



**PUBLIC HEARING
SIGN UP SHEET**

DATE: May 17, 2004 TIME: 7:00 p.m. AGENDA ITEM # 5a

(PLEASE PRINT)

[illegible]



CITY OF KEIZER

NOTICE OF MEETING

URBAN RENEWAL AGENCY WORK SESSION

6/2/24
FAXED

NOTICE is hereby given that the Urban Renewal Agency of the City of Keizer will meet for a work session on **Monday, May 17, 2004 at 6:00 p.m.** The agenda includes an update by the Developer on the Keizer Station Master Planning Effort for Area A.

The meeting will be held in the Robert L. Simon Council Chambers, Keizer City Hall, 930 Chemawa Road NE, Keizer, Oregon.

Questions regarding this session may be directed to Chris Eppley, City Manager at 390-3700.

Dated this 13th day of May, 2004.

Tracy L. Davis, CMC
City Recorder

Notice for Information Purposes Only.

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..

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

URBAN RENEWAL AGENCY OF THE CITY OF KEIZER

WORK SESSION

Monday, May 17, 2004

6:00 p.m.

**Robert L. Simon Council Chambers
Keizer, Oregon**

1. CALL TO ORDER

2. ROLL CALL

3. PUBLIC TESTIMONY

This time is provided for citizens to address the Urban Renewal Agency on any matter not scheduled for public hearing.

4. PUBLIC HEARING

5. ADMINISTRATIVE ACTION

- a. Update by Developer on the Keizer Station Master Planning Effort for Area A

6. CONSENT CALENDAR

- a. Approval of January 20, 2004 Agency Minutes
- b. Approval of February 2, 2004 Agency Minutes

7. OTHER BUSINESS

This time is provided to allow Urban Renewal Agency members the opportunity to bring matters before the Agency that are not on tonight's agenda.

8. AGENDA INPUT

9. ADJOURN

Upon request, auxiliary aids and/or special services will be provided to participants with disabilities. To request services, please contact us at (503) 390-3700 at least two working days (48 hours) in advance.



May 17, 2004

AGENDA ITEM 5a

**Update by the Developer on the Keizer Station
Master Planning Effort for Area A**

URBAN RENEWAL AGENCY MEETING: _____

AGENDA ITEM NUMBER: _____

TO: URBAN RENEWAL AGENCY

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

**SUBJECT: UPDATE BY DEVELOPER ON THE KEIZER STATION MASTER
PLANNING EFFORT FOR AREA A**

BACKGROUND

So as to keep the Urban Renewal Agency informed of their progress on master planning Area A of Keizer Station, representatives from NW National, LLC will be provided an hour do dialogue with you on various topics. They will provide an update on issues like building design, the landscaping plan, the character of parks and plazas, and transportation.

RECOMMENDATION

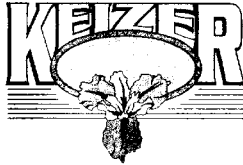
Staff recommends that the Agency members receive the information on the master planning efforts for Area A of Keizer Station from the development team and provide any feedback you might have during the discussion. Please understand that the development team is progressing rapidly toward finalizing the transportation components so that they may begin construction of the infrastructure as soon as possible.



Urban Renewal Agency
May 17, 2004

AGENDA ITEM 6a

Approval of January 20, 2004 Agency Minutes



MINUTES
KEIZER URBAN RENEWAL AGENCY
Wednesday, January 20, 2004
Keizer City Hall
Robert L. Simon Council Chambers
Keizer, Oregon

CALL TO ORDER

Chair Christopher called the session to order at 6:07. Roll Call was taken as follows:

Present:

Lore Christopher, Chair
Charles E. Lee
Jim Taylor
Jacque Moir
Judy Smith
Richard Walsh
Michel Gaynor

Staff:

Nate Brown, Community Development Director
Chris Eppley, City Manager
Shannon Johnson, City Attorney
Rob Kissler, Public Works
Tracy Davis, City Recorder

PUBLIC TESTIMONY

None

**ADMINISTRATIVE
ACTION**

**a. Update of Draft
Transportation
Elements of the
Keizer Station Plan**

Chris Stanley, traffic engineer, explained the traffic study. He noted that the study includes growth for the entire system, not just the site, and added site traffic. This infrastructure which will serve the city for the next 17 years will be built in phases, and as development occurs it will continue to operate into the future. The volumes being used are very conservative; they assumed build out of the entire site (all of area a, b, c and d) at a relatively high density. Mr. Stanley continued that it was very likely that the high density traffic volumes would not be met in the next 17 years, but the hope was to make sure there would be excess capacity.

Richard Walsh questioned if the traffic from the ball games was

taken into consideration. Mr. Stanley responded that since that only occurs 30 times a year, it was determined that it was not something that they would want to build to. He added that all the internal intersections are coming out with approximately 50 to 70% capacity so there is a lot of excess capacity. Additionally, he noted that the city wants direct access to the stadium with a good flow of traffic so all the through movements are to and from the stadium.

Mr. Stanley explained that the goal is to accommodate the traffic. It is a difficult site because of the access restrictions: I-5 on the east, urban growth boundary to the north, and the rail line bi-secting the site. Access needs to operate safely but provide redundancy (more than one way in and out of the site). With that in mind, the original plan was to provide a right in/right out connection directly off Chemawa which provides one access in and out of the site. The current finding is that, considering the growth on the system, this will not operate adequately. With the rail crossing at Tepper and the undercrossing there are almost two full access intersections.

The next thing addressed was the off-site traffic operations. Mr. Stanley showed a conceptual layout of what the system should look like in 20 years which includes some widening of the I-5 northbound off-ramp. The existing bridge structure provides enough pavement but it will need to be re-stripped to narrower lanes providing dual left-turn lanes in each direction. Additionally, the southbound I-5 off-ramp and Chemawa Road between I-5 and McLeod will need to be widened. Mr. Stanley explained that this intersection is a difficult one and, in accordance with the City's TSP, it can be changed by realigning Radiant Drive into Lockhaven, intersecting at 90 degrees. So at 2020 long term, if this were to all build out, an infrastructure like this would operate below the 87 standard that is the goal; it can accommodate the cars stacked at the intersection, cars can progress through reasonably, and pedestrian crossings and connections can still be provided.

Mr. Stanley noted that the plan had not been presented to ODOT yet, but that the team was working on the timing adding that this was the best way to address the traffic issue. He noted that if this plan is not adopted, the impacts on the area will be worse than the plan, and there must be a reasonable compromise. Mr. Stanley added that the most effective means of working with ODOT will come from the City because this is part of Keizer's Urban Renewal District; it is something the City wants to do, which means the City of Keizer will be the voice ODOT listens to. The traffic study has been done, work is being done with the City and consultant, and the

next goal is to approach ODOT, discuss concerns; and give them the prepared traffic study.

City Manager, Chris Eppley noted that, once everyone has settled on something that looks good, the developer, the city and the tribes would approach ODOT and say "We agree on this package. Help us accomplish this."

Mr. Stanley reported that the plan assumed development in the area, but if a zone change on the east side of the freeway should be applied for, there would have to be an additional traffic study done addressing additional need for improvement. The plan presented accommodates a reasonable amount of traffic from the east side of I-5 because it is based on the model that includes both Salem and Keizer.

Traffic patterns were discussed to the south of Keizer Station. When Mr. Walsh questioned the possibility of an underpass on a small road onto Keizer Road, Mr. Stanley replied that the plan has the flexibility for that. He explained that evaluation involves three things: operation, safety and connectivity. The connectivity is expensive. With the two under-crossings already planned (\$1,000,000), the question is: Does the connectivity justify the expense?

Regarding the realignment of Radiant Drive and the width of the street, Mr. Stanley reported that a 40-foot cross section (equivalent of 3 travel lanes) is being considered. This provides flexibility and safety. Also the plans for future expansion include two bridge structures so that Radiant could be widened to a 5-lane cross section and have two 40-foot crossings.

Mr. Walsh noted that he was concerned about the north access. He felt that the property in that area should be locked up so that there would always be a clear shot to 35th. City Attorney Shannon Johnson noted that that area is part of the sports center area. When the master planning process goes forward with the sports center, that will be a major consideration and it can be addressed at that time.

Charlie Matschek from Ancrom Moisen explained that the traffic plan was a culmination of four years of work involving determination of issues and constraint, comp plan and zone changes, appropriate uses, servicing, and traffic flow. He noted that in the future there would be submittals made to the master plan to integrate open space, connectivity with pedestrians, bicycles, emergency vehicles,

buses and even commuter rail. The presented plan addresses these issues. He concluded that the presentation was a "broad brush" just prior to stepping forth with master plan submittals.

Mayor Lore Christopher reported on the compilation of the citizen survey. In response to the question "Which types of businesses you would most like to see built at Keizer Station." The response was 35% for large chain retail; followed by smaller retail, recreational facilities, restaurants and entertainment, light industrial manufacturing and professional offices. Of the least preferred ranking: 36% light industrial and manufacturing, large chain retail, recreational facilities, professional office, small retail and restaurants and entertainment. Additionally respondents stated that they felt "drivability" was the feeling that a street or intersection is safe and that traffic is moving efficiently. The number one interchange for excellent drivability ranking was the I-5 interchange at 206. Of the 800 people who responded to the survey 44% of them felt that that is the safest and most efficiently working intersection in the city today.

Jeff Benner, with the architects explained that there are a number of park like areas on the site consisting of the primary park adjacent to I-5 and other areas that might lend themselves to pedestrian activity. This area is approximately 1.5 acres. Throughout the site there is well over 2 acres of park area. The plan presented works with existing vegetation (consisting of elm type trees) and provides some new hardscape with new tree embellishments. Additionally, there is a multi-use trail which traverses the site in its entirety north to south with various branches.

Addressing the overall look of the development, Mr. Benner reviewed the different shops, anticipated roof lines of the various tenants, and blending with elements.

Discussion continued regarding bike lanes, sidewalks, and roadways. Nate Brown pointed out that Keizer Station requires some sort of gateway that is visible from I-5 creating a landmark and gateway to the community of Keizer. Mr. Benner responded that work was underway on some offsite elements with sidewalks and landscaping tying into the site and embellishments along I-5.

**b. Resolution
Authorizing the
Agency Chair to Sign
the Second
Amendment to Legal
Services Contract**

City Attorney Shannon Johnson reported that the second amendment to the Legal Services Contract was approved by the Council in December but Urban Renewal Agency needs to approve it to finalize it.

Councilor Moir moved to adopt Resolution UR-2004 Authorizing the Agency Chair to Sign the Second Amendment to Legal Services Contract. Councilor Jim Taylor seconded.

The motion passed unanimously as follows:

AYES: Christopher, Lee, Taylor, Moir, Smith, Gaynor and Walsh (7)

NAYS: None (0)

ABSTENTIONS: None (0)

ABSENT: None (0)

**CONSENT
CALENDAR**

- (a) Approval of June 2, 2003 Agency Minutes
- (b) Approval of June 16, 2003 Agency Minutes
- (c) Approval of July 7, 2003 Agency Minutes
- (d) Approval of September 2, 2003 Agency Minutes
- (e) Approval of October 6, 2003 Agency Minutes
- (f) Approval of October 20, 2003 Agency Minutes
- (g) Approval of November 3, 2003 Agency Minutes
- (h) Approval of November 5, 2003 Agency Minutes
- (i) Approval of November 24, 2003 Agency Minutes

Councilor Moir pulled items (a) and (c); Councilor Smith pulled item (h).

Councilor Moir moved for approval of the Consent Calendar Items b, d, e, f, g and i. Councilor Lee seconded.

The motion passed unanimously as follows:

AYES: Christopher, Lee, Taylor, Moir, Gaynor, Smith and Walsh (7)

NAYS: None (0)

ABSTENTIONS: None (0)

ABSENT: None (0)

Councilor Moir noted a correction on June 2 minutes: the signature page (4) needs to be changed from Councilor Moir being absent to Councilor Smith being absent.

Councilor Moir moved for approval of June 2, 2003, Agency Minutes as corrected. Councilor Taylor seconded.

The motion passed as follows:

AYES: Christopher, Lee, Taylor, Moir, Gaynor and Walsh (6)

NAYS: None (0)

ABSTENTIONS: Smith (1)

ABSENT: None (0)

Councilor Moir noted a correction on July 7 minutes: the signature page (4) needs to be changed: Councilor Moir and Councilor Lee were both absent.

Councilor Moir moved for approval of July 7, 2003, Agency Minutes as corrected. Councilor Taylor seconded.

The motion passed as follows:

AYES: Christopher, Taylor, Moir, Smith, Gaynor and Walsh (5)

NAYS: None (0)

ABSTENTIONS: Moir and Lee (2)

ABSENT: None (0)

Regarding November 5 Agency minutes, Councilor Smith noted a correction on page 2 from "Councilor" to "Councilor Moir". (Note: The minutes requiring this correction were actually the November 24 minutes, but the date on the bottom of the page was November 5.)

Councilor Moir moved for approval of November 5, 2003, Agency Minutes as corrected. Councilor Taylor seconded.

AYES: Christopher, Moir, Lee, Taylor, Smith, Gaynor and Walsh (7)

NAYS: None (0)

ABSTENTIONS: None (0)

ABSENT: None (0)

OTHER BUSINESS

None

ADJOURNMENT

The meeting was adjourned at 7:08 p.m.

APPROVED:

Debbie Lockhart, Recording Secretary

Lore Christopher, Chair

AGENCY MEMBERS

Michel Gaynor

Charles E. Lee

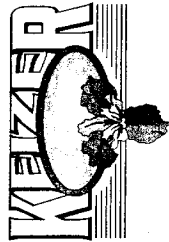
Jim Taylor

Jacque Moir

Judy Smith

Richard Walsh

Minutes approved:



AGENDA ITEM 6b

Approval of February 2, 2004 Agency Minutes



MINUTES
KEIZER URBAN RENEWAL AGENCY
Wednesday, February 2, 2004
Keizer City Hall
Robert L. Simon Council Chambers
Keizer, Oregon

CALL TO ORDER

Chair Christopher called the session to order at 6:35. Roll Call was taken as follows:

Present:

Lore Christopher, Chair
Charles E. Lee
Jim Taylor
Jacque Moir
Judy Smith
Richard Walsh
Michel Gaynor (arrived 6:37 pm)

Staff:

Nate Brown, Community Development Director
Chris Eppley, City Manager
Shannon Johnson, City Attorney
Rob Kissler, Public Works
Marc Adams, Chief of Police
Dianne Hunt, Personnel Director
Susan Gahlsdorf, Director of Finance
Tracy Davis, City Recorder

PUBLIC TESTIMONY

None

**ADMINISTRATIVE
ACTION**

**a. RESOLUTION –
Declaring Intent to
Reimburse Under
the Internal
Revenue Code and
Authorizing Future**

Susan Gahlsdorf explained that this resolution allows the agency to spend tax increment dollars, the source of which is property tax revenues, for expenditures related to the Keizer Station and then reimburse the agency with the proceeds of tax-exempt obligations. This is being done at the present time in order to cover the engineering and architectural expenditures. The resolution timeline is indefinite.

Reimbursement Declarations

Councilor Moir moved to adopt Resolution UR-2004, A Resolution of the Urban Renewal Agency of the City of Keizer, Oregon, Declaring Intent to Reimburse Under the Internal Revenue Code and Authorizing Future Reimbursement Declarations. Councilor Lee seconded.

The motion passed unanimously as follows:

AYES: Christopher, Lee, Taylor, Moir, Smith, Gaynor and Walsh (7)

NAYS: None (0)

ABSTENTIONS: None (0)

ABSENT: None (0)

b. RESOLUTION – Authorizing the City Manager to Sign the First Amendment to Engineering Services Agreement

City Attorney Shannon Johnson prepared the two year extension for Peterson Engineering, a three year contract with the possibility of two 2-year extensions. The increase is 6.5% over three years. The contract, which ran out November 18, will be effective for two years from that date and can be renewed once more at that time.

Councilor Moir moved to adopt Resolution UR-2004 Authorizing the City Manager to Sign the First Amendment to Engineering Services Contract. Councilor Smith seconded.

Councilor Lee questioned how the contract was budgeted and City Manager Chris Eppley responded that it would be budgeted during the next fiscal year. Councilor Moir added that this contract was set up to come due before the budget process was begun so that it could be covered in the new budget.

The motion passed unanimously as follows:

AYES: Christopher, Lee, Taylor, Moir, Smith, Gaynor and Walsh (7)

NAYS: None (0)

ABSTENTIONS: None (0)

ABSENT: None (0)

CONSENT CALENDAR

None

OTHER BUSINESS

None

ADJOURNMENT

The meeting was adjourned at 6:40 p.m.

APPROVED:

Debbie Lockhart, Recording Secretary

Lore Christopher, Chair

AGENCY MEMBERS

Michel Gaynor

Charles E. Lee

Jim Taylor

Jacque Moir

Judy Smith

Richard Walsh

Minutes approved:

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

REGULAR SESSION

Monday May 17, 2004

7:00 p.m.

Robert L. Simon Council Chambers
Keizer, Oregon 97303

1. CALL TO ORDER

2. ROLL CALL

3. FLAG SALUTE

4. PUBLIC TESTIMONY

This time is provided for citizens to address the Council on any matters other than those on the agenda scheduled for public hearing.

5. PUBLIC HEARINGS

- a. RESOLUTION – Forming Windsor Woods Phase II Street Lighting District**
ORDINANCE – Spreading Assessments to Windsor Woods Phase II Street Lighting District

6. COMMITTEE REPORTS

- a. Approval of Design for Keizer Point of Interest Signs**

7. OTHER BUSINESS

This time is provided to allow the Mayor, Council members or staff an opportunity to bring new or old matters before the Council that are not on tonight's agenda.

- New Business**
➤ Old Business

8. ADMINISTRATIVE ACTION

- a. **ORDINANCE** – Amendment to the Ordinance Creating the Planning Commission (second reading)
- b. **ORDINANCE** – Amending the Keizer Transportation System Plan

9. CONSENT CALENDAR

10. WRITTEN COMMUNICATIONS

To inform the Council of significant written communications.

11. AGENDA INPUT

May 24, 2004

- 12:00 p.m. City Council Work Session**
- Civic Center Task Force Recommendation

June 7, 2004

- 6:30 p.m. Urban Renewal Agency Meeting**
- 2004-05 Urban Renewal Agency Budget – Public Hearing and Adoption
- 7:00 p.m. City Council Regular Session**
- 2004-05 City of Keizer Budget – Public Hearing
- Cost of Service/Water Rates Public Hearing (cont from 5-3-04)
- Extension of Contract with Grove, Mueller, and Swank Audit Firm

June 14, 2004

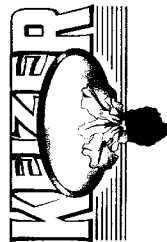
- 12:00 p.m. City Council Work Session**

June 21, 2004

- 7:00 p.m. City Council Regular Session**
- Adoption of 2004-05 City of Keizer Budget

12. ADJOURN

Upon request, auxiliary aids and/or special services will be provided. To request services; please contact us at 503-390-3700 or through Oregon Relay 1-800-735-2900 at least two working days (48 hours) in advance.



AGENDA ITEM 5a

**ORDINANCE AND RESOLUTION - Windsor
Woods Phase II Street Lighting District**

May 17, 2004

TO: MAYOR CHRISTOPHER AND CITY COUNCIL MEMBERS

**FROM: CHRIS EPPLEY
CITY MANAGER**

**THROUGH: TRACY L. DAVIS, CMC
CITY RECORDER**

SUBJECT: PUBLIC HEARING - To consider remonstrances or objections to formation of the Windsor Woods Phase II Street Lighting Local Improvement District and objections to an Ordinance spreading assessments to Windsor Woods Phase II Street Lighting Local Improvement District

ISSUE

1. Shall the City Council form Windsor Woods Phase II Street Lighting Local Improvement District after conducting a public hearing to receive objections or remonstrances to its formation?
2. Shall the City Council adopt an ordinance spreading assessments in Windsor Woods Phase II Street Lighting Local Improvement District after conducting a public hearing to receive written objections to the ordinance spreading those assessments to the district.

BACKGROUND

In March 1994, the Keizer City Council adopted Ordinance 94-278 relating to formation of street lighting local improvement districts within the City of Keizer.

On December 12, 2003 the developer of Windsor Woods Phase II area filed a petition to form a street lighting local improvement district. In response to this petition, the City Council adopted Resolution R2004-1478 on April 5, 2004 to initiate formation of a street lighting local improvement district and directing the City Engineer to make a survey and file a written report with the City Recorder. On May 3, 2004 the City Council approved the City Engineer's report and set a public hearing to consider remonstrances to the project and objections to proposed assessments. Notice of the public hearing and intention to form the district and assess for the lighting improvements was distributed, as required under Ordinance 94-278.

ANALYSIS

Included within the agenda packet is the proposed resolution forming Windsor Woods Phase II Street Lighting Local Improvement District and setting forth the time and manner of installing the street lights within that district. If the Council decides to form the street lighting district, the next step is to proceed with an ordinance spreading assessments.

Included within the agenda packet is the proposed ordinance to spread assessments to the properties benefited by the lighting district. The ordinance provides for first annual assessments and the procedure for determining second and future annual assessments. Following the City Council's adoption of the Ordinance spreading assessments, the City authorizes the appropriate utility company to install the poles and lights.

FISCAL IMPACT

The City initially pays the street lighting expense to the utility company as it is billed throughout the year. The operating cost of the lights is then billed to the property owners on an annual basis, thereby recovering the City's costs for bills paid throughout the year. In addition, the bills include the cost of the City Engineer's Report in the first year, and an administrative charge in the first and subsequent years to recover the City's cost for administering the lighting districts. All funds are budgeted through the Utility Fund.

RECOMMENDATION

1. Open the public hearing to first consider oral objections and written remonstrances to formation of Windsor Woods Phase II Street Lighting Local Improvement District.
2. If valid remonstrances of the owners of two-thirds of the land to be specially assessed for the lighting district are presented to the Council at the public hearing, close the hearing and suspend formation of the district for six months.
3. Consider other objections to the formation of the district. The Council may suspend formation of the district without remonstrance of owners of two-thirds (2/3) of the land if the Council deems that action appropriate.
4. If valid remonstrances of the owners of two-thirds of the land to be specially assessed for the lighting district are not presented to the Council at the public hearing, or other valid objections to formation are not presented, then consider objections to the scope, design or equipment proposed for the district.
5. After consideration of objections of the plans for the district, and if it appears that the Council will form the district, Council should next consider written objections to the proposed assessments which were filed with the City.
6. Close the public hearing.
7. Consider adoption of the resolution officially forming the lighting district.
8. If council forms the district, consider adoption of the proposed assessment ordinance. Council may adopt, correct, modify or revise the assessment against each lot in the district according to special and peculiar benefits accruing to the lot.

CITY COUNCIL, CITY OF KEIZER, STATE OF OREGON

Resolution R2004-_____

FORMING WINDSOR WOODS PHASE II STREET LIGHTING

LOCAL IMPROVEMENT DISTRICT

WHEREAS, the City of Keizer has adopted a Resolution initiating the formation of Windsor Woods Phase II Street Lighting Local Improvement District; and

WHEREAS, the City Council has adopted a Resolution approving the City Engineer's Report for Windsor Woods Phase II Street Lighting Local Improvement District; and

WHEREAS, notice of public hearing to consider formation of street lighting district was mailed as required by Ordinance 94-278; and

WHEREAS, the City Council conducted a public hearing to receive objections and remonstrances to the formation of the street lighting district; NOW, THEREFORE,

BE IT RESOLVED by the City Council of the City of Keizer that Windsor Woods Phase II Street Lighting Local Improvement District is hereby formed, and that the street lights shall be installed within a reasonable time and in the manner set forth in the City Engineer's Report for Windsor Woods Phase II Street Lighting Local Improvement District.

PASSED this ____ day of _____, 2004.

SIGNED this ____ day of _____, 2004.

Mayor

City Recorder

A BILL FOR

**AN ORDINANCE SPREADING ASSESSMENTS TO
WINDSOR WOODS PHASE II STREET LIGHTING LOCAL
IMPROVEMENT DISTRICT**

Section 1. FINDINGS. The City Council of the City of Keizer makes the following findings:

- a. The City Council did heretofore declare its intention to install street lights to serve an area known as Windsor Woods Phase II Street Lighting Local Improvement District which is described as follows:

Windsor Woods Phase II - identified on the assessors map 06 3W 33DA - tax lot 100 - 2200 and map 6S 3W 34CB - tax lots 3700-5100 and 5400-5700 in the City of Keizer, County of Marion, State of Oregon;

which includes the installation of nine (9) - 100-watt high pressure sodium flat lens luminaries and one (1) -150-watt high pressure sodium flat lens luminaries mounted on six-foot long mast arms and attached to 30 foot gray fiberglass poles located within the subject local improvement district, all in accordance with the City Engineer's Report for Windsor Woods Phase II Street Lighting Local Improvement District.

- b. The total initial estimated cost of Windsor Woods Phase II Street Lighting Local Improvement District is \$2601.70.
- c. The per space/lot assessment formula was used for this district.
- d. The improvements in the district have been or will be constructed as provided in the Engineer's Report.
- e. Notice was duly mailed to the benefited property owners on May 10, 2004.

1 f. A meeting of the City Council was held at the time and place fixed by public
2 notice for the purpose of considering any such written objections to the
3 proposed assessments.

4 g. No written objections to the proposed assessments were filed.

5 h. The Council has considered the matter and determined that construction of
6 said improvements was and is of material benefit to the City, and all the
7 property to be assessed therefore will be specially benefited by the
8 improvements in the amounts shown on the assessment roll.

9 NOW, THEREFORE, the City Council of the City of Keizer ordains as follows:

10 Section 2. ASSESSMENTS.

11 a. First Annual Assessment. It is hereby determined that the share of the cost
12 of the improvements for Windsor Woods Phase II Street Lighting Local
13 Improvement District for each parcel and property benefited thereby for the
14 first annual assessment is the amount set opposite the description of each
15 piece or parcel of land as described in Windsor Woods Phase II Street
16 Lighting District Assessment Roll as set forth in Exhibit "A" attached, and
17 that each piece or parcel of land benefited by the improvements, to the full
18 extent of the amount so set opposite such piece or parcel and that the
19 respective amounts represent the proportionate benefits of said
20 improvements to said respective parcels of property, and the Council does
21 hereby declare that each of the parcels of property described in Windsor
22 Woods Phase II Street Lighting District Roll as set forth in Exhibit "A"
23 attached is hereby assessed the first annual assessment amount set
24 opposite each respective description.

- i. Summary of first annual assessment costs for formation of the lighting district to serve the area known as "Windsor Woods Phase II Street Lighting Local Improvement District":

9 - Poles and 100 Watt Luminaries	\$1554.12
1 - Pole and 150 Watt Luminaries	\$190.68
Engineering Costs	\$574.00
Administrative Fee	<u>\$282.90</u>
Total Estimated Assessments	\$2601.70

- ii. The Recorder of the City of Keizer is hereby directed to send a notice of first annual assessment to each owner of assessed property by mail within ten (10) days after this Ordinance levying the first annual installments is passed. The notice shall include information that an application to make installment payments may be filed with the City if the assessment is collected directly from the property owner and not pursuant to ORS 223.866.

- b. Second and Subsequent Annual Assessments. After a municipal lighting district has been formed in accordance with City of Keizer Ordinance 94-278, the second and subsequent annual assessments shall be spread by Resolution which may include changes in the mode of collecting the assessment. The method of assessment and notification for subsequent annual assessments shall be determined in accordance with City of Keizer Ordinance 94-278.

- c. Mode of Collecting Assessments. Assessments for Windsor Woods Phase II Street Lighting Local Improvement District shall be collected pursuant to ORS 223.866.

- d. Lien on Property. The assessment shall be entered as a lien against the benefited property in the City Lien Docket.

PASSED this _____ day of _____, 2004.

SIGNED this _____ day of _____, 2004.

Mayor

City Recorder

PRELIMINARY ASSESSMENT ROLL

WINDSOR WOODS PHASE 2 SUBDIVISION
STREET LIGHTING DISTRICT

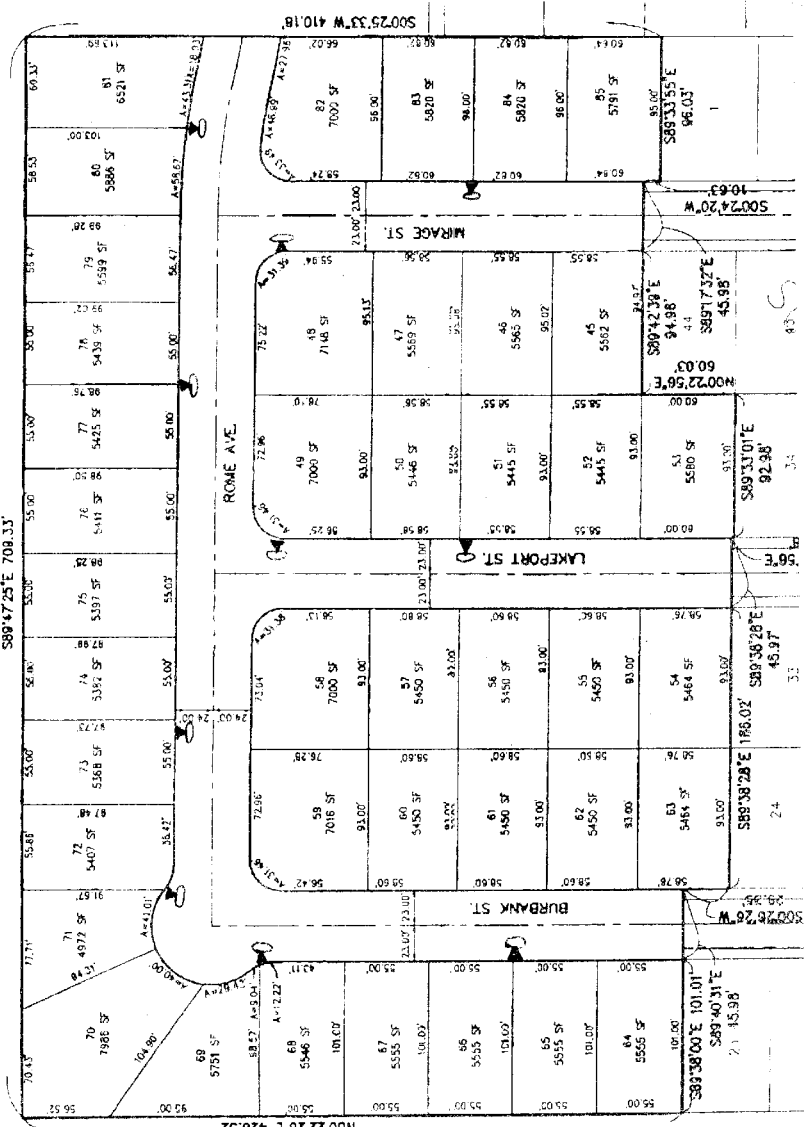
*Assessors Maps 6S 3W 33DA & 6S 3W 34CB

*Rounded number

<u>Tax Lot #</u>	<u>Owners Name and Address</u>	<u>Cost per Lot</u>	<u>Lots</u>	<u>Assessment</u>
Map 33DA 100 - 2200	PRO-CONSTRUCT INC 879 COTTAGE ST NE SALEM, OR 97301	\$63.46*	22	\$1,396.12
Map 34CB 3700-5100	PRO-CONSTRUCT INC 879 COTTAGE ST NE SALEM, OR 97301	\$63.46*	15	\$951.90
Map 34CB 5400-5700	PRO-CONSTRUCT INC 879 COTTAGE ST NE SALEM, OR 97301	\$63.46*	4	\$253.84

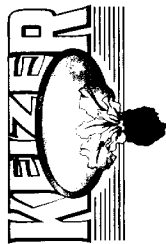
TOTAL ASSESSMENT: \$2,601.70

SCALE 1"=50'



P - Proposed St Right

WINDSOR WOODS No. 2



AGENDA ITEM 6a

Approval of Design For Keizer Point of Interest Sign

May 17, 2004

COUNCIL MEETING: May 17, 2004

AGENDA ITEM NUMBER: _____

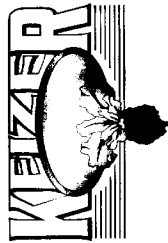
TO: MAYOR CHRISTOPHER AND CITY COUNCIL MEMBERS

**FROM: CHRIS EPPLEY
CITY MANAGER**

SUBJECT: KEIZER POINTS OF INTEREST COMMITTEE

ISSUE:

Jerry McGee, Chair of the Keizer Points of Interest Committee will present to the City Council a design for the signs to be placed at various points of interest.



AGENDA ITEM 8a

**ORDINANCE - Amendment to Ordinance Creating
Planning Commission (second reading)**

May 17, 2004

CITY COUNCIL MEETING: May 17, 2004

AGENDA ITEM NUMBER: _____

TO: MAYOR CHRISTOPHER AND COUNCIL MEMBERS

THROUGH: CHRISTOPHER C. EPPLEY, CITY MANAGER

FROM: E. SHANNON JOHNSON, CITY ATTORNEY

**SUBJECT: *AMENDMENT TO PLANNING COMMISSION ORDINANCE -
SECOND READING***

This matter is before the Council for a second reading. I have enclosed a copy of my previous staff report for your convenience.

At the last meeting, the Council modified the proposal from the Planning Commission by retaining the current restriction limiting membership on the Planning Commission so that no more than one voting member could be engaged in the same kind of occupation, business, trade or profession. The amendment would allow up to two voting members to be engaged in the real estate industry. This means for example that you could have one real estate agent and one developer, but you could not have two real estate agents.

RECOMMENDATION:

Pass the enclosed Ordinance.

Please let me know if you have any questions. Thank you.

ESJ/tmh
attachments

CITY COUNCIL MEETING: May 3, 2004

AGENDA ITEM NUMBER: _____

TO: MAYOR CHRISTOPHER AND COUNCIL MEMBERS
THROUGH: CHRISTOPHER C. EPPLEY, CITY MANAGER
FROM: E. SHANNON JOHNSON, CITY ATTORNEY
SUBJECT: *AMENDMENT TO PLANNING COMMISSION ORDINANCE*

The Planning Commission revisited the issue of the residency and occupation of Planning Commissioners. As you may remember, no more than one member of the Planning Commission may be a non-resident of the City of Keizer. In addition, no more than one member may be engaged in the same type of occupation, business, trade or profession. The other restriction is that no more than one member may be engaged in the real estate industry.

After reconsidering the matter, the Planning Commission on a tie vote failed to pass a motion with regard to the residency question. However, on a 5 to 1 vote, the Commission recommends to the City Council an amendment to the original Planning Commission ordinance to allow two members of the real estate industry (and two members of the same occupation) to be appointed to the Planning Commission. This change in language would parallel the state requirement. Currently, Keizer's requirements in this regard are more strict than the state requirements. The general feeling on the Planning Commission is that the requirements should not be more strict than what is required under state law.

RECOMMENDATION:

Pass the enclosed Ordinance.

Please let me know if you have questions in this regard. Thank you.

ESJ/tmh
attachment

1 BILL NO. _____

A BILL

ORDINANCE NO.

2004-_____

3 FOR

4 AN ORDINANCE

5 AMENDING THE ORDINANCE CREATING A
6 PLANNING COMMISSION; **AMENDING ORDINANCE**
7 **NO. 83-006; DECLARING AN EMERGENCY**

8 The City of Keizer ordains as follows:

9 Section 1. AMENDMENT OF ORDINANCE NO. 83-006. Ordinance No.

10 83-006 (An Ordinance Creating a Planning Commission; Providing for its Composition

11 and Organization; Providing its Power and Duties) is hereby amended at Section 1(b) as

12 follows:

13 b. The commission will consist of the City
14 administrator as an ex-officio, non voting member and
15 seven other members to be appointed by the City Council.
16 No more than ~~one~~ two voting members shall be engaged
17 principally in the buying, selling or developing of real estate
18 for profit as individuals, or be members of any partnership,
19 or officers or employees of any corporation, that engaged
20 principally in the buying, selling or developing of real estate
21 for profit. No more than one voting member shall be
22 engaged in the same kind of occupation, business, trade or
23 profession. No more than one member shall be a non-
24 resident of the City of Keizer.

25 ///

26 ///

27 ///

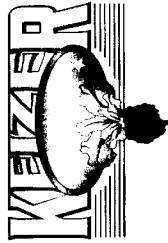
1 Section 2. EFFECTIVE DATE. This Ordinance being necessary for the
2 immediate preservation of the public health, safety and welfare, an emergency is
3 declared to exist and this Ordinance shall take effect immediately upon its passage.

4 PASSED this _____ day of _____, 2004.

5 SIGNED this _____ day of _____, 2004.

6
7 Mayor

8 _____
9 City Recorder



AGENDA ITEM 8b

ORDINANCE - Amending the Keizer Transportation Plan

May 17, 2004

COUNCIL MEETING: May 17, 2004

AGENDA ITEM NUMBER: _____

TO: MAYOR CHRISTOPHER AND CITY COUNCIL MEMBERS

**THROUGH: CHRIS EPPLEY
CITY MANAGER**

**FROM: NATE BROWN
COMMUNITY DEVELOPMENT DIRECTOR**

SUBJECT: TRANSPORTATION SYSTEM PLAN (TSP) UPDATE

BACKGROUND:

On September 17, 2003 , as directed by the City Council, the Planning Commission began discussion on the process, issues and need for an update to the Transportation System Plan (TSP). The Primary issue identified was the need to separate the list of Capital improvement projects from the TSP so that the list could be updated more easily as improvement needs are identified as a result of traffic impact analysis studies generated by such things as the Keizer Station Plan.

ISSUE:

The attached pages (exhibit B) are excerpts from the TSP and represents all changes made to the Transportation System Plan. The page numbers in this exhibit are not part of the codification and will be appropriately numbered when the document is published

The most significant change to the plan is the removal of the Capital Improvement Project list (both for vehicles and bicycles) with new language establishing a process of annual review of those lists by a combined Planning Commission and Traffic Safety Commission.

The council held public hearing on May 3, 2004 to consider the proposed language changes, and made changes to the proposed document. Those changes have been incorporated in Exhibit B. Specifically, they are:

Page 30:

Delete first bullet: *Northerly East/West connector (Clear Lake Area)*

Add following bullet:

- Additional North/South and East/West connector(s) throughout the city to relieve traffic volume pressures on River Road N.

Page 76:

The P & W line through Keizer is used for freight only. It has the potential to become a more active freight line, and to become a commuter connection to the Portland metropolitan area.

The Tepper Lane crossing is proposed to be closed and a bicycle/pedestrian under-crossing installed as part of the Keizer Station Plan. Rail crossings in Keizer are located at Lockhaven and Ridge Drives and on Tepper Lane. The rail crossing at Lockhaven has a gated signal while Tepper Lane has no signals or gates and warning is from a railroad crossing sign.

Map #3 corrections:

Correct spelling of Harmony

Add names of new schools Weddle and Clagget Creek

(additional lines in parks indicate separate parcels and are left in the map for informational purposes, but line weights have been adjusted)

RECOMMENDATION:

Adopt ordinance making changes to the Transportation System Plan, and adopt findings contained in Exhibit A of that ordinance

1 BILL NO. ____

A BILL

ORDINANCE NO.

2

2004-____

3

FOR

4

AN ORDINANCE

5

AMENDING THE KEIZER TRANSPORTATION SYSTEMS PLAN

6

(TSP); AMENDING THE KEIZER COMPREHENSIVE PLAN

7

(ORDINANCE NO. 87-077) AND KEIZER TRANSPORTATION

8

SYSTEMS PLAN (ORDINANCE NO. 2000-425)

9

WHEREAS, the Transportation Systems Plan was adopted on September 5, 2000;

10

WHEREAS, it is appropriate to review such Transportation Systems Plan (TSP)

11

for appropriate amendments and modifications;

12

WHEREAS, the Keizer Planning Commission and the Keizer City Council have

13

held public hearings to consider amendments to the Keizer Transportation Systems Plan;

14

WHEREAS, the City of Keizer makes findings referenced below regarding the

15

amendments to the Keizer TSP;

16

NOW, THEREFORE, the City of Keizer ordains as follows:

17

Section 1. FINDINGS. The City of Keizer adopts the findings set forth in

18

Exhibit "A" attached hereto and by this reference incorporated herein.

19

Section 2. ADOPTION OF AMENDMENTS TO THE KEIZER

20

TRANSPORTATION SYSTEMS PLAN. The City of Keizer hereby adopts the

21

amendments to the Keizer Transportation Systems Plan as set forth in Exhibit "B"

22

attached hereto and by this reference incorporated herein.

Page 1 - ORDINANCE NO. 2004-_____

Lien & Johnson

Attorneys at Law
4855 River Road N
Keizer, Oregon 97303
(503) 390-1635

Exhibit A

Transportation System Plan Amendment Findings.

Exhibit "A"

CITY OF KEIZER TRANSPORTATION SYSTEMS PLAN FINDINGS

- A. The Keizer Transportation Systems Plan (TSP) is a long-range (20-year) plan that provides the city with the goals and policies to guide development of all its transportation modes (pedestrian, bicycle, motor vehicles, etc.). The TSP establishes an interconnected network of arterial and collector streets that improve the operation of the transportation systems. It also outlines a Capital Improvement Program (CIP) that shows the construction work necessary to meet the goals of the TSP. The proposal to adopt the Keizer Transportation Systems Plan would amend the Comprehensive Plan to meet the requirements for the City of Keizer and to meet federal and state policies and regulations

- B. The decision criteria for legislative text amendments are found in Section 3.111.04 of the Keizer Development Code. The specific criteria, and related findings, are noted below:

1. Impact of the proposed amendment on land use and development-patterns within the city, as measured by:

- a. **Traffic generation and circulation patterns**

FINDINGS: The Keizer Transportation Systems Plan provides a framework of goals, objectives, and policies that will guide efforts for achieving an acceptable level of transportation facilities and services through the year 2020. In addition, the Plan will help guide use of resources in future transportation programs and infrastructure. The proposed amendment identifies policy and develops methodology to prioritize City transportation facility improvements to accommodate traffic generation and circulation patterns for future growth.

- b. **Population concentrations**

FINDINGS: The Keizer Transportation Systems Plan identifies arterials and collectors, which classifies improvements for transportation facilities within the City to address multi-modal circulation for existing and future population concentrations.

- c. **Demand for public facilities and services.**

FINDINGS: The Keizer Transportation systems Plan outlines a Capital Improvement Program that shows the construction work necessary to meet the goal within the Plan. The Plan identifies improvements to the street infrastructure within the City to meet existing and future traffic volumes.

The adoption of the Keizer Transportation Systems plan will not increase demand for public facilities

d. Maintenance of public health and safety.

FINDINGS: The Keizer Transportation Systems Plan will not impact public health. However, the Keizer Transportation Systems Plan will impact the maintenance of public safety through the implementation of the Capital Improvement Program (CIP). The CIP outlines the planned construction work necessary to provide structural capacity to sustain specified levels of service for traffic. These construction projects will enhance pedestrian and vehicular safety. The Keizer Transportation Systems Plan improves the maintenance of public safety.

e. Level of park and recreation facilities-

FINDINGS: The proposed amendment will not impact the level of park and recreation facilities in the city.

f. Economic activities.

FINDINGS: The Keizer Transportation Systems Plan may improve economic activities in the city, whereas improvements to the transportation facilities within the City may improve access to sites with economic development opportunities.

g. Protection and use of natural resources-

FINDINGS: The Keizer Transportation Systems Plan maintains the protection and use of natural resources in the city.

h. Natural hazards and constraints-

FINDINGS: The Keizer Transportation Systems Plan identifies policy and develops methodology to prioritize City transportation facility improvements to accommodate traffic generation and circulation patterns for future growth. Implementation of the Plan would improve transportation facilities for emergency services to access properties in the event of a natural disaster. The proposed Plan does not affect occurrences of natural hazards and constraints.

i. Compliance of the proposal with existing adopted special purpose plans or programs; such as public facilities improvement programs.

FINDINGS: The proposed plan is in accordance with the Salem/Keizer area transportation system plan.

2. A demonstrated need exists for the product of the proposed amendment.

FINDINGS: An update of the plan is needed to continue to develop a strategy to improve the public transportation facilities within the City in light of current information and conditions.

3. The proposed amendment complies with all the applicable Statewide Planning Goals and administrative rule requirements.

FINDINGS: This action will occur entirely within the City limits; no goal exceptions are required. Compliance with the Statewide Land Use Goals is reviewed below:

Goal 1 - Citizen Participation: Consistent with local and state requirements, the Keizer Transportation Systems Plan was developed cooperatively with an advisory committee consisting of the Planning Commission, staff, and the recommendations and input of residents. As a part of the Salem-Keizer Area Transportation Study (SKATS), the City of Salem participated and recommended the approval of the proposed Plan. The Plan was considered at a public hearing with the final decision resting with the City Council. Citizens had an opportunity to comment and testify.

Goal 2 - Planning: The amendment was reviewed consistent with the procedures in the acknowledged Comprehensive Plan and Keizer Development Code.

Goal 3 - Farm Land: The proposal does not impact properties utilized for farm land.

Goal 4 - Forest Land: The proposal does not involve land located within designated forest land.

Goal 5 - Natural Resources: The proposed Plan maintains the protection and use of natural resources of waterways in the city.

Goal 6 - Air, Water and Land Quality: The proposed Plan does not impact uses or activities which could have an adverse impact on the City's water and land quality.

Goal 7 - Natural Hazards: The Keizer Transportation Systems Plan identifies policy and develops methodology to prioritize City transportation facility improvements to accommodate traffic generation and circulation patterns for future Pave 3

FINDINGS: The Keizer Transportation Systems Plan outlines a Capital Improvement Program that shows the construction work necessary to meet the goals within the Plan. The Plan identifies improvements to the street infrastructure within the City to meet existing and future traffic volumes. The adoption of the Keizer Transportation Systems Plan will not increase demand for public facilities.

Goal 8 - Recreation: The proposed text amendment does not have an impact on recreational activities or uses within the city.

Goal 9 - Economic Development: The Keizer Transportation Systems Plan may improve economic activities in the city, whereas improvements to the transportation facilities within the City may improve access to sites with economic development opportunities.

Goal 10 - Housing: By providing a more efficient transportation system, the TSP may enhance infill housing and other housing opportunities.

Goal 11 - Public Facilities: The Keizer Transportation Systems Plan outlines a Capital Improvement Program that shows the construction work necessary to meet the goals within the Plan. The Plan identifies improvements to the street infrastructure within the City to meet existing and future traffic volumes. The adoption of the Keizer Transportation Systems Plan will not increase demand for public facilities.

Goal 12 - Transportation: The Keizer Transportation Systems Plan provides a framework of goals, objectives, and policies that will guide efforts for achieving an acceptable level of transportation facilities and services through the year 2020. In addition, the Plan will help guide use of resources in future transportation programs and infrastructure. The proposed amendment identifies policy and develops methodology to prioritize City transportation facility improvements to accommodate traffic generation and circulation patterns for future growth. In addition, the proposed amendment is consistent with regional TSP and Transportation Planning Rule.

Goal 13 - Energy Conservation: By providing more efficient transportation system The TSP may enhance energy conservation.

Goal 14 - Urbanization: The Keizer Transportation Systems Plan provides a framework of goals, objectives, and policies that will guide efforts for achieving an acceptable level of transportation facilities and services through the year 2020. Through the implementation of the Plan, the City will accommodate long-range urban population growth requirements consistent with Land Conservation and Development Commission goals.

Goal 15 - Willamette Greenway: The proposal does not impact this goal. **Page 4**
Goal 16 to 19 - Estuarine Resource, Coastal Shorelands, Beaches and Dunes, and, Ocean Resources: This proposal does not involve property subject to these goal requirements.

Based on the above findings, the proposal is consistent with the Statewide Land Use Goals.

4. The amendment is appropriate as measured by at least one of the following criteria:
- a. It corrects identified error(s) in the provisions of the plan
 - b. It represents a logical implementation of the plan
 - c. It is mandated by changes in federal, state or local law
 - d. It is otherwise deemed appropriate by the council to be desirable, appropriate and proper.

FINDINGS: The Keizer Transportation Systems Plan is a logical implementation of Keizer Comprehensive Plan Chapter III, Section E: Public Facilities to Support Development.

The Keizer Transportation Systems Plan would amend the Comprehensive Plan to meet the requirements for the City of Keizer to meet the following federal and state policies and regulations: Transportation Efficiency Act for the 21st Century, 1998, Clear Air Act Amendments of 1990, American with Disabilities Act of 1990, Oregon Transportation Plan, Oregon Shines H, State Land Use Planning

Goals, State Transportation Planning Rule (ORS 660-12), and the State Conformity Rule (ORS 340-02-0700).

It is desirable and proper to adopt the proposed Keizer Transportation Systems Plan to provide the city with goals and policies to guide development of all its transportation modes (pedestrian, bicycle, motor vehicles, etc.).

Based on the above findings, the proposal complies with Statewide goals, administrative rules, and the decision criteria for the proposed text amendment in the Keizer Development Code. Page 5

Exhibit B

Text Language

Note: The language in this exhibit is the only language in the Transportation System Plan which is amended; the page numbering is not part of the adoption of the plan.

Executive Summary

The Transportation System Plan (TSP) is a long-range (20-year) plan that provides the city with the goals and policies to guide development of all its transportation modes (pedestrian, bicycle, motor vehicles, public transit, etc.). The TSP establishes an interconnected network of arterial and collector streets that improve the operation of the transportation systems. It also outlines a Capital Improvement Program (CIP) that shows the construction work necessary to meet the goals of the TSP.

Keizer is part of the Metropolitan Planning Organization (MPO) which was designated as a Transportation Management Area in 2002. The operation of Keizer's transportation systems is influenced by the MPO and is also influenced by the other MPO jurisdictions. Relatively recent population growth in Keizer, and the MPO, placed demand on the city to accommodate the increased transportation needs of its residents. The needs are varied and include designs for improved pedestrian and bicycle facilities and additional transit services. The TSP addresses those needs with the goals, policies, and improvements contained in the applicable transportation mode chapter.

The MPO in the Keizer area is the Salem-Keizer Area Transportation Study (SKATS). It is governed by the SKATS Policy Committee, which is made up of elected representatives from the cities of Keizer, Turner and Salem, Marion and Polk Counties, the Salem Area Mass Transit District (SAMTD), and the Salem/Keizer School District. The Mid-Willamette Valley Council of Governments (MWVCOG) facilitates the efforts of SKATS. SKATS provides a forum for developing the Regional Transportation Systems Plan (RTSP) and programming federal and state funded transportation investments to implement the Plan. The Policy Committee is advised by several sub-committees which meet regularly and are comprised of private citizens, elected officials, state agencies and private transportation providers to ensure representation of various viewpoints in the decision-making process.

Keizer is also a member of the Mid-Willamette Area Commission on Transportation (MWACT). MWACT is an official advisory body to the Oregon Transportation Commission (OTC) on transportation issues within Marion, Polk, and Yamhill County areas of Oregon. MWACT balances the needs identified by local jurisdictions with the desired vision of the entire valley, advising on programs which best meet these needs based on available revenues and implement the statewide transportation policies.

Elected officials from Keizer continue to actively participate in the deliberations of both SKATS and MWACT. Both organizations deal with, and are the policy-makers, on transportation issues

that affect Keizer but which, in many cases, extend beyond Keizer's city limits. Some of the issues include another cross bridge across the Willamette River, a "beltline" concept for Keizer-Salem, commuter rail between Keizer/Salem and the Portland metropolitan area, a transit "center" in Keizer and additional access points to Interstate Highway 5 (Perkins or Quinby Roads).

Overall, the Keizer transportation systems (streets, bicycle, pedestrian, public transportation, etc.) are in good condition and meet the city's present and future needs. Keizer is projected to reach build-out sometime after 2010, so only moderate additional demands are expected. Although traffic volumes will increase on some specific individual streets and levels of service may decrease at some intersections, the overall street system should remain above the Level of Service (LOS) E contained in the city policy. To prevent misunderstandings, it is important to note that individual streets will not operate as well (for example, decrease from LOS B to LOS C) as they do today; but they will operate at a level considered acceptable.

With completion of work shown in the (CIP) Capital Improvement Plan, improvements in bicycle and pedestrian system connectivity will be made. Gas tax is anticipated to provide less than half of the amount of revenue needed to construct anticipated capital improvements. The remainder must be obtained from other sources such as grants, cooperative projects with developers, and other sources shown in the Finance Chapter.

Adoption of the TSP as part of the Comprehensive Plan should be considered the beginning of the transportation process. As a "living document," the TSP must be updated, refined, and improved over the years. The Outstanding Actions chapter contains a list of future work, which will help refine the plan. This chapter also contains reminders of the requirement for five-year reviews of the TSP.

Chapter 1 - Introduction

A. Overview

The purpose of the *Keizer Transportation Systems Plan* is to provide a framework of goals, objectives, and policies that will guide efforts for achieving an acceptable level of transportation facilities and services through the year 2020. In addition, the Plan will help guide use of scarce resources in future transportation programs and infrastructure.

Before transportation investments can be planned, the current and future travel demands need to be assessed. The assessments for Keizer were made using a mix of current and projected population and employment figures, social demographics, surveys, and inventories of developable land within the urban growth boundary. The computer model for the Regional Plan projected future travel demand for key parts of the Keizer transportation system through 2015. Traffic demand was proportionally extended to include the last years of this TSPs planning period (2020). Potential deficiencies were identified by comparing future travel demand to the capacity of the existing street system. Bicycle, pedestrian, and transit needs were identified through a comprehensive public involvement process.

B. Background

With the concurrence of the Oregon Department of Transportation (ODOT), the Land Conservation and Development Commission (LCDC) adopted the Transportation Planning Rule (TPR), OAR 660 Division 12, in April 1991, (revised 1995 & 1998), to guide regional and local transportation planning in carrying out the purpose of LCDC Goal 12 -- Transportation Planning.

The most recent Oregon Transportation Plan (OTP) (1999), along with a series of modal and facility plans (corridor plans), constitute the state's Transportation Systems Plan (TSP). Metropolitan Planning Organizations (MPOs) and counties prepare regional TSPs; and cities, in turn, prepare TSPs consistent with both regional and state TSPs.

The TSP, at any level, is not necessarily a single document. A TSP may include or authorize the creation of **refinement plans**. These further develop selected portions of the TSP.

The TPR defines a TSP as "a plan for one or more transportation facilities that are planned, developed, operated and maintained in a coordinated manner to supply continuity of movement between modes, and within and between geographic and jurisdictional areas." Generally, all cities and counties in Oregon can prepare a TSP, which becomes part of the local Comprehensive Plan. All TSPs within a MPO area must be consistent with the Regional TSP. The Salem-Keizer Area Transportation Study (SKATS), the designated MPO for the Salem-Keizer area, adopted its Regional TSP in 2002 with an update in 2003.

The transportation work identified in the *Keizer Transportation Systems Plan* is designed to maximize mobility. Maximizing mobility means investing in several travel modes simultaneously. For example, a street improvement project may widen a roadway to add vehicle travel lanes and also add bicycle lanes and construct sidewalks. Bus turn-outs may also be constructed. Many projects contained in the Plan are designed to be multimodal.

Improvements are prioritized based primarily on when they are expected to be needed. Funding constraints determine how many projects can be constructed at any given time.

C. TSP Elements

The *Keizer Transportation Systems Plan* is a collection of elements that address each mode of travel or aspect of the entire transportation system. The Plan includes the following elements:

Street System. This element identifies the arterial, collector, and significant local streets, assigns each street a functional classification, provides typical street standards, and contains planned street improvement projects. It contains policies which facilitate connections to neighborhood activity centers such as schools, parks, and shopping, and provides access to transit service.

Transportation Demand Management/Transportation Systems Management. These elements identify ways to maximize the capacity and safety of the existing street system through traffic engineering and managing the street systems travel demand. They contain policies that encourage and facilitate the use of carpools, vanpools, flexible work hours, telecommuting, and other alternative travel modes that decrease reliance on the single-occupant automobile for commuting.

Bicycle/Pedestrian System. This element identifies bicycle and pedestrian system needs. It contains policies that encourage bicycle use and safety and encourage walking. The element designates streets that are bicycle routes and lists planned bicycle and pedestrian system improvements.

Public Transportation System. This element describes the city's role in supporting the transit system through infrastructure improvements that make transit services more accessible. Although the city of Keizer does not operate the transit system, this element identifies needs and develops policies that will help increase transit ridership.

Air/Water/Pipe/Rail. Although these are not major transportation modes for Keizer, this element contains policies that promote efficient and safe freight and commodities and potentially commuter (passenger) movement to, from, and within the city.

Parking. This element contains policies that promote an adequate supply of parking but discourages an oversupply of parking that would promote single-occupant vehicle travel.

Finance. This element identifies the financial resources needed to achieve the level of mobility outlined in the Plan. It contains policies that guide the city's funding strategy for providing transportation services.

D. Regulatory Context

There are several federal and state policies and regulations that affect regional and local transportation planning. Their policies provide guidelines for: accomplishing transportation planning, setting specific benchmark targets to evaluate plan performance, funding requirements, and planning elements. Among the more important documents are:

Federal Policies and Regulations

Transportation Efficiency Act for the 21st Century, 1998 (TEA-21). TEA-21 is the nationwide transportation planning legislation that authorizes the expenditure of Federal Highway Trust Fund revenues. These revenues represent a large portion of the funding used to sustain and improve the federal and state portions of the regional highway system. Federal transportation funds also support the Mid-Willamette Valley Regional Rideshare Program. TEA-21 and its predecessor, the Intermodal Surface Transportation Efficiency Act (ISTEA), requires the MPO to address a series of criteria in its regional plans. The criteria are: financial constraints; environmental impacts; socioeconomic impacts; equity; multimodal systems; energy consumption; and consistency with federal, state, and local transportation plans. TEA-21 combines the continuation and improvement of current programs with new initiatives to improve safety, enhance communities, and protect the natural environment. At this time a new appropriations bill, titled SAFTEA will take the place of TEA-21 in 2004.

Clean Air Act Amendments of 1990. This federal legislation requires that projects in regional transportation plans cannot contribute to worse air quality or violate standards set by the Environmental Protection Agency (EPA). These standards were revised and tightened in 1996. Failure to show conformance with the standards can result in the withdrawal of federal transportation funds.

Americans with Disabilities Act (ADA) of 1990. This Act mandates that persons with disabilities be able to use public transportation facilities and services. It also requires that paratransit services be provided on a level comparable to overall mass transit services in the region.

The ADA primarily relates to how transportation facilities are built. The *Keizer Transportation Systems Plan* takes into account paratransit services, including significant reconstruction of streets and other transportation facilities. The local transit authority must prepare an ADA Paratransit Plan. Salem Area Mass Transit District (SAMTD) has produced a plan called the Regional Transportation Enhancement Plan (RTEP), which is a long-range paratransit plan. To be effective, this plan must be integrated in all regional and local transportation plans.

State Policies and Regulations

Oregon Transportation Plan. This master plan sets policies for the state's transportation facilities and services for the next 40 years. It outlines broad strategies the state has developed for implementing federal and state policies. Projects on state facilities and those projects using state funding must be consistent with the *Oregon Transportation Plan*.

Oregon Shines II. The benchmarks in *Oregon Shines II* establish performance measures showing progress toward the vision outlined in the state's Strategic Plan. Local transportation system plans must address these benchmarks in order for them to be met on a statewide level. The state benchmark for those who commute to and from work by means other than a single occupancy vehicle (SOV) is 23 percent by 2000 and 38 percent by 2020. According to the 2000 census information, 22 percent of Keizer's workers commuted by means other than SOVs which has remained virtually unchanged in the last 10 years.

State Land Use Planning Goals. Developed through LCDC, the state adopted a series of statewide planning goals to be implemented through city and county comprehensive land use plans. Goal 1 provides for citizen involvement in the planning process, and Goal 12 for transportation is implemented through the State Transportation Planning Rule. The other 17 Statewide Planning Goals are also considered in developing the TSP.

State Transportation Planning Rule (OAR 660-12). Adopted in 1991 and amended in 1995 and 1998, this Rule implements Goal 12--Transportation. It requires that each metropolitan planning organization, city, county, port, and transit authority develop a transportation system plan that:

- Promotes transportation services that are viable alternatives to reliance on the single-occupant vehicle;
- Requires local governments to adopt transit, bicycle, and pedestrian supportive land development and subdivision ordinances;
- Requires that Salem-Keizer region achieve a 5 percent reduction in daily VMT per capita after 20 years of plan adoption or develop alternative standards in place of VMT;
- Requires plans to target and work towards a reduction in the number of certain types of automobile parking spaces per person by 10 percent over the next 20 years or adopt new regulations; and
- Require that local transportation system plans be consistent with regional and neighboring local jurisdiction transportation plans, as well as Statewide Goal 12--Transportation.

State Conformity Rule (Air Quality)(ORS 340-02-0700). Initiated by the State Department of Environmental Quality (DEQ), this Rule requires that regional emissions must not contribute to worsening air quality or violations of federal air quality standards. Projects found in the *Keizer Transportation Systems Plan* that are of regional significance must demonstrate conformity.

MPO Plans

SKATS Regional Transportation Systems Plan (RTSP). The *Regional Transportation Systems Plan*, adopted in June 1996 and updated as recently as 2003, provides a regional, multimodal framework for local transportation plans. A major emphasis of the Plan is reducing the region's

reliance on the single-occupant automobile and developing alternative methods of mobility in the region.

City Plans

North River Road Alternative Modal Opportunity Study, 1995

The *North River Road Alternative Modal Opportunity Study* was completed by SKATS in 1995. Its focus is to encourage walking, bicycling, and transit along the North River Road commercial corridor. The North River Road study promotes an environment which supports other modes of transportation besides the automobile such as walking, bicycling, ridesharing, and public transit by encouraging a balanced mix of land uses that support pedestrian travel. Pedestrian-supportive land uses are those land uses/businesses that could generate a reasonable amount of pedestrian travel such as customers walking to a business or land uses that concentrate employees or residents in the commercial core area such as offices and multi-family developments.

River & Chemawa Design Study, 1995

The *River and Chemawa Design Study* was prepared for the city by Leland Consulting Group. The study is part of an economic development opportunity assessment for the northeast, southwest, and southeast corners of Chemawa Road and River Road. The purpose of the study is to encourage the development of a revitalized commercial area for this part of Keizer and includes sections applicable to transportation.

Interstate 5/Chemawa Road, 1995

The cities of Keizer and Salem identified the need to prepare a land use and transportation facilities plan for the area surrounding the I-5/Chemawa Road interchange. A goal of the I-5/Chemawa Road Transportation Land Use Study is to preserve the existing interchange level of service and design. In other words, the existing interchange and its capacities need to adequately handle future travel demands of the area. The plan recommends the promotion of multi-modal transportation systems and mixed land uses, which could reduce the reliance of single-occupant vehicles. The plan seeks to maximize the opportunity for alternative modes of transportation through mixed land uses. As identified in the plan, the northwest and southwest quadrants provide the opportunity for increased pedestrian and bicycle usage. Interconnected pedestrian and bicycle systems are recommended for each quadrant. Connections are also recommended between quadrants. Pedestrian and bicycle connections from quadrant to quadrant will occur through improvements to the roadway system. Improvements include construction of sidewalks on both sides of local, collector, and arterial streets. As part of the Keizer Station Plan design study, new information, such as vehicle counts have been gathered showing that through the year 2020 the anticipated levels of service for all affected intersections and roads, remain below .87 volume to capacity ratio.

Keizer Station Plan (KSP)/Chemawa Activity Center Plan

The Chemawa Activity Center Plan, adopted on April 7, 1997, identified a variety of uses, which were to be permitted ranging from industrial to commercial to residential development. To prevent excessive traffic problems from developments in the Chemawa Activity Center, a standard was set for the signalized intersections on Lockhaven Drive and Chemawa Road between River Road and the eastern I-5 ramp inclusive that required the volume to capacity (v/c) ratio not fall below 0.87. This information has been superseded with the adoption of the Keizer Station Plan

The KSP was adopted in February 2003 . The transportation review procedures of this plan state "Beginning with the adoption of the Chemawa Activity Center Plan (1997), a transportation level of service standard for future traffic operations at the signalized intersections on Lockhaven Drive and Chemawa Road between River Road and the eastern I-5 ramp was developed. This level-of-service standard, volume to capacity (V/C) ratio of 0.87, is included in Keizer's Transportation System Plan as well. Traffic operations are a critical element of the future implementation of the Keizer Station Plan. Therefore, the KSP includes the 0.87 V/C ratio as adopted in the Chemawa Activity Center Plan." In order to maintain this service ratio, significant transportation system improvements will be proposed and implemented with this plan. Additionally, this plan places a high emphasis on alternative transportation modes such as bicycle (local and regional), pedestrian access, safety and efficiency, transit services and connection to the regional trail system.

Alder Street Study

In 1996, the city of Keizer and the Mid-Willamette Valley Council of Governments began a revision of the transportation element of the Keizer Comprehensive Plan. One task in the work scope was the analysis of the effects of extending Alder Drive east from its current terminus just east of Pleasant View Drive to Verda Lane. Two schools are being located along an extension of Alder Street. As part of this extension, sidewalks and bike lanes are being installed. Bus pullouts and pedestrian shelters may also be considered. These details should be discussed in further design plans.

City Ordinance No. 86-074

Safety is a primary concern for pedestrians who travel throughout their neighborhoods. In addition to providing sidewalks for pedestrians, the sidewalks need to be appropriately illuminated and adequately maintained. Bill No. 058 Ordinance No. 86-074 titled An Ordinance Regulating the Reconstruction, Alteration and Repair of Sidewalks, states that property owners are required to maintain and repair the public sidewalks that abutted their property. The property owner is also required to keep the sidewalk clear of debris, snow, and ice, as well as free of obstacles.

River Road Mixed Use Zoning Change

As recently as May 1998, major portions of the areas adjoining River Road have been rezoned to incorporate mixed uses, and allow, in an inclusionary, incentive oriented basis, the opportunity for property owners to develop mixed uses which reduce reliance on the auto.

Urban Renewal Grant Programs

The Keizer Urban Renewal Agency had implemented street improvement grants that property owners can utilize which improve their street frontage, separate the pedestrian sidewalk from the curb-line, and incorporate traffic calming landscaping elements at the street edge.

River Road Renaissance Project

Beginning in July 2003, Keizer had begun a community based master-planning effort to identify needed improvements to the River Road corridor. This effort is intended to identify additional

improvements that are necessary to the transportation system, as well as improvement in the desirability of alternative transportation modes.

High Priority Transportation Corridor

The City Council has expressed strong support in working with the Salem Area Mass Transit District to establish a High Priority Transportation Corridor along River Road. This is in keeping with the City's desire to give strong support to the transit district in their goals and objectives, and to provide desirable, attractive alternatives to the automobile for transportation needs.

Development Standards Revisions

In December 2003, the Development Standards were reviewed and modified to reinforce pedestrian oriented development, pedestrian amenities, and connections, continuing the efforts of the city to strengthen the desirability of modes of transportation other than the auto.

E. Plan Development

The development of the Keizer *Transportation Systems Plan* followed an eight-step process:

1. Identify system needs--develop goals and objectives to improve mobility.
2. Identify deficiencies in the transportation system that do not meet the identified goals and objectives.
3. Create policies that will guide city efforts in meeting its goals and objectives.
4. Determine physical and program-related investments that will correct identified deficiencies.
5. Identify and assign financial resources to provide transportation system investments.
6. Solicit public participation in each of the key steps of the process, with the same goals and objectives of achieving mobility.
7. Coordinate planning activities with other government agencies.
8. Implement the Plan through city codes, design standards, land use planning actions, city programs, and the Capital Improvement Program.

The *Keizer Transportation Systems Plan* was developed by the Mid-Willamette Valley Council of Governments and city of Keizer staff. The Planning Commission, comprised of seven members, was the project's Transportation Advisory Committee and met approximately monthly.

Issues for Future Study

There are many issues involved in planning a multimodal transportation system. Some require more detailed study and resources than are available during development of an initial TSP. In other cases, issues have surfaced during the planning process that require additional study. These additional studies needed are identified in this plan.

F. Keizer - The Community

Keizer is located in the center of the Willamette Valley. Situated approximately 60 miles east of the Pacific Ocean and 60 miles west of the Cascade Mountains, Keizer enjoys ready access to the entire West Coast via the Interstate Highway 5 (I-5) corridor. The city of Salem, located directly

on Keizer's southern boundary, is the closest neighboring community. The Portland metropolitan area is located 45 miles to the north, close enough to create employment commuting opportunities and provide access to Portland International Airport.

Incorporated in 1982, Keizer is governed by a mayor-council-manager form of government. The Mayor is the presiding officer of the Council and is elected for two years. The Mayor and six councilors are elected at large within the city. Councilors are elected for four-year terms. The Council appoints a City Manager who is responsible for the day-to-day administration and execution of the city's policies and ordinances.

The Council depends on several citizen boards and commissions to advise them on particular issues. The groups most related to transportation issues are the Keizer Planning Commission, the Keizer Urban Renewal Board (KURB), Bicycle Advisory Committee and the Traffic Safety Commission.

Keizer is part of the MPO; and the operation of its transportation systems influences, and to a larger extent, is influenced by, transportation systems operating in the other MPO jurisdictions. For example, a given percentage reduction in use of SOVs in the city of Salem has greater impact on the goals of the MPO than the same reduction in Keizer. Also, systems such as transit and air are largely affected by changes in Salem's needs. This is because Keizer is not large enough to support these systems on its own.

Within Keizer, the Urban Renewal District has a notable impact on the city's transportation needs. The Urban Renewal District includes all properties from Plymouth Street, north on River Road and Cherry Avenue encompassing the commercial corridor, including Chemawa Road north to Country Glen, west of River Road to Staats Lake and east of River Road to Whiteaker Middle School and out to the baseball stadium. Improvements in the area are subject to review and study by KURB. This group is presently involved in designing a plan for the district; and the final plan may modify impacts of, or be incorporated into, the TSP.

G. Population and Employment

Trends in population and employment growth help identify Keizer's transportation needs. Using forecasting techniques, population and employment data can be projected to 2020 to determine future travel demand.

The estimates used in the TSP are based on data developed by the MPO (**Appendix C**). Keizer residents travel into and out of the neighboring city of Salem for employment and services, while residents of the other areas travel into and out of Keizer. The interaction of these travel patterns influences demands on the major city streets. These demands are discussed in the Street System chapter.

Population

The 1998 population estimate for the city of Keizer was approximately 29,235 people [Preliminary 2000 Population Estimate: 32,203] (**Table 1**). Within recent years, the population of Keizer and the region grew considerably, with an average annual growth rate of 3.25 percent between 1990 and 1997. The population forecast is derived from data provided by the Portland State University Center for Population Research. Although population growth in the region was high in the 1990s, a more moderate rate of increase is expected after 2000. This is due to an expectation that in-migration will decline and buildout will occur between 2005 and 2010.

In the Regional Plan, the MPO was divided into subareas. The Keizer TSP uses information from the North Subarea. The subarea is bounded by I-5 to the east, Keizer's city limits to the south, the Willamette River, and the UGB to the north. Its population is expected to grow by 10,368 between 2000 and 2025. Most of this growth will occur in the area between North River and Wheatland Roads, and Keizer is forecast to account for 78% of the increase. Thus, Keizer is expected to reach a population of 42,571 by the year 2025.

Table 1
Keizer's Population Growth Through 2020

Assumed Growth Rate	Year	Estimated Combined UGB Population	Keizer Growth	Keizer City/UGB Population
	1998	188,696		29,235
2.04%	2000	196,086	1,798	32,203
1.50%**	2005	210,472	2,995	33,133
1.41%**	2010	225,026	1,516	34,649
1.36%**	2015	240,146	547	35,196
1.28%**	2020	255,338	502	35,698
	2025*			42,574

MWVCOG-Keizer Data, 1999

*At this time, the projection for growth rate, and population are preliminary numbers, which have not been adopted, and are shown here for illustrative purposes only.

**Revised numbers are not currently available.

Employment

Based on forecasts in *Oregon Labor Trends* and additional information from the Federal Bureau of Economic Analysis and the Oregon Department of Transportation, a 20-year employment forecast was developed for the MPO region. The region anticipates a 1.7 percent average annual growth rate in employment by 2020. This means a total of 32,000 new jobs, or a regional increase of 35 percent. Projections for Keizer indicate an employment growth of 64 percent, to 7,076 (2020) (Table 2).

Table 2
Projected Employment for Salem-Keizer UGB

	1997 Workers	Percent of Total	2020 Workers	Percent of Total
Keizer	4,600	6%	7,076	5%
Salem	83,309	94%	113,074	95%
UGB Total	87,909	100%	120,150	100%

MWVCOG-Keizer Data, 1999

Jobs in the retail and service sectors are forecast to have the greatest increase, with moderate increases in government and school employment. Although the number of manufacturing jobs will increase, their percentage of total employment will decrease. Employment growth is projected on Cherry Avenue, North River Road, and in the Chemawa Activity Center area.

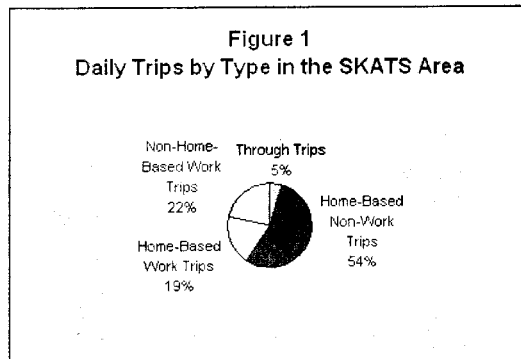
Jobs are also expected to increase in South Salem and West Salem. The growth in South Salem will not significantly impact Keizer; however, the growth in West Salem has the potential to impact Keizer significantly by placing additional demands on North River Road and Cherry Avenue. The additional demands depend on the location of a new bridge across the Willamette River. The decision is the subject of a feasibility study to assess possible bridge locations.

From an MPO survey of 1,520 households, data on the activities and trips for household members was used to develop statistics describing and forecasting travel behavior in Keizer.

The number of trips per person in a household is consistently between 3.4 and 3.7 trips per day, and each of these trips has two trip ends: an origin and a destination. Each trip also has a purpose which is categorized as follows:

- **Home-based work trips:** trips that begin at home and end at work, including the return trip home.
- **Home-based non-work trips:** trips that begin at home and go to destinations other than to work (i.e., shopping, school, church, sport activities, etc.), including the return trip.
- **Non-home-based trips:** trips that neither begin or end at home (i.e., trips made while at work, work to shopping, school to visit friends, etc.).
- **Through trips:** trips that have neither beginning nor end within the region, and pass through the region.

Based on the regional survey, 54 percent of the total daily trips in the region were home-based, non-work trips. The second highest category was non-home-based trips at 22 percent. The home to work commute trip category only comprises 19 percent of the total.



MWVCOG Survey, 1994

The survey also provided data on the modes of travel used by people in the SKATS region. During weekday work trips, 84 percent of people drive alone in their automobiles. Carpooling captures nearly 7 percent of the trips, and just over 7 percent walk or bicycle to work. Less than 2 percent use transit.

Chapter 2 - Public Involvement

The Keizer TSP was developed cooperatively with an advisory committee consisting of the Planning Commission and staff and the recommendations and input of residents.

Three community workshops or open houses were held during this phase of the TSP. A previous open house and coordination with the Bicycle Advisory Committee was conducted during pre-1998 TSP work. During this phase, the first community workshop was held on June 23, 1998, for the purpose of hearing residents' issues. The second workshop, on April 8, 1999, presented information on street classification, goals and policies, as well as bike, pedestrian, and public transportation. The third event in late June 1999 presented a draft for review and comment. Hearings by the planning commission and city council will complete the public involvement process. Extracts of the workshop comments are contained in **Appendix F**.

Eleven planning commission meetings were either primarily or partially held for TSP purposes. Minutes are in **Appendix F**. The key focus of these meetings was to obtain decisions on significant policy issues, with a secondary purpose of obtaining suggestions for items to further investigate. Prior to the first of these meetings, a review of the TSP and the process was presented to the Planning Commission to prepare them for the upcoming work. The first meeting for the TSP was held on July 8, 1998, with an update of the work program and anticipated schedule. In August 1998, a copy of goals for streets, TSM, TDM, bicycle, rail, and public transportation was presented for review and comment. The September meeting was a discussion of the TSPs previously completed draft bicycle element. Members of the Bicycle Committee attended. In October, comments on the bicycle element continued, along with a review and discussion of street classifications. During the November 18, 1998, meeting, commission members received a refresher on the Alder Street extension findings. At this meeting, the commission indicated their preliminary approval of the bicycle element. In January 1999, the commission was briefed on an inventory of the Public Transportation system and relationship of the system to transportation disadvantaged, including school children. Additionally, the system's coverage was shown. The February 1999 meeting was devoted to prioritization of transportation-related projects and the work being done by the Keizer Urban Renewal Board (KURB) in its "21" Century Plan. This meeting dealt with almost the entire range of projects in various elements of the TSP. In March 1999, the meeting emphasis was on pedestrian issues including goals and policies. A brief update on TSP progress was the related item for the April 1999 meeting along with a mention of the previous week's open house. In May 1999, the Planning Commission was presented with a rough, working draft of the TSP, and encouraged to review the goals and policies. In June 1999, two meetings were held to review the updated draft TSP in detail.

Neighborhood groups and others were periodically updated on the plan, and their input solicited. Staff from MWVCOG and Keizer attended Gubser, Clearlake, and Keizer Neighborhood Group meetings and those of the Traffic Safety Commission and Bicycle Committee. Applicable minutes are printed in **Appendix F**, with some comments co-mingled in the open house summaries.

Safety was the primary item mentioned during all the public activity. The safety issues were varied, but a significant number dealt with specific local streets and are therefore beyond the intent of the Transportation System Plan and its broader, more general focus. However, the Traffic Safety Commission developed a Neighborhood Traffic Management (NTM) program, which is adopted and incorporated by reference. This document deals with local street standards, traffic circles, speed humps, and other items appropriate to local streets, and should be considered as a key component of future TSP modifications and refinements.

Additional public input will be received during the adoption process and its public hearing requirements.

Routine coordination and management of the project was completed through standard means of communications: telephone, fax, E-mail, and approximately ten meetings. The participants

varied depending on the subject but often included Mid-Willamette Valley Council of Government's planners, the city's planner, traffic engineer, city engineer, and ODOT's representative. Representatives from Marion County and Salem's Public Works Departments were periodically consulted, as was the Salem Area Mass Transit District (SAMTD).

In March 2004 the TSP is updated to bring current statistical demographic information to the plan as well as create a separate process to update the CIP).

C. Accidents

Between 1995 and 1998, the city's four highest accident locations were all located on River Road at or near intersections with Chemawa (72), Lockhaven (54), Manbrin (37), and Cummings (17). The next six locations with accidents in double digits are River Sunset (15), River/Sandy (12); River/Wheatland (12); Cherry/Clearview (12), Lockhaven/14th (11). For comparison, the high accident location in Keizer has approximately 40 percent of the accidents of the highest accident location in Salem.

The four highest accident locations are shown on the Street Functional Classification Map. As one might expect, the majority of accidents at these intersections are related to turning movements, with the next highest accident type being rear end accidents. **Table 4** depicts this relationship.

Table 4
River Road Intersection Accidents*

Street	1995	1996	1997	1998	1999	2000	2001	2002	Total
Chemawa Rd	15	24	15	18	12	9	5	19	117
Lockhaven Dr	7	16	19	12	12	10	7	9	92
Manbrin Dr	11	12	8	7	1	8	4	2	53
Cummings Ln	6	5	2	4	3	5	5	4	34

ODOT, 1998

*All of these accidents occurred at or within 250 feet of the intersection.

The fluctuations in accidents per year are fairly typical and do not indicate any trend of totals increasing or decreasing; although, one would expect that with increasing traffic, the numbers would have increased. It is possible that localized street improvements have compensated for increased traffic. Of the accidents involving turning movements, the majority involve vehicles exiting or entering driveways near intersections. Safety is a high priority for Keizer residents, and accidents, which occur during peak hours, increase or cause congestion. For these reasons, continued intersection improvements are a significant need of the street system.

A site visit was made to each of the four highest accident locations and the following observations made:

Chemawa Road. The intersection of River Road and Chemawa is well designed. Lighting, signals, and markings are easily seen. Visibility is good. Turn lanes allow for good traffic progression. Accesses onto River and Chemawa Roads are not located unreasonably close to the intersection. This is the intersection of a major and minor arterial, and a high number of turning movements occurred during the observation.

Lockhaven Drive. The observations for Lockhaven Drive are essentially the same as for Chemawa Road. There is a potential safety conflict point just north of the intersection on River Road where one access to the convenience store (Seven-Eleven) is just past the island where

right turns are conducted and where traffic is in the right lane. The potential is for a vehicle on River Road in the right lane to clear the intersection northbound, pass the island, then suddenly slow to turn into the convenience store as a vehicle using the island's turn lane enters traffic. A possibility also exists for a vehicle slowly exiting the convenience store to the south, to be hit by a vehicle accelerating from the island's right-turn lane. The accident listings are insufficient to validate the observation, so there are no suggested improvements

Manbrin Drive. The businesses at the intersection generally serve automotive needs (Schuck's Auto, John's Car Wash). Driveways into the businesses are closer to the intersection: ranging from approximately 15 feet to 200 feet. Bus stops are located in both directions on River Rd. This location, as with Cummings, has many accidents attributed to drivers disregarding signals. There are no obvious improvements needed. One accident involved a pedestrian.

Cummings Lane. The east leg of the intersection is actually a driveway for the parking lots of Arby's, Pizza Hut, and other businesses in the complex. The only potential difficulties are the accesses located very close to the intersection. One close access is from Arby's off River Road. On the opposite corner, the gas station has two access close to the intersection: one on each side of the southwest corner. A notable observation from a review of the accident listings is the proportion of the accidents which are attributed to the driver's disregard of the signals. Although there are no suggested improvements, this intersection may warrant further investigation by a traffic engineer. One accident at Cummings Lane involved a bicyclist. No improvements are suggested at this time.

G. Regional Transportation Systems Plan Planned Improvements in Keizer

This section is included for general information and coordination with future updates of the Regional Transportation Systems Plan (RTSP). It describes regionally significant streets identified in the RTSP for future improvements. Some streets and/or planned work require significant public input and engineering studies to refine the needs and develop the appropriate improvements. Since levels of service for these streets have been revised upwards, further work is even more important because some improvements may be unnecessary or can be deferred.

Lockhaven Drive

Lockhaven Drive is a Major Arterial street connecting I-5 to North River Road. Lockhaven Drive is currently three lanes from River Road to McLeod Lane, two lanes from McLeod Lane to Chemawa Road, and five lanes from Chemawa Road to I-5. Traffic volumes on Lockhaven Drive near the I-5 interchange are expected to increase from 22,000 (1993) vehicles per day to approximately 32,000 vehicles per day by 2015. Lockhaven Drive is projected to be LOS F between I-5 and Chemawa Road and LOS E from Chemawa Road to Kafir Drive by 2015. As part of Keizer's Chemawa Interchange Land Use and Transportation Study, the RTSP identifies changes that will reduce the number of conflicting traffic movements west of the Chemawa Interchange. Ridge Drive will be dead-ended, and access from Chemawa Road will be limited. Radiant Drive will be realigned to potential new interchange designs. A new road south from this intersection will access land south of Chemawa Road, between I-5 and the Burlington Northern Railroad tracks. Chemawa Road will have five lanes, with left turns at this intersection. The red flashing lights at the railroad crossing west of this intersection will be coordinated with the new signal. Intersection improvements are recommended where Chemawa intersects with Lockhaven Drive. Intersection improvements are also recommended where McLeod Lane

intersects with Lockhaven Drive. The development of the Keizer Station Plan will require modification and improvement of the affected intersections along Lockhaven Drive.

Verda Lane

Verda Lane is a two-lane Regional Minor Arterial street connecting the Salem Parkway with Chemawa Road. Traffic volumes on Verda Lane near the Parkway are expected to increase from 15,000 in 1996 to approximately 20,000 by 2020. One portion of Verda Lane between Claxter Drive and the Parkway is projected to be capacity deficient by 2015 and remain so through 2020.

Improvements recommended at the intersection of Verda Lane and the Parkway include dual left-turn lanes and one through-right lane for the southbound approach on Verda Lane. An additional northbound lane will be added.

North River Road

North River Road is the major commercial thoroughfare in the city of Keizer, as well as a through route for traffic entering/exiting the region. As development along North River Road intensifies and the population in the city of Keizer grows, North River Road will experience increases in traffic volumes and congestion. In 1996, North River Road carried approximately 26,000 vehicles per day; and traffic is projected to increase to 36,000 vehicles per day by 2020. North River Road is currently approaching capacity in the p.m. peak hour just north of Broadway Street and will be capacity deficient at this location by 2015.

In 1995, SKATS completed a North River Road Alternative Modal Opportunity Study for the city of Keizer that evaluated transportation and land use alternatives that would encourage more walking, bicycling, and transit use on River Road. One of the key components of this study is access management on River Road. It is recommended that the access management issues identified in this study be considered an outstanding issue and further review and evaluation occur. This study, along with the *City of Keizer River and Chemawa Center Specific Plan* and the River Road Renaissance study, are being used to develop a long-range vision for the North River Road area.

H. Outstanding Issues

The following items arose during the TSP process. However, they are beyond the scope of the TSP tasking and require additional information before judgments can be made and decisions reached. The Finance chapter contains time frames for resolving the issues so they can eventually become part of an updated TSP.

- North River Road improvements
- Comprehensive Traffic Modeling and associated recommendations
- High Priority Transportation Corridor
- Realignment of Alder/Cherry/Sam Orcutt
- Additional North/South and East/West connector(s) throughout the city to relieve traffic volume pressures on River Road N.

Chapter 4 - Transportation Demand Management

A. Background

Transportation Demand Management (TDM) is defined as actions that attempt to manage and reduce the automobile trip demand on the transportation system. TDM strategies have increased importance as reliance on the private automobile has grown substantially and traffic volumes have increased. The 1990 Census revealed that 78 percent of Keizer's residents drove alone to work. Expanded use of the automobile is further evidenced by continual increases in automobile ownership, number of drivers, length and number of auto trips. All these factors cause an increase in vehicle miles of travel (VMT) per person. The result is mounting traffic congestion, greater transportation costs, worsening air quality, and increasing accidents. Continued reliance on, and increased use of, the automobile will eventually decrease our ability to travel and the overall quality of life.

Adding automobile travel lanes, building new roads, and connecting local neighborhood roads to collectors or arterials are the traditional approaches to providing for increased travel demands. However, these methods are no longer viewed as the only solution for solving traffic problems. First, road construction is expensive; and funds to finance the work are not always available when needed. Second, there is resistance to converting more land to pavement. Third, impacts on neighborhoods associated with construction disruption, air pollution, and in some cases, potential for higher speed traffic are usually unacceptable.

Fortunately, there are some transportation demand management (TDM) options for relieving traffic congestion and helping meet increased street use. Typical strategies include ridesharing programs, vanpooling, bus pooling, alternative work schedules, travel-time shifting (out-of-the-peak period), telecommuting, and increasing bicycle, pedestrian, and transit use.

B. Ridesharing and Park-and-Ride Lots

The Regional Rideshare Program originated in 1975 as a cooperative effort between the city of Salem, the Mid-Willamette Valley Council of Governments (MWVCOG), and the State of Oregon Department of General Services. The original objective was to alleviate parking demand in the Central Business District (CBD) and Capitol Mall area by providing transportation alternatives. By the end of 1977, the program had expanded to include a regionwide carpool matching service (which includes Keizer residents), preferential parking and reduced parking fees for carpools, park-and-ride facilities connecting to Cherriots bus service, the Cherriot Commuter Bus club (a "no-charge" express transit service for CBD/Capitol Mall area commuters), the use of flex hours, and a referral service for vanpools. The program was administered by the MWVCOG until July 1979. In July 1979, the City of Salem Public Works Department assumed administrative responsibility.

The Regional Rideshare Program is funded through the Surface Transportation Program (STP) of the ISTEA (now TEA-21, which after passage in 2004 will be known as SAFTEA) and local funding sources. Park-and-ride lots are either publicly or privately owned facilities that give automobile commuters a place to park and then carpool or ride transit. With the eventual implementation of express transit service, more park-and-ride locations will be necessary. Siting these facilities will require continued study by the city of Keizer and SAMTD.

Currently, there are two functioning park-and-ride lots in Keizer. One unofficial lot is located on the south side of Chemawa Road at Radiant Drive. The second lot is located at the Safeway store on the southeast corner of North River Road and Chemawa Road. Additional park-and-ride facilities are anticipated to be constructed as part of the Keizer Station.

C. Policy Framework

This section provides the goals, objectives, and policies to reduce automobile use. As with other sections of this document, provisions are consistent with the regional plan and with state and federal plans, policies, and mandates. Keizer, as part of the MPO, will strive to contribute to the MPOs requirement to reduce its VMT by 5 percent by 2020. However, the impact of even a significant reduction in Keizer is not likely to have a major impact on the required MPO reduction. The RTSP has predicted a 1.6 percent reduction by 2015.

D. Goals, Objectives, and Policies

Goal: Reduce the single-occupant vehicle demands on the current and future transportation system.

***Objective 1:** Work towards reducing the city's vehicle miles of travel by 5 percent. This objective should be achieved by 2020.*

Policy 1: Establish a 2000 baseline of VMT to measure progress during five-year updates.

Policy 2: Continue support of the Regional TDM Program, including the Mid-Willamette Valley Rideshare Program. The Program includes the provision of:

1. information and referrals to the public on transit service, vanpools, bicycle routes, telecommuting, park-and-ride lots, other ridesharing agencies, and transportation services for special needs;
2. public outreach;

Chapter 5 – Transportation System Management

A. Background

Transportation system management (TSM) is a term used to describe measures and techniques that attempt to maximize street system capacity and reduce demand. TSM measures are typically low cost, localized improvements that use the existing street infrastructure to increase its efficiency. TSM measures relevant to Keizer fall into five categories:

- Traffic Management
- Intersection Modification and Widening
- Access Management
- Improved Traffic Control Devices
- On-street Parking Management

B. Goals, Objectives, and Policies

GOAL: Maximize the efficiency of the existing surface transportation system through management techniques and facility improvements.

Objective 1: Provide a system of traffic control devices maintained and operated to obtain an acceptable LOS.

Policy 1: Continue modernization of the signal system and improvements in coordination and efficiency. The city shall employ traffic signal timing plans that maximize the efficiency of the system given the particular travel demand of that time of day.

Policy 2: Conduct regular, preventive signal maintenance to avoid traffic delays and congestion from avoidable malfunctions.

Policy 3: Regularly maintain all of the traffic control devices (signs and markings) to minimize congestion and driver delay due to confusion. While priority shall always be given to regulatory and warning signs, informational (street name and directional) signs shall also be given attention.

Objective 2: Improve physical design and management of on-street parking, consistent with community need.

Policy 1: Strive to give the physical improvement of intersections a higher priority than general street widening when seeking ways to increase capacity and relieve congestion.

Policy 2: When on-street parking is permitted on an arterial street, removing the on-street parking shall be the first consideration for enhancing capacity. Depending upon the situation and proper analysis, timed on-street parking prohibitions during peak travel periods may be considered in lieu of permanent removal.

Policy 3: Install bus turnouts on existing rights-of-way for arterial streets as a means of facilitating traffic flow during peak travel periods. The feasibility, location, and design of bus bays shall be developed in consultation with the Salem Area Mass Transit District.

Policy 4: Improve vision clearance through enforcement of maintenance requirements.

Objective 3: Increase street system safety and capacity through access management.

Policy 1: Develop specific access management standards.

Policy 2: When developed, access management standards will be incorporated into all arterial street design projects.

Policy 3: Consistent with the goal of improving mobility, develop access management projects for arterials to improve safety and traffic flow.

Some provisions for access management are contained in Sections 2.2 and 2.3 of the city's Development Code. Additionally, a draft ordinance for access control measures is included in Appendix D.

Chapter 7 - Bicycle/Pedestrian

A. Background

The bicycle and pedestrian section reflects the city's commitment to reduced reliance on the automobile and a commitment to provide for the needs of all its citizens, including the transportation disadvantaged. The transportation disadvantaged population includes those who do not have access to an automobile, cannot operate an automobile, or choose not to use an automobile. Bicycling and walking (and transit) provide low-cost transportation alternatives for many of Keizer's citizens and are facilitated by the city's relatively flat terrain. Bicycling and walking are also becoming popular recreational activities.

Increasing the share of overall trips made by bicycling, walking, and transit reduces the number of vehicles on the road and helps maintain our clean air requirements. An effective transit system extends the mobility of the bicyclist and pedestrian, allowing more people to commute and meet other transportation needs without the use of the automobile.

Although air quality is not currently a significant problem in Keizer, precautionary measures will ensure it does not become a problem. Simple measures such as increasing bicycling and walking can help improve air quality. This can be a very cost-effective pollution strategy because bicycling and walking activities remove shorter auto trips that on average are the most polluting.

The 2000 Census "Journey to Work" data shows that 212 workers (1.39 percent) out of 15,252 workers in the Keizer area walked to work. The census also shows that 70 workers (0.46 percent) bicycled to work. Walking and bicycling trips to transit or other modes were not recorded. In comparison, the city of Salem showed 4 percent walking and one (1) percent bicycling.

Goal 2: Increase the percentage of trips made by pedestrians in Keizer.

Objective 1: *Encourage local land use patterns, densities, and designs that decrease trip lengths and that support walking as a practical and attractive transportation mode.*

Policy 1: Support an urban design that adequately considers pedestrian needs.

Policy 2: Encourage the delineation of safe pedestrian ways, emphasizing separation from vehicular areas using planting strips, crosswalks, and increased lighting where appropriate.

Objective 2: *Encourage appropriate linkages with other alternative modes of transportation, including public transit and bicycling.*

Policy 1: Support the incorporation of multimodal connections and modal balance into local transportation facilities.

Implementation

Table 9 lists the sidewalk needs and priorities for arterial and collector streets. The list is prioritized, with the final order to be determined by city staff based on funds, concurrent road work and other fluctuating factors. Generally, sidewalk improvements on existing streets will occur in conjunction with other street improvements. See the CIP for a list of street improvements, including sidewalks. **Figure 4** depicts sidewalks needed on arterial and collector Streets.

Table 9
Sidewalk Needs for Arterial and Collector Streets

Facility			Side of Street (N/S, E/W)	Length (ft.)	Total (ft.)	Schools Affected
Street	From	To				
Chemawa Rd*	N River Rd	McNary School	N S	910/1727	2637	McNary High
Chemawa Rd*	McNary School	Windsor Isl. Rd	N S	1491/1706	3197	McNary High
Cummings Ln	N River Rd	Delight St.	N/S	1795/1760	3555	Cummings Elem.
Cummings Ln	Delight Ave	Shoreline Dr	N S	1473/1685	3158	Cummings Elem.
Dearborn Ave	N River Rd	Delight St.	N S	1726/1658	3384	Cummings Elem.
Delight Ave	Cummings Ln	Dearborn Ave	E W	1212/1320	2532	Cummings Elem.
Chemawa Rd*	N River Rd	Rickman Rd	N/S	1388/1310	2698	
Bair Park*	Bair Park	Clearlake Elem.	E/W	695/695	1390	

Table 9 (continued)
Sidewalk Needs for Arterial and Collector Streets

Facility						
Street	From	To	Side of Street (N/S, E/W)	Length (ft.)	Total (ft.)	Schools Affected
Dearborn Ave*	N River Rd	Verda Ln	N S	1635/2641	4276	
Willamette Dr N	Apple Blossom	Glynbrook	E W	1041/1384	2425	
Sunset Ave *	N River Rd	Rivercrest Dr	N S	2023/1908	3931	
Rivercrest Dr	Sunset Ave	Wayne Dr.	E W	564 627	1191	
Alder St	N River Rd	Gary St.	N S	2150 2300	4450	
Verda Ln	Chemawa Rd	Parkway	E W	4336 4590	8926	
Chemawa Rd	Verda Ln	Lockhaven Dr	E W	3851/3900	7751	
Apple Blossom	N River Rd	2nd Ave.	N S	215	347	
Trail Ave	Lockhaven Dr	N River Rd	E W	2505 2700	5205	
McLeod Ln	Chemawa Rd	Lockhaven Dr	E W	564 630	1194	
Lockhaven Dr*	I-5	McLeod Ln	N/S	2130 1900	4030	
Candlewood Dr	Cherry St	Brooks Ave	N S	2090 1820	3910	
Chemawa Rd*	Windsor Isl Rd	15 th Ave.	N S	2500 1240	3740	
Windsor Isl Rd	Chemawa Rd	Lockhaven Dr	E W	2624 2079	4703	
Windsor Isl Rd	Lockhaven Dr	City Limits	E W	4015 3918	7933	
N River Rd	Country Glen	City Limits	E/W	2974 734	3708	
Wheatland Rd*	N River Rd	Cater Dr.	E W	4650 4605	9255	
Wheatland Rd*	Cater Dr	Clearlake Dr	E W	3451 3710	7161	
Clear Lake*	Wheatland Rd	City Limits	N S	2880 2880	5760	
Tepper Ln*	McLeod Ln	BN Railroad				
Multi-use path	Whisper Creek					
Future Align	Alder St	Verda Ln	N S	1810 1795	3605	Alder NEW SCH
Future Align	Chemawa Rd	Keizer Little Lea	N S	1309 1357	2666	
Future Align	Wheatland Rd	O'Neil	N S	3138 3143	6281	
Radiant Dr	Lockhaven Dr	City Limits	E W	5120 5120	1140	
Future Align	Chemawa Rd	Keizer Little Leag.	N S	1309 1356	2666	
Future Align	Wheatland Rd	O'Neil	N S	3138 3143	6281	
Radiant Dr	Lockhaven Dr	City Limits	E W	5120 5120	1140	11,500

* Work included in improvements shown in the CIP

Other Pedestrian Issues

Alder Street

In 1996, the City of Keizer and the Mid-Willamette Valley Council of Governments began a revision of the transportation element of the Keizer Comprehensive Plan. One task in the work scope was the analysis of the effects of extending Alder Drive east from its current terminus just east of Pleasant View Drive to Verda Lane. One or more schools are being considered for construction along an extended Alder Street. As part of this extension, sidewalks and bike lanes would need to be installed. Bus pull outs and pedestrian shelters should also be considered near the schools. These details should be discussed in further design plans.

The City of Salem Transportation System Plan calls for a multi-use pedestrian pathway along Claggett Creek in the Northgate Industrial District. The details of the pathway are not yet decided, yet the City of Keizer is interested in the concept and will work with Salem to pursue the idea. Should mutually agreeable pathway and funding mechanisms result from this coordination, the result is intended to become part of this document.

Safety and Maintenance

Safety is a primary concern for pedestrians who travel throughout their neighborhoods. In addition to providing sidewalks for pedestrians, the sidewalks need to be appropriately illuminated and adequately maintained. Bill No. 058 Ordinance No. 86-074 titled An Ordinance Regulating the Reconstruction, Alteration and Repair of Sidewalks, states that property owners are required to maintain and repair the public sidewalks that abutted their property. The property owner is also required to keep the sidewalk clear of debris, snow, and ice, as well as free of obstacles.

Street Lighting

Currently, all new public streets require the installation of street lighting. Several options currently exist for property owners to have new street lighting installed. Individual owners can pay to have a light in front of their property or, more frequently, a group of property owners can form a street lighting district. In order to reach the goal of a completed street lighting system, every property owner lacking lights would need to belong to a street lighting district. The city, through franchise arrangements with PGE and Salem Electric, will provide street lighting for arterial and collector streets upon the formation of a local improvement district. City staff would need to develop an implementation schedule to organize new street lighting districts. HEP Funds may also be used to improve safety issues in regards to illumination.

A. Background

The purpose of the Public Transportation Systems chapter is to provide guidance and information that will enhance mobility and reduce reliance on the single-occupant automobile. The 2000 Census indicated that approximately 1.79 percent of Keizer's population used transit for work trips. It is anticipated that transit use needs to increase to reduce single-occupant vehicle reliance. Implementation of the provisions in this element will help create a system of public transportation services that provide expanded transportation options for all Keizer area residents, including the transportation disadvantaged.

The public transportation system consists of all transportation services in the Keizer area generally available to the public. A complete inventory of providers is contained in **Appendix B**. Although rideshare and transportation demand management programs could also be considered part of the public transportation system, these two activities were discussed earlier in the Transportation Demand Management chapter.

The eight major types of public transportation systems/services available to the public in the Keizer area are:

- Local transit service (Cherriots)
- Local ADA service, "CherryLift", funded by Salem-Keizer Transit and operated by Wheels Community Transportation (a program of Oregon Housing and Associated Services)
- Private ADA/elderly-related transportation services
- CARTS (Chemeketa Area Regional Transportation System)
- Intercity service between Salem/Keizer and Wilsonville provided by SMART (South Metro Area Rapid Transit) and Salem-Keizer Transit (Cherriots)
- Private Intercity bus service
- Regular/shared taxi services
- Charter bus service

B. Local Transit Service (Cherriots)

Overview

The Salem Area Mass Transit District (SAMTD), which is now referred to as Salem-Keizer Transit was established under Oregon Revised Statute 267 on November 6, 1979. The service area for the district is the Salem-Keizer Urban Growth Boundary (which in 1997 had a population of approximately 189,072 residents and in 2000 a population of 203,275). The district is governed by a seven-member board of directors elected by residents of the seven subdistricts.

The local fixed route system currently includes approximately 210 employees and 70 buses that log roughly 3 million miles and 163,000 total vehicle revenue hours per year. The current fleet consists of 1980 to 2003 model buses with a reserve fleet of six 1980 model buses. Each bus has a seating capacity of 25 to 44 riders with standing room for up to 30 more passengers. All buses have been equipped with front mounted bicycle racks that can carry up to two bicycles. In August of 1998, the district added 8 natural gas powered buses to its fleet. These 30-foot, 25-passenger low floor buses will operate on the less-traveled routes.

Route System and Ridership

The Cherriots fixed route system is primarily a radial "pulse" route structure in which 20 of the 26 routes converge at the same time at the central transit station located in downtown Salem. Most passengers traveling between any two points in the service area can reach their destinations by making a timed transfer at the downtown transit station. The pulse system, however, is evolving and Salem-Keizer Transit is operating the first of several planned smaller stations in West Salem. This new system is referred to as a 3-Cs (Circulator, Center and Corridor) system and consists of five routes that Circulate throughout West Salem with a connection to a Center/transit station where a Corridor route connects the West Salem transit station to the Central Transit Station in Downtown Salem. This service would look very similar in Keizer with a centrally placed transit station, in the area of Chemawa Road and River Road, to which several routes serving Keizer would access a corridor route connecting the Keizer Transit Station to the Salem Downtown Station. The other nonradial route, Route 11, provides "cross-town" service between the city of Keizer and east Salem and the Lancaster Drive area.

The buses operate from 6:00 a.m. to 10:00 p.m. weekdays and 7:00 a.m. to 10:00 p.m. on Saturdays. There is no Sunday service. The system operates on frequencies ranging from 15 to 60 minutes. The routes are on half-hour frequency in the peak periods, of which there are two per day. During non-peak times, the four routes drop to hourly frequency. five routes not on half-hour during the peaks, three routes 2, 5, 5a and 9 are on fifteen peak frequencies and two routes 21 and 22 are on hourly frequency all day. Between the am and pm peaks, seven routes drop to hourly frequency. Current bus fares are \$.75 for adults, \$.50 for children, and \$.35 for seniors.

Planning for transit services is primarily the responsibility of SAMTD. The city of Keizer plays a supporting role by facilitating access to transit services. SAMTD has four routes that serve the Keizer area. They are routes 4, 9, 11, and 18. The existing Keizer routes are depicted in **Figure 5** along with the park-and-ride lots and potential major transit stops. The routes that serve Keizer have a mix of frequencies ranging from 15 to 60 minutes. Route 9 is on 15 minutes intervals in the peaks (6:15 a.m. to 8:45 a.m. and 2:15 p.m. to 6:15 p.m.), routes 4 and 18 are on 30-minute intervals during the peak hours (6:15 a.m. to 8:45 a.m. and 2:15 p.m. to 6:15 p.m.) and route 11 is on 60 minute intervals all day. During the midday (8:45 a.m. to 2:15 p.m.), route 9 changes to 30 minute frequency and routes 4 and 18 change to 60-minute frequencies. All routes change from 30-minute to 60-minute intervals on Saturdays, and there is currently no Sunday transit service.

Salem Keizer Transit is currently doing its Strategic Business Plan which will be looking at several improvements in the City of Keizer:

- 30 minute frequency on route 11
- Designing and developing a Keizer Transit Station
- 30 minute frequency all day on the circulator routes
- Connection between a new Keizer Transit Station and the Keizer Station

D. Rail Facilities

The rail infrastructure is privately owned and operated. Similar to pipelines, capital investment is directly driven by market forces than by policy initiatives at the state, regional, and/or local levels. However, coordination and cooperative efforts between the public and private sectors can be mutually beneficial and increase the efficiency of both rail and non-rail elements of the Keizer's transportation system.

Keizer does not have passenger rail stops; however, AMTRAK does provide passenger service in Salem. One of the three major (Class I) railroad companies that operate in the State of Oregon, Burlington Northern (BN), has a line running through Keizer. The Burlington Northern (BN) line consists of 18.9 miles of through track running north-south, parallel to I-5 on the west, following the old Oregon Electric Branch interurban right-of-way. This line has been leased to, and is operated by, Portland and Western (P & W) Railroad. The portion through Keizer enters near the south portion of Ridge Dr NE, heads due north and exits the city limits on its northern border.

Passenger Service

Salem's Amtrak terminal is adjacent to State Highway 22, which offers connections to Interstate 5, Oregon Highway 221, Oregon Highway 219, Oregon Highway 213, and Pacific Highway 99E. The terminal area is within one-half mile of Willamette University, Tokyo International University of America, and the Capitol Mall. Cherriots bus (Route 15) stops at the corner of 12th Street and Pringle Parkway. The location of this bus stop requires rail passengers to cross the intersection of 12th and 13th Streets and Oregon Highway 22 to reach the Amtrak terminal. The terminal was remodeled in the summer of 1999. The Salem Amtrak terminal was remodeled in the summer of 1999.

Amtrak provides the region with two service options for passenger rail service: the "Coast Starlight" and "Cascades" trains. The "Coast Starlight" service (serving the entire west coast corridor) provides direct southbound service to Albany; Eugene; Chemult; Klamath Falls; and Los Angeles, California; and direct northbound service to Portland and Seattle, Washington. This service consists of one train per day in each direction. Total Oregon ridership on the route reached a peak of over 591,000 passengers in 1981. In 1998, the Starlight's ridership north of Eugene was 58,000 passengers. The Cascade train, north of Eugene, had a total rider of 401,000 passengers for the 1998 fiscal year.

Washington County is establishing commuter rail from Beaverton to Wilsonville, Oregon, to be operational in 2004. There is potential for a possible extension of service to the Keizer-Salem area. See the "Washington County Interurban Rail final Report dated May 1997, "State of the Commute in Oregon in 1990 and Possible Scenarios for 2015" dated February 1994, and other related and subsequent reports.

Freight Service

The P & W line through Keizer is used for freight only. It has the potential to become a more active freight line, and to become a commuter connection to the Portland metropolitan area.

The Tepper Lane crossing is proposed to be closed and a bicycle/pedestrian under-crossing installed as part of the Keizer Station Plan. Rail crossings in Keizer are located at Lockhaven

and Ridge Drives and on Tepper Lane. The rail crossing at Lockhaven has a gated signal while Tepper Lane has no signals or gates and warning is from a railroad crossing sign. Although outside

Keizer's city limits, a portion of the Union Pacific mainline between Eugene and Portland is the most heavily used rail line for freight in the Willamette Valley. More than 20 million gross tons are shipped over the line yearly. According to ODOT's 1995 data, about 26 through freight trains are routed over this line per day between Eugene and Portland. Three switching locomotives also use this segment of the UP mainline daily to shuttle cars and make up trains. Amtrak also offers freight delivery service to the region via its Amtrak Express service, which is accessed at the Salem passenger depot. This service can ship packages from 1 to 2,000 pounds from this area to anywhere in the nation Amtrak serves.

Miscellaneous

Infrastructure. It should be noted that all of the rail infrastructure within the region is privately owned and maintained by the railroad companies. Improvements are often made at the discretion of the railroads, with Public Utility Commission (PUC) involvement occurring whenever there are safety or capacity concerns or potential conflicts with other modes of transportation. Keizer supports and encourages continued safety improvements to rail crossings and will work with the railroads to this end.

Service. Due to mergers and a change in marketing strategies, most of the nation's largest railroads, UP and BN included, are choosing to reduce localized service and focus more heavily on the enhancement of their long haul and transcontinental service. The ability of a major railroad to concentrate on providing regularly scheduled long haul services has become a key to their profitability. Due to this change in emphasis, rail equipment is at a premium, as it is being deployed on longer nonstop routes between major cities. Allocating equipment to address the switching needs of local users and to make up local trains has become less of a priority.

B. Funding Sources

Revenues and Funding Sources

Beyond maintenance and operation of the existing transportation systems, funding for projects identified in the plan must be currently available, committed, or reasonably anticipated. Available funds are those obtained from an existing source dedicated to, or historically used for, transportation purposes. Committed funds are those which are identified in the CIP or from bond issues.

Under current federal and state legislation, there are several methods of financing available to the city of Keizer for street system studies, improvements, programs, and maintenance. The following describes the funding categories identified in the Regional Transportation Systems Financial Element:

Federal Surface Transportation Program (STP) Funds. These are federal TEA-21 funds available to the Salem-Keizer Urban Area through the MPO (Mid-Willamette Valley Council of Governments/SKATS). These funds are flexible and can be used for different types of capital

improvements and transportation programs, but must be used for projects listed in the regional plan.

Federal Enhancement Funds. Federal funds are available to complete capital improvements and programs related to pedestrian, bicycle, and other alternative travel modes to the automobile. This program can also be used for historic preservation of transportation facilities. The state only considers projects that cost more than \$200,000. The funds have been used for bicycle facilities on Windsor Island Road.

State Highway Funds (Also known as gas tax). The State of Oregon collects gas taxes, vehicle registration fees, overweight/over height fines and weight/mile taxes and distributes a portion of these revenues to counties and cities using an allocation formula. The state distributes a local share to cities based on a per capita rate. Revenues vary from year to year as the allocation formula can vary. Funds can be used for capital improvements or maintenance.

State Transportation Program Grants. The state provides up to \$100,000 grant funds to local jurisdictions for transportation studies, improving bicycle and pedestrian facilities, and participating in state-sponsored transportation activities. A 20 percent local match is required.

State Transportation Growth Management Grants (TGM). These grant funds are jointly administered through the Oregon Department of Land Conservation and Development and the Oregon Department of Transportation. A TGM grant funded completion of the Keizer TSP and can be used to complete further studies called for in the TSP.

Hazard Elimination Program (HEP) Funds. The mission of HEP is to carry out safety improvement projects to reduce the risk, number, and /or severity of accidents at highway locations, sections, and elements on any public road.

Special Public Works Funds (SPWF-Lottery Program). The Special Public Works Fund provides grants and loans for public works that support private projects resulting in creation or retention of permanent jobs. Loans are emphasized in this program and are available for amounts up to \$11,000,000 for a maximum of 25 years unless the project life is shorter. The maximum grant amount is \$500,000 and may not exceed 85 percent of the project cost.

Immediate Opportunity Grant. Grants are available from some economic development programs. The Immediate Opportunity Grant program, managed by ODOT, provides a maximum of \$500,000 for public road work associated with an economic development related project of regional significance, provided the project creates primary employment. Additionally, although lesser shares will be considered, the grantee should provide an equal local match.

General Obligation Bonds (Property Tax Supported). Bonds are a potential source of funds for constructing capital improvement projects in the city. Voter-approved bonds could be sold to fund street improvement projects. Transportation projects are grouped in "bond packages" that require voter approval. General Obligation Bonds are supported through the city's property tax revenues and users chargers.

Utility Franchise Fees. Public utilities that use the public right-of-way are charged a fee. Examples include: Northwest Natural Gas, Portland General Electric, Salem Electric, Comcast, and Qwest. These funds are primarily used to recover the maintenance costs associated with utility work on city streets.

Development Exactions. To provide adequate infrastructure in response to site-specific growth, capital improvements can be exacted as conditions of approval for building permits,

subdivisions, and zoning actions. Developers are usually required to complete frontage street improvements and other off-site transportation improvements to mitigate traffic impacts. The majority of the city's new local and collector streets are created and improved as a result of development exactions.

Local Improvement Districts. This method allows neighboring property owners to group together to improve public facilities and then pay for them through individual assessments. These districts are generally used to complete local street improvements or improvements to business districts. This is the primary source of funding for street lights in Keizer's residential areas.

City General Funds. Though seldom available for transportation purposes, the city may choose to use general property tax revenues to build or operate transportation facilities. However, using general fund revenues places transportation system finance in direct competition with other city services such as police, fire, libraries, and parks. Currently, no general funds are spent on transportation.

D. Anticipated Revenues

Revenues from the state gasoline tax provide the city's major funding source for transportation. Projecting current gas tax amounts to the future, the city will receive roughly \$25,600,000 (approximately \$1.3 million per year) over the next 20 years. The city will continue to use gas tax to fund operations and maintenance (O & M). Since O & M expenses vary annually, an average of the reported 1988-99 disbursements was used to estimate the average yearly needs. The average O & M cost was calculated to be \$585,000 per year, or \$12 million over the next 20 years.

The commitment to O & M leaves approximately \$14 million (approximately \$700,000 yearly) for completing planned transportation facilities and major improvements (**Table 10**). Although a reliable forecast cannot be made at this time, it is expected that there will be success in obtaining additional funding through the sources previously outlined, and that these, coupled with gas tax, will permit accomplishment of the projects identified in the first five years of this plan. However, past this period, it is impractical to determine project timing against funding availability. This is best dealt with by reassessing at five-year intervals.

Capital Improvement Program

The adoption of the Capital Improvement Program is separate from the TSP.

The selection of projects for completion within five years was accomplished after a review of many of factors. These include items such as: percentage of design and contract completion; safety; traffic volume increases; availability of traffic study information; capability to combine repair, maintenance, and operational needs with improvements; scheduling of utility work; connectivity needs of the street, bicycle, and pedestrian systems; and potential funding sources. The use of "full improvement" to describe the type of work generally includes provisions for bicycles and sidewalks. Updates to the CIP for both vehicle and bicycle improvements will be referred to a combined meeting of the Transportation Safety Committee and the Planning Commission and will be made based on the above criteria.



