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KEIZER TRAFFIC SAFETY/BIKEWAYS/PEDESTRIAN COMMITTEE
AGENDA

Thursday, August 21, 2025, 6:00 PM
Robert L. Simon Council Chambers
930 Chemawa Road NE
Keizer, Oregon

1. **CALL TO ORDER**
2. **APPROVAL OF MINUTES**
 - a. July 2025
3. **APPEARANCE OF INTERESTED PERSONS**
4. **PILOT PEDESTRIAN FLAG PROGRAM**
 - a. Survey Responses
5. **REVIEW, EVALUATE & DETERMINE ANY POSSIBLE CHANGES TO THE NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM**
 - a. Neighborhood Traffic Management Program
6. **PROJECT SPREADSHEET REVIEW**
 - a. Active Items
7. **NEW/OTHER BUSINESS**
 - a. Keizer Street Painting Program
 - b. City Council Supports Discussion to Recommend a Committee Name Change
 - c. City Council Requested Discussion on the Safety of E-bikes & E-scooters ~ see Guide & Bike Laws
 - d. What Happens When Residents Act and Cities Shut It Down: <https://www.strongtowns.org/journal/2025/8/4/what-happens-when-residents-act-and-cities-shut-it-down>

8. **COMMITTEE MEMBER INPUT**
9. **STAFF REPORT**
10. **POLICE LIAISON REPORT**
11. **COUNCIL LIAISON REPORT**
12. **MEMBER REPORTING TO COUNCIL: HERSCH SANGSTER - SEPT. 2ND (TUES) - 6PM**
13. **ADJOURNMENT**

Next meeting: September 18th

Neighborhood Traffic Management Program:

<https://www.keizer.org/NeighborhoodTrafficManagementProgram>

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MINUTES
KEIZER TRAFFIC SAFETY/BIKEWAYS/PEDESTRIAN COMMITTEE
Thursday, July 17, 2025
Robert L. Simon Council Chambers
930 Chemawa Road NE
Keizer, Oregon

- 1. CALL TO ORDER** Chair De Blasi called the meeting to order at 6:03 p.m. Attendance was noted as follows:

<p>Present: Michael De Blasi, Chair Brenda Lamb, Vice Chair David Dempster Matt Myers</p>	<p>Council Liaison/Staff Present: Council President Starr Mike Griffin, Storm Ops & Streets Martin Powell, Police Liaison Dawn Wilson, Deputy City Recorder</p>
<p>Absent: Hersch Sangster Trevor Lewis David Philbrick</p>	

- 2. APPROVAL OF MINUTES**

 - a. May 2025** David Dempster moved for approval of the May 2025 Minutes. Brenda Lamb seconded. Motion passed as follows: De Blasi, Dempster, Lamb, and Myers in favor with Lewis, Philbrick, and Sangster absent.

- 3. APPEARANCE OF INTERESTED PERSONS**

Rhonda Rich, Keizer, President of West Keizer Neighborhood Association, shared that she was concerned about the Manbrin Drive speeding issue and was present at Officer Powell's collection of data on May 27th. She felt that the data by the standards of the Neighborhood Traffic Management Program would warrant installation of expensive traffic calming devices. The residents' perception was that vehicles travel too fast, and they felt unsafe on their street. She shared that Kathy Hill spoke with all of the neighbors, and they wanted a speed limit sign with the orange flags on the Northwest corner of Manbrin Drive and Rowan, facing East for westbound traffic. Ms. Rich would also like to have a neighborhood watch sign to attach to the speed limit sign post.

- 4. NEW/OTHER BUSINESS**

 - a. Application** The Traffic Safety, Bikeways and Pedestrian Committee (TSBP) discussed

**Submitted from
West Keizer
Neighborhood
Association
(WKNA) ~
Speeding on
Manbrin Drive
(Rowan to
Rivercrest)**

the application.

Matt Myers suggested looking closer at the criteria in the Neighborhood Traffic Management Program.

Chair DeBlasi suggested having a tiered solution so that a lower-level of effort could be implemented until it meets all of the standards and engineering solutions could be considered. He would like to try the painted, zigzag lines to create a visual for the drivers.

Storm Operations and Streets Division Manager Mike Griffin commented that Public Works would assess the situation to see what could be done.

**b. Discussion on the
Committee's
Name**

The Committee discussed changing the name so that the community understood the purpose of the Committee and have a name that would be easy to remember. Chair De Blasi suggested the name of "Safe Streets Advisory Committee" because this name includes streets that would be safe for all users, whether they're on a bike, in a car, or on foot.

David Dempster shared the history of the previous name changes.

Council President Starr asked about the safety advisory committee versus a public safety and safe streets committee.

Vice Chair Lamb suggested "Keizer PD Safety" as a name because it would be easy to remember.

Mr. Dempster felt that the current name covered all of the areas of the Committee.

Chair Michael De Blasi moved to bring a possible name change to the August 4th City Council meeting. Brenda Lamb seconded. Motion passed as follows: De Blasi, Lamb, and Myers in favor with Dempster opposed and Lewis, Philbrick, and Sangster absent.

**c. Green Paint
Locations (Please
see list in packet)
~ Discussion**

Chair DeBlasi shared about the green paint locations and invited members to add to the list and prioritize it. Chair DeBlasi suggested the members bring their top 10 to the next meeting. LISTEN 6:25 Mr. Griffin shared that two locations were proposed, but it wasn't approved.

**5. PROJECT
SPREADSHEET
REVIEW**

The Project Spreadsheet was reviewed and updated.

It was noted that the green paint at the bike crossings didn't get approved by the Budget Committee for this year.

Vice Chair Lamb shared that she and the Northwest Keizer Neighborhood Association, with the help of Rhonda Rich, have been monitoring the Pilot Pedestrian Flag Program. She shared some of the responses from the

survey.

Council Vice President Starr shared that the recommendation for the 20 mile per hour speed limit was still being evaluated for the approach by staff to take back to this Committee and the City Council.

It was noted that the pilot flag program for Chemawa North and 15th was approved.

6. COMMITTEE MEMBER INPUT

David Dempster commented on complaints for too many speeders on Country Glenn and River Road five years ago. He felt that speeding was still a problem, but the community wasn't complaining anymore. He didn't know if people were tired of complaining.

Mr. Dempster shared that ServeFest would be on Sunday, August 17th at Lakepoint Community Church and helmets were donated and there would be fittings.

Matt Myers shared on the Neighborhood Traffic Management Program about determining the volume and speed criteria within the plan. He wasn't sure it was conducive to Keizer's size when it comes to the various speeds and number of speeders. He suggested reviewing the criteria by looking at Cities of Keizer's size and how they handle safety concerns.

Mr. Griffin commented that he did a comparison on the criteria of volume and speed with the Cities of Albany and McMinnville.

Chair De Blasi agreed not to raise the bar too high with the number of vehicles for the day and suggested that speed-levels should be the focus.

Ms. Lamb suggested using natural traffic-calming whenever possible to slow-down vehicles for safety.

Council Vice President Starr commented that if this Committee felt the plan should be reviewed for changes, it could be reported to the Council by a member.

Matt Myers motioned to review the Neighborhood Traffic Management Program and bring it to the City Council for their approval to review it. Seconded by David Dempster.

Matt Myers withdrew the motion.

David Dempster moved for a line item on our agenda to review, evaluate and determine if any changes need to be made to the Neighborhood Traffic Management Program. Brenda Lamb seconded. Motion passed as follows: De Blasi, Dempster, Lamb, and Myers in favor with Lewis, Philbrick, and Sangster absent.

Mr. Dempster commented that the review process would take a while as evaluation should be done first and then determine if anything needs to be changed. It was suggested for Members to do research and bring back for discussion, such as attend neighborhood association meetings and ask for their feedback.

Chair De Blasi suggested that the Councilors and Members do ride-alongs with Cherriots.

7. STAFF REPORT

Storm Operations and Streets Division Manager Mike Griffin shared that the Rockledge Project and replacement stormwater line was in progress. The Americans with Disability Act (ADA) ramp work was started and then the street resurfacing for 12 street sections would occur. The pavement markings for crosswalks, stop bars, bicycle legends were coming up.

8. POLICE LIAISON REPORT

Officer Martin Powell shared on the Manbrin Drive quasi-study in May. He was in Kathy Hill's yard for three hours to observed speeding. The combined speed average was 24.2 miles per hour. The neighbor perceptions were about 8 to 10 miles per hour higher than the actual speeds. During the three hours, there were only 9 cars out of 172 that had speeds over 30 miles per hour with the top speed of 34 miles per hour, which is 9 miles per hour over the speed limit. The 7 a.m. to 8:00 p.m. time period had the highest amount of traffic.

9. COUNCIL LIAISON REPORT

Council President Starr congratulated Deputy City Recorder Dawn Wilson for earning the Certified Municipal Clerk designation. She reminded the Committee about the Street Painting Program that was before the Keizer Public Arts Commission and was shown to be a traffic-calming device. She suggested that this program be added to this Committee's August agenda.

Council President Starr expressed appreciation for Officer Powell to take her on ride-alongs to see some of the challenges and concerns coming to this Committee.

10. MEMBER REPORTING TO COUNCIL: Matt Myers on August 4th at 6pm

Matt Myers would be reporting to Council on August 4th.

11. ADJOURNMENT

Meeting adjourned: 7:12 p.m. Minutes approved: _____

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Keizer Community Feedback

3 responses

[Publish analytics](#)

Which location did you visit?

3 responses

Kaiser Rapids Park

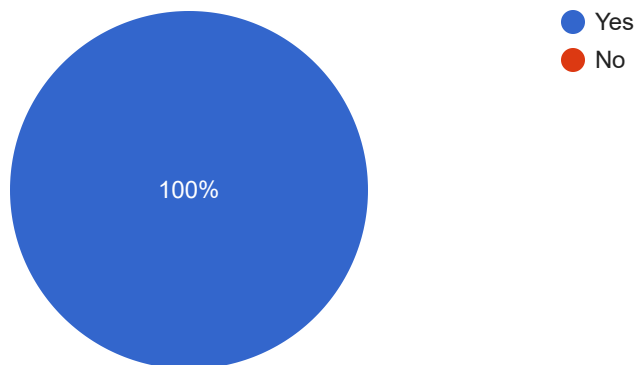
Chemawa road close to Keizer rapid park

Keizer Rapids Park

Were there flags in the canister?

 [Copy](#)

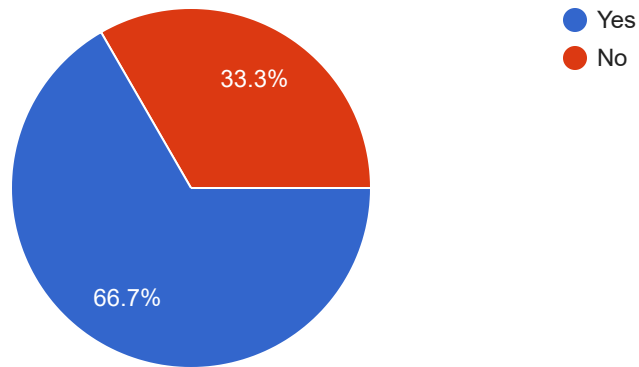
3 responses



Did you use a flag?



3 responses



Why or why not?

3 responses

There was a lot of traffic and we had two dogs and a small toddler and we were all walking across the street.

I wasn't cross the road but just witnessed two people who did. One car heading east towards river road did not stop for them but two cars heading west towards the park did.

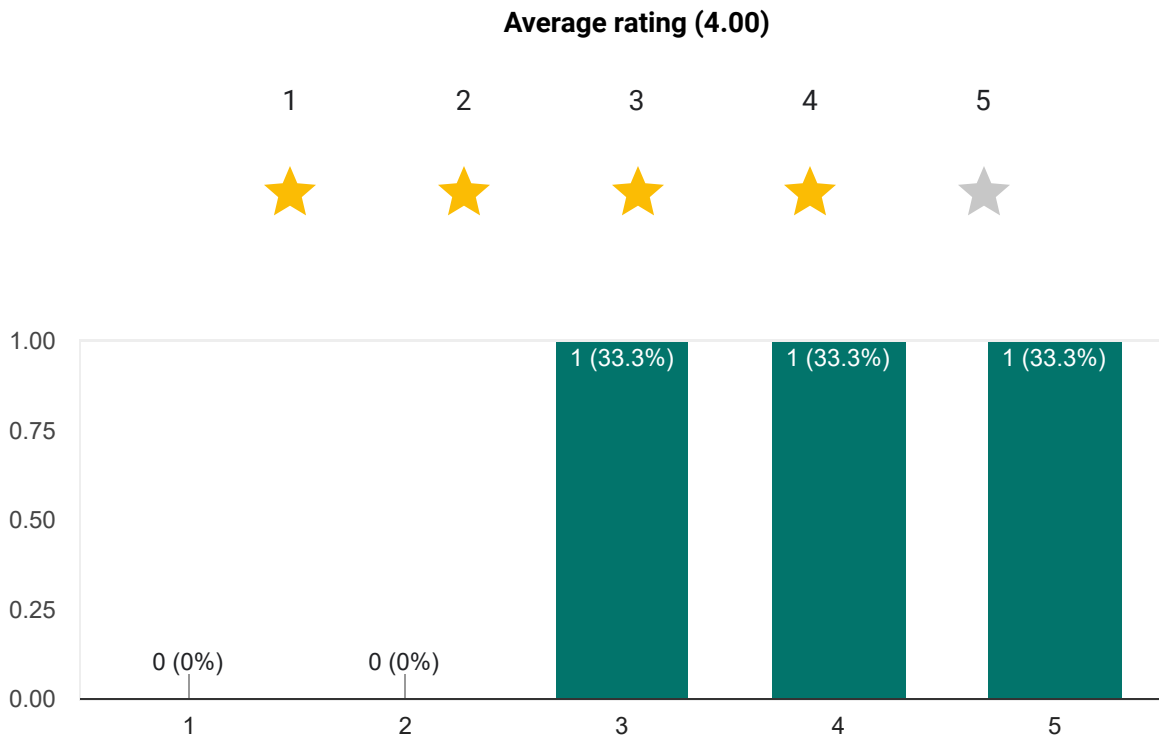
Seemed safer



How helpful was having a flag available?

 Copy

3 responses

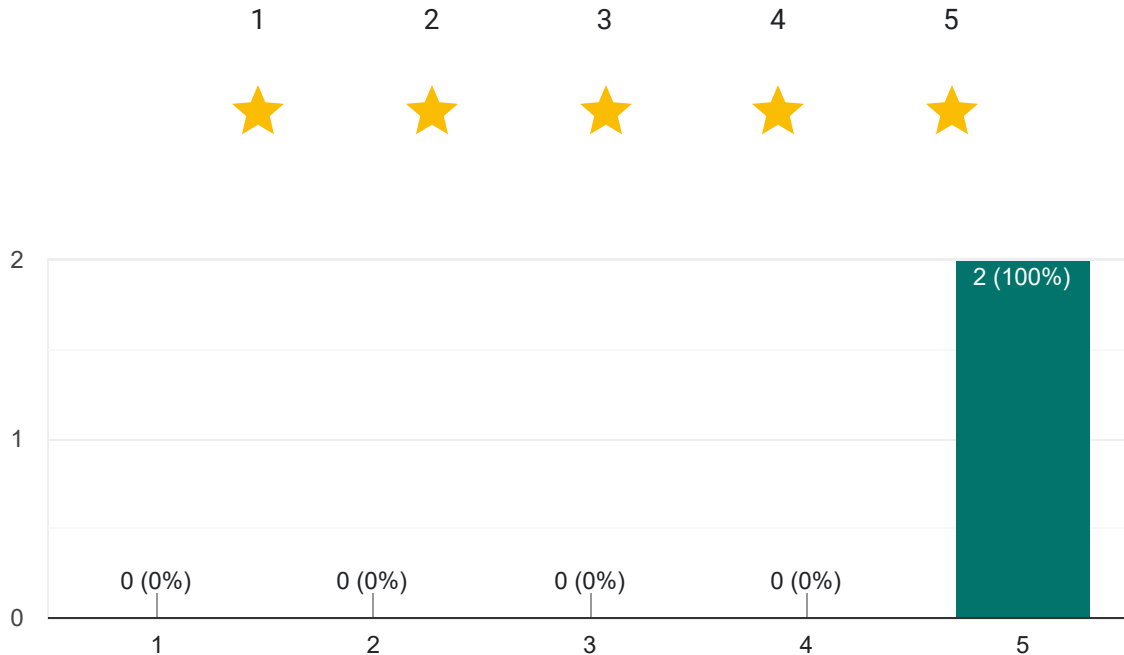


Did you feel safer crossing the street with a flag?



2 responses

Average rating (5.00)



Do you have a suggested location that would benefit public safety by having Pedestrian Crossing Flags? If yes, please list the location.

0 responses

No responses yet for this question.

Any Comments or Suggestions?

2 responses

Perhaps add a question on this survey to get statistics on how frequently cars stop to let pedestrian cross

Thank you for this, as an individual with physical disabilities it's nice to be able to feel safe crossing the street with my walker, I felt more noticed

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NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM



Picture is used with permission from the NATCO Urban Design Guide.

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This document was prepared by the efforts of a collaborative team which included Keizer Council members, Planning Commissioners, Traffic Safety Bike and Pedestrian Committee, city staff and engineers.

Updated 2024

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1.0 Introduction

A Neighborhood Traffic Management Program (NTMP) is a systematic approach to initiating resident requests to treat neighborhood traffic issues. This is one "tool" the city has for bringing up safety concerns, but ultimately the city council and staff are responsible for executing safety for Keizer's streets to be equipped for all users. Therefore, they are expected to regularly assess all city streets for safety deficiencies and independently implement the necessary changes to improve safety for all users.

Keizer is committed to serving all its residents equitably. The NTMP provides a process to allow all voices to be heard. A focus on equity ensures we look beyond merely improving the system to improving the quality of life of every resident and to ensure the projects are distributed equitably.

1.1 Neighborhood Traffic Management Element

As traffic conditions change in the future and the city grows, there is a greater potential for neighborhoods to experience traffic, including cut-through traffic, and speeding that negatively impacts neighborhood livability. Having an established process allows the city to respond in a consistent manner.

Neighborhood Traffic Management (NTM) has evolved to encompass a wide range of measures and activities that can be effective in improving neighborhood safety and livability. While there is a wide range of issues that are commonly attached to NTM, the bottom line is how the speed and volume of vehicle traffic are addressed to create a safer and more livable community.

Neighborhood traffic management measures are a means of addressing traffic safety issues on a city-wide basis. As such, their application should not be limited to just local streets. NTM measures should be used to increase safety for pedestrians, bicyclists, and motorists despite street classification. It should be recognized that not all NTM measures are appropriate for all streets. Where appropriate, NTM measures may be installed in neighborhoods to limit speed and volume of traffic, and on collector streets to reduce speeding traffic. (Concerns on Arterials will go to Keizer Police Department or Public Works). Often a combination of solutions may be required.

Types of streets within the city that the NTMP can affect:

- Local streets: cul-de-sacs, or short streets with limited or no connectivity
- Neighborhood streets: have connections within and between neighborhoods, but do not serve as city-wide streets.
- Collector streets: provide citywide or large district connectivity and circulation.

Street classifications can be found in the Keizer TSP in figure 4.2.

2.0 NTM PROGRAM

Neighborhood Traffic Management programs are built off the three "E's" of transportation.

- **Education:** By making people visibly aware of the problems, they can help by slowing down, sharing with other people their concern regarding the negative impact of traffic, and by using other modes of transportation.
- **Enforcement:** By focusing the Police Department's enforcement efforts to acknowledged areas of concern, community awareness of transportation problems can be increased.
- **Engineering:** There is a suite of traffic calming and safety measures or multimodal facilities.

The process for the City of Keizer NTM program incorporates each of the "E's" at various stages of the plan. To be comprehensive, the NTM plan includes major components that work together to produce a complete NTM program. They include:

- **Process:** Outlines how an existing problem is brought to the city, what the thresholds/warrants are for defining a problem, steps toward a solution, prioritization of the project and monitoring of the benefit/ impact.
- **Standards:** This provides a uniform way for NTM measures to be implemented in the city. It provides guidance to minimize the impacts to safety and other users/stakeholders (maintenance, liability, diversion, parking, noise, aesthetic, emergency response, utility vehicles, or other roadway users). These can be found on the city website on the Public Works page.

3.0 NTM PROCESS

ASSESSMENT: The process for assessing NTM issues includes many steps and decisions to assure the safest projects are developed for the city. To be eligible, the project must be a two-lane street that has residential zoning or mixed use for at least 75 percent of the fronting properties. The intent of the following steps is to implement Education and Enforcement in a Level 1 study, and initiate Engineering in a Level 2 Action. The key steps are as follows:

3.1 Step 1. Identification of a Neighborhood Problem

The application is started on the city website. The information provided as answers to questions will filter the application to the correct department. Public Works and Keizer Police Department will review the submittal for immediate safety concerns and assess for support of Action Plans and prioritization. City staff will distribute to Traffic Safety Bikeways Pedestrian Committee (TSBPC) chair and applicable Neighborhood Association. Applicant will be contacted and informed which TSBPC meeting this topic will be included on the agenda.

The applicant can be represented by a Neighborhood Association for the application. If applicant does not have this representation, 75% of fronting properties' owners will need to be contacted for support. City staff will handle the notifications if no Neighborhood Association exists for that location. City will send a mailer with a QR code to direct residents within a 250' proximity to the point of conflict (including connecting streets).

3.2 Step 2. Level One Action Plan study

Once a problem has been presented, the next step will be to implement education and enforcement related NTM measures which are carried out by the Police Department. (Should significant safety issues be presented in Step 1, Public Works will address this outside of the NTMP.)

Process: Keizer Police Department will already be aware of this application as described in step 1. Feedback can be provided immediately if the Police are already aware of this location having a high volume of speeders. Education efforts would include scheduling placement of the speed reader board trailer. Enforcement at these locations can follow.

Once this study is complete, Keizer Police Department will provide feedback at the next TSBP meeting.

3.3 Step 3. Level One Action Plan Study Analysis

Following Step 2, City staff will conduct field reconnaissance and analysis to provide a quantitative background regarding the street(s) of concern and will establish the limits of the project. The applicant or Neighborhood Association can appeal the project limits to the Public Works Director.

Process: City staff will make a determination of whether thresholds have been met and Level 2 considerations are warranted. These considerations include the traffic speed study by Keizer Police Department and location analysis by Public Works.

Local Streets and Neighborhood routes thresholds for Level 2 consideration will include:

Speed: 50 percentile speed five or more miles per hour above posted speed and,

Volume: Daily vehicle counts more than 800 vehicles per day, and,

Collector routes thresholds for Level 2 consideration will include:

Fronting Land Use: More than 75 percent of the properties in the project limits have residential zoning, and

Speed: 85th percentile speed 10 or more miles per hour above the posted speed zone, and

Volume: Daily vehicle counts more than 1,500 vehicles per day for collectors

If Level 2 thresholds are not met, further study could be recommended. This may include implementing temporary, low-cost measures to gauge the effect of speed calming measures.

Findings and assessment will be presented to the TSBPC at the next monthly meeting.

3.4 Step 4. Level 2 Action (Engineering) and Prioritization by scoring

At the point that thresholds have been determined to have been met in Step 3 above, the next step will be to prioritize the proposed NTM project by scoring the location. This is assessed by

the Public Works Department. The reason for prioritizing the problem prior to developing solutions is to assure that staff, public time and design efforts are expended where the greatest needs exist. A scoring system has been developed to assist with the prioritization process to allow city funds to be allocated to the more critical locations. Once the scoring and ranking process is completed by the Public Works Department and a plan is developed, the project list will be entered into the City Capital Improvement Program (CIP) process for funding and implementation. This is where the scheduling of a project will be identified and where other factors (such as upcoming projects), beyond the ranking are considered.

Process: The scoring system by functional classification is noted in Appendix A using the ranking criteria that were established by city staff. The Public Works Department will be responsible for ranking projects between functional classifications. A project list is forwarded to Public Works Director for review and submittal into the CIP process.

Equity is assessed using the Transportation Disadvantaged Population Census map.
<https://mwvcog.maps.arcgis.com/apps/webappviewer/index.html?id=c62511a653084df3a7391095f6af8d6d>

3.5 Step 5. Project Development

The basic steps of project development will include the following:

Criteria to begin development:

- The project is within two years of funding through CIP.
- The project limits are defined in detail.

Steps:

- I. A Neighborhood Association meeting is held (if applicable) to discuss the project and outline the schedule of activities.
- II. The sponsoring residents for the project will complete an NTM survey form. This requires that signatures of support of 75 percent or more of all the fronting properties' owners within the project limits for an NTM project. Project limits are those set in Step 3 by Public Works, or within a 250' proximity to the point of conflict (including connecting streets.) The Neighborhood Association can assist with attaining this support. If no Neighborhood Association exists at this location, city staff will handle outreach. Without this support, the project will stop at this point. Any appeals will go to the Public Works Director.
- III. For projects with a common, straight forward solution, project will advance to funding. For larger projects, a project subcommittee is created that includes residents and staff to develop conceptual design for the NTM project. A member from TSBPC will be assigned. This subcommittee can research best practices of other cities for solutions. (Steps IV through VIII discuss the remaining process for large projects.) Interim steps may be implemented for safety ahead of the permanent solution.
- IV. A concept map will be prepared by the subcommittee that outlines the types of measures anticipated and the possible alternatives (if any). This map can be a satellite picture of the area affected, with arrows showing needed information. It will need to

include nearby areas that can be affected. A non-exhaustive list of possible remedies can be found in Appendix C. The NTM project will use the Keizer NTM Tool Box. (Appendix B) for choices to recommend. Deviations from measures for which standards exist will require a separate process.

- V. Assessment of the NTM project will be undertaken to look for impacts and “fatal flaws”.
 - Potential for diversion. Potential for traffic diversion to another street will be estimated for the project. If the anticipated diversion to another neighborhood or local street is over 150 vehicles per day, then residents from that street will be required to be contacted. Diversion to arterials or collectors will not be considered an impact.
 - Impact to Emergency Routes. Obstruction measures will not be allowed on routes designated by the fire and police departments as primary response routes.
 - Multi-modal Access. Bicycle, pedestrian, and transit access will not be negatively impacted by the NTM project.
 - Noise. The potential for noise impacts will be identified with selected NTM measures.
 - Loss of parking. Where on-street parking is removed or added, adjacent property owners will be notified in the development process by PW.
 - Visual/Aesthetic Concerns. Samples of the visual character of the NTM measures selected will be reviewed in the public process.
 - Maintenance. The effect of the NTM program on maintenance will be identified. This includes added costs for NTM measure maintenance (Landscaping) and impacts to maintenance activities.
- VI. With the concept plan and assessment approved by the project subcommittee, the NTM project will be presented to the Neighborhood Association(s) for review and comment.
- VII. Final design will be completed and construction documents prepared.
- VIII. Final plan will be shared at the next TSBPC meeting.

4.0 CIP Implementation/Funding:

4.1 FUNDING

Funds for NTM projects would most likely come from the approved Capital Improvement Program. Funding may be limited or not available in any given year. NTM projects with private (local) funding will be able to proceed through the NTM process even if public funding is not available at the time.

There are several options for funding NTM measures in Keizer. They include:

- Full funding through the CIP
- Partial funding through the CIP
- Cash from local residents

Projects that have completed the above-mentioned steps will be advanced to the city for full funding and implementation. As identified in Step 4, the highest rated group of projects will be forwarded to the CIP for funding.

Process: The final steps for implementation will include

- Local funding (if provided) will be secured. Should the local funding not be available at the time of project implementation, the project will be integrated into the City's priority list if applicable. Local funding may also come from residents.
- City staff will prepare a schedule for implementation and notify the Neighborhood Association.
- Construction will be completed.

4.2 MONITORING

Once an NTM project is completed, feedback will be requested three months after completion to determine effectiveness and whether further refinements to the plan are required. Volume and speed data will be collected and summarized in a before and after report by City staff. If refinements are necessary, they will be identified following analysis of before/after data.

Process: City staff will set up a standardized approach for before and after studies and tabulate performance data on all NTM projects implemented. The data will be presented to the TSBPC at the three-month review time. Over time this research will be used to refine or upgrade the elements of the plan.

If interim measures were implemented to gain data, these will be monitored and follow the same Monitoring process.

5.0 References

For more information on Keizer's transportation system and community equity please see the below links.

Public Participation Plan

<https://www.mwvcog.org/media/4036>

Traffic Safety Action Plan

<https://www.mwvcog.org/transportation/page/salem-keizer-transportation-safety-plan>

ODOT Transportation Options Plan

<https://www.oregon.gov/odot/Planning/Documents/OTOP.pdf>

Demographic Profile of Transportation Disadvantaged Populations in the SKATS Area

<https://www.mwvcog.org/media/4036>

Appendix A- Scoring System

Table 1- Local Street and Neighborhood Route Scoring Process

Criteria	Point	Basis for Scoring
Speed	Up to 35	Using 85 th percentile 2 points for an 85-percentile speed 4 mph over posted speed
	PLUS	
		3 points for every mph from 5 up to 10 mph over posted speed
	PLUS	
		Using speed profile: 1 point for every percent of volume with speed at or over 10 mph of posted speed up to 15 points.
Volume	Up to 20	1 point for every 100 vehicles per day over 500 vpd
Cut Through Traffic	Up to 15	10 points if an identified cut through route between arterials can be mapped and observed in the field
	PLUS	
		5 points if data is provided that indicates of the traffic on the project street that 20% or more is cut through between arterials.
Pedestrian Generators	5	5 points if within 500 feet of street that there are pedestrian generators (parks, elderly housing, retail commercial uses, high school, college or hospital)
Sidewalks	10, 5, 0	10 points if sidewalks in project area are discontinuous on both sides 5 points if only one side of the street has continuous sidewalks 0 points if the street has continuous sidewalks on both sides in project area
School	10	10 points if an elementary or middle school (public or private) is within 500 feet of the project street
Equity	5	Project need per sheets 9 & 10 of MWVCOG report or lack of recent projects
TOTAL SCORE	Up to 100*	

Any projects that meet the threshold criteria and commit to funding the NTM project using private funds will be given five additional bonus points for every 20% local funds up to 25 pts.

* If a tie exists, consideration will be given from the demographics shown in *Demographic Profile of Transportation Disadvantaged Populations in the SKATS Area*.

Appendix A- Scoring System

Table 2- Collector Scoring Process

Criteria	Point	Basis for Scoring
Speed	Up to 50	Using 85 th percentile 2 points for an 85 th percentile speed 5 mph over posted speed PLUS 5 points for every mph from 6 to 10 mph over posted speed
	PLUS	
		Using speed profile: 1 point for every percent of volume with speed at or over 10 mph of posted speed up to 15 points
Volume	Up to 10	1 point for every 1000 vehicles per day rounded up
Pedestrian Generators	10	10 points if within 500 feet of street that there are pedestrian generators (parks, elderly housing, retail commercial uses, high school, college or hospital)
Sidewalks	15, 0	15 points if sidewalks in project area are discontinuous on both sides 0 points if the street has continuous sidewalks on both sides in project area
School	15	15 points if an elementary or middle school (public or private) is within 500 feet of the project street
Equity	5	Project need per sheets 9 & 10 of MWVCOG report/ lack of recent of projects
TOTAL SCORE	Up to 100*	

Any projects that meet the threshold criteria and commit to funding the NTM project using private funds will be given five additional bonus points for every 20% local funds up to 25 pts.

* If a tie exists, consideration will be given from the demographics shown in *Demographic Profile of Transportation Disadvantaged Populations in the SKATS Area*.

Appendix B

Keizer NTM Toolbox

Neighborhood/ Local

Traffic Circle
On-street Parking
Truck Restrictions
Turn Restrictions
Other Level I Measures
Street trees
Speed Hump
Curb extensions
Tighter turn radii
Speed Table

Collector

Pavement Texture
On-street Parking
One way entry/exit
Truck Restrictions
Turn Restrictions
Medians
Curb Extensions
Roundabouts

Appendix C

City of Keizer Neighborhood Traffic Control Program

Capital Improvement Program or Plan is a short-range, usually four to ten years, that identifies capital projects and equipment purchases, provides a planning schedule and identifies options for financing the plan.

Potential Traffic Management and Control Devices

Described below are some typical traffic management and control devices that might be employed in a neighborhood traffic control project.

Traffic Management Devices:

(Physical devices which change street characteristics and traffic patterns.)

- **Traffic Circles** are raised landscaped islands placed in the center of an intersection. Their primary purpose is to reduce speed and separate intersection conflicts. Circles are especially effective in a series and may reduce through-traffic.
- **Curb Extensions** narrow the street by widening the sidewalk or the landscaped parking strip. These devices make pedestrian crossings easier. They also narrow the pavement and provide a visual cue to motorists that they are on a non-arterial route.
- **Speed Humps** reduce speeds on residential streets by requiring vehicles to slow to residential speed limits as the driver approaches the "hump." These devices are from 14 to 22 feet in length and approximately 3 inches high. The newer "hump" design is unlike the older "speed bump" design in that it allows vehicles to travel near the legal speeds on residential streets.
- **Diagonal and Semi Diverters** limit access to a street from one direction by placing a barrier diagonally across an intersection, separating the legs of an intersection or by blocking half the street. They are effective in reducing volume and allow more freedom of circulation within the neighborhood than cul-de-sacs. Both diagonal diverters and semi-diverters can be designed and installed to allow emergency vehicle access.
- **Median Barriers** are used on arterials to prevent through-traffic or control turns onto neighborhood streets from arterials. Medians may also be used within a neighborhood to prevent non-local traffic movement through a street. Medians may be used effectively in combination with forced turn channelization and turn prohibitions.
- **Forced Turn Channelization** allows traffic entering or exiting a

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neighborhood street to move in one direction only. This discourages a potential or existing through-traffic pattern.

- **Parking Revisions** can modify traffic conditions by either removing parking to facilitate turns and visibility or revising parking to slow traffic movement or add spaces, i.e., angle parking on one-way streets.
- **Parking Bays** with wider parking strips can be used to narrow street pavement or lanes and enhance street tree planting areas with longer curb extensions.
- **Pavement Modification** can be used to emphasize heavily-used pedestrian crossings or neighborhood entries. Thresholds, different paving surfaces, or raised pavement surfaces, are often used in combination with curb extensions.
- **Lane Demarcations** such as striping, buttons, or curbing can be used to better define or separate travel lanes, bicycle lanes, parking lanes, pedestrian lanes, etc. Generally, narrower travel lanes slow traffic slightly, but can raise other safety or operational problems.

Traffic Control Devices:

(Standard regulatory and advisory controls, such as signage and signals.)

The Federal Highway Administration has established guidelines, criteria or warrants that must be met to install each device. These guidelines apply to all streets in Keizer.

- **Stop Signs** are devices used to assign right-of-way at an intersection. Stop signs should not be installed, and are not effective, in diverting traffic or reducing speeding. They are installed at uncontrolled intersections with accident problems, visibility restrictions (such as buildings or topography); and/or where volumes are high enough that the normal right-of-way and is unduly hazardous. Variations include two-way stops and all-way stops. Each variation has certain guidelines that dictate its use.
- **Signal Modifications** can discourage or prohibit non-local movement on neighborhood streets (Local or collector) to or from arterials. Generally, the longer the signal wait times between side streets and arterials, (e.g., double cycles, etc.), the less non-local traffic will short-cut through a side street.
- **Turn Prohibitions** are used on arterials to prevent non-local traffic from using neighborhood streets (e.g., no left turn). These prohibitions may be in effect all day or just at weekday peak hours.
- **Signage Changes** may be informational, (e.g., flashing school

Appendix C

crossing signs, neighborhood entry signs), directional (e.g., "Arterial Route" signs), or regulatory (e.g., "No Trucks" signs).

- **Speed Limits** are established by the State Speed Control Board, based on engineering criteria, local land use character, and existing speeds. Without physical changes to a street, a lower speed limit will not actually reduce speeds.
- **Rumble Strips** are raised buttons placed on a street to warn of a hazard or cue drivers to another traffic control device; they may slightly decrease speed, but raise bicycle safety and maintenance concerns.
- **One Way Streets**, where practical, may be used to discourage non-local traffic movements on neighborhood streets.
- **Clear Vision Areas** are visibility zones at intersections and driveways. These areas are sometimes obstructed by fences, brush, shrubs, parked cars, etc., which the city can legally require to be removed or modified.

Other Techniques

- **Crosswalks** at heavily used pedestrian or school crossings can be enhanced by visibility improvements, striping, warning signage, and by reducing the crosswalk distance.

Traffic Safety, Bikeways & Pathways - ACTIVE PROJECTS

Document initiated June 2023. REVISED from the 7/17/25 mtg.

S c o r e	Project	NA	Type of project	Date added	Date discussed by committee	Status	Comments
	Lockhaven & River Road	GG	Green Paint for Bike Crossings				Hersch to complete and submit budget request form to the City with dollar amount of \$29,550 for the green application. 05/22/2025- Denied by Budget Committee. Review next year. 07/17/25 - the green paint didn't pass by the Budget Committee.
	Walsh Way & Chemawa	West	Pedestrian Flag Pilot Program - ACTIVE			Monitor	03/20/25 - Tammy Saldivar spoke about the new Pedestrian Flag Pilot Program and would make a couple minor edits requested by TSBP. Updated application will be submitted to Bill Lawyer. WKNA submitted application, and it was approved. 05/22/2025 Brenda shared that the 1st site started on 05/21 with the flags hung, a canister and QR Code to the Survey. 07/17/25 - Brenda & others have been monitoring the flags and have received some survey responses.

			Speeding in Residential Areas			Monitor	<p>Bill Lawyer is looking into reducing residential speed limites from 25 to 20 mph and then this recommendation by the TSBP can go to the City Council. 05/22/25 - Hersch noted that Bill Lawyer was still reserching this.</p> <p>07/17/25 - CP Starr shared that this was still being evaluated by staff to take back to the TSBP and the Coucil.</p>

Keizer Street Painting Program

What it is

The Keizer Street Painting program encourages creativity of art using the street asphalt as a canvas. Approved art proposals can be painted directly onto the local streets of Keizer. The community itself chooses and installs the creation. This art is not intended to be a traffic control device, but rather to beautify and identify a neighborhood.

Location Criteria

Street paintings can be applied to any street designated by the city of Keizer as being a local street within the Keizer Transportation System Plan which can be found in figure 4.2 of the Plan at <https://evogov.s3.amazonaws.com/media/60/media/49250.pdf> or at this link <https://digital.osl.state.or.us/islandora/object/osl%3A69261>
(Street paintings cannot be applied to any pervious surface of public Right of Way)

Design criteria

Design acceptance is set by the Arts Commission. Local artists' work is encouraged to be used for this application.

- The art must be an original and not a copy of some other art. An Artist Waiver to Rights needs to be signed and submitted to the City. (provided in document)
- Designs cannot cover existing pavement markings, or extend beyond the street surface to curbs, sidewalks and other features.
- Designs shall include the following buffers:
 - 50-foot buffer from signalized intersections or to the stop-controlled leg of an intersection.
 - 10-foot buffer from speed humps
 - 10- foot buffer from stop bars and marked crosswalks
- Designs shall not mimic traffic control devices.

Application process

Proposals for street painting shall be submitted to the Arts Commission through a Street Painting Application found at the end of this document. This can be printed and turned into City Hall.

Applications will include:

- Applicant contact information
- Location of proposed art
- Proposed dates of paint application (all phases)
- Image of painting design
 - Recommend an aerial image of the street
 - Include length and width, and distance from road features (curbs, sidewalks, etc.)
- List of paint colors and non-slip paint additives to be used. (See text box below)
- Signed petition showing approval of all fronting and adjacent properties.

The city does not provide paint.

Painting roadways and other public right-of-way requires specific paints with a special additive for slip resistance. This ensures they meet State slip resistance requirements, found on page 937 of the Oregon Standard Specifications for Construction 2021.

Only approved paint can be used for the project. Most paints are not safe for installations on a roadway. The benefit of the paints below is that they are able to be tinted to any color you would like.

The approved paints that can be tinted are:

- California Paints AllFlor Porch and Patio Acrylic Epoxy Fortified Paint
- Olympic Solid Stain and Sealant
- Storm System Acrylic Stain
- Benjamin Moore Arborcoat Waterborne Exterior Stain
- Sherwin Williams SuperDeck Exterior Stain

In addition to the list of approved paints above, you do have the option of using paint known as “traffic paint” or “traffic zone marking paint”. The benefit of the traffic paints is that they tend to be less expensive, but have a much smaller range of colors. If you would like to use traffic paint, ask the paint store for the “spec sheet” for the product. Public Works will review that spec sheet before approving the use of that paint on the street.

Every drop of paint that hits the ground must have a non-slip additive mixed in. Paint stores sell packets of the additive that are measured to be used in one gallon of paint. So, you just empty the packet into the paint and stir it in. It does settle, so you will want to stir the paint every once in a while and definitely stir it well if the paint has been sitting with the additive in it for more than 2 hours.

It is recommended not to purchase the paint until approval is given.

Application Approval

- The Applicant will be contacted by the City Recorder to be informed at which meeting date the application will be discussed by the Commission.
- The Arts Commission will review the application for Committee approval and send the approved proposal application to Public Works and Keizer Police Department (KPD).
 - If denied, an explanation will be provided by the Commission at that time.

- Public Works will review the packet for approval and confirm that no construction projects are planned in the next three years at that location.
- KPD will review for any concerns and inform Public Works of these.
- Once approved by both departments, Public Works will return the approved packet to the Arts Commission. Public Works will provide information on the traffic control plan to be used and make arrangements to provide the traffic control devices (signs and barricades).
- The City Recorder will reach out to the applicant to provide approval.

Installation Process

- The area may be swept, blown clean, or pressure washed to prep the roadway. During pressure washing, sweeping, or other preparation caution should be exercised to protect the storm drains so street pollutants do not enter the storm drain.
- It is recommended to apply primer ahead of the art paint.
- Painting and cleanup must be done in a manner that does not allow any paint to enter the storm drain system, water body, or wetland.

Maintenance

- The city will not maintain the painting or restore it after construction or damage.
- The city is not responsible for any damage caused to the painting.
- The neighborhood can choose to maintain the painting or let it fade. The life expectancy is about 3 years.
- Maintaining the painting will require permission by the city. The applicant or Neighborhood Association will apply through the same process. It will need to be refreshed exactly as was originally approved or a new application will be required for a new proposal.

Supplemental information

- The amount of paint will depend on the size and complexity of the design, the number of coats of paint, and whether you apply primer (recommended) to the site first. Primer is recommended (but not required) as it will help the paint adhere to the street surface and may reduce the number of coats needed for colored paint. The street surface is slightly porous and absorbs a fair amount of paint. Calculate for an average of 25-30 gallons for intersection painting installations. A gallon of paint typically covers 100-200 square feet. Lighter colors often require more coats than other colors to get the best appearance.

Keizer Street Painting Program Application
Turn in to City Hall to go to the Arts Commission

Section 1

Name of Applicant _____

Address of Applicant _____

Phone number _____

Email address _____

Name of Artist _____

Location of Proposed Street Art _____

Section 2

Proposed dates of paint application (all phases) if approved: _____

Section 3- List of Paint Type and non-slip additives

Paint: _____

Additive: _____

Section 4 (Can be skipped if this is a Maintenance Application for current art)

sketch of painting with street measurements
include length, width and distance from road features (curbs, sidewalks,
etc.)



Satellite view attached showing location

This area for City staff to check once approved

Public Works approval

KPD approval





Artist Waiver to Rights

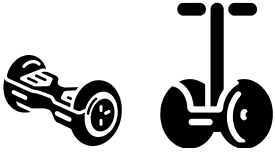




(To be created by city)

**Keizer Street Painting
Neighbors Petition for Approval**

fronting/adjacent property address	name	signature

OREGON MICROMOBILITY, MOPED, AND MINI MOTORCYCLE GUIDE

Device	Definition	Overview of Regulations	ORS Reference
 <p style="text-align: center;">Bicycle</p>	<p>A vehicle that:</p> <ul style="list-style-type: none"> Is designed to be operated on the ground on wheels; Has a seat or saddle for use of the rider; Is designed to travel with not more than three wheels in contact with the ground; Is propelled exclusively by human power; Has every wheel more than 14 inches in diameter or two tandem wheels either of which is more than 14 inches in diameter; and Is equipped with pedals. 	<ul style="list-style-type: none"> Helmet required for people under 16 unless doing so violates religious beliefs. May operate on a bicycle lane or path, or in a crosswalk. May operate on a sidewalk but must give audible warning when overtaking a pedestrian and must yield right of way to all pedestrians. Approved lighting must be used when operating under limited visibility. 	<p>801.150 (Definition) 801.608 (Vulnerable user) 807.020 (License exemption) 814.400 (Rights and duties) 814.410 (Sidewalk use) 814.420 (Bike lane use) 814.440 (Signaling turns) 814.485 (Helmets) 814.487 (Helmet exemption) 815.280 (Equipment)</p>
 <p style="text-align: center;">Electric Assisted Bicycle (E-bike)</p>	<p>A bicycle that is:</p> <ul style="list-style-type: none"> Equipped with an electric motor and that is a Class 1, Class 2, or Class 3 electric assisted bicycle. Class 1: Provides assistance only when the rider is pedaling and ceases to provide assistance when the bicycle reaches the speed of 20 MPH. Class 2: May be propelled by its motor without a rider pedaling and ceases to provide assistance once the bicycle reaches a speed of 20 MPH. Class 3: Provides assistance only when the rider is pedaling, ceases to provide assistance when the bicycle reaches the speed of 28 MPH, and is equipped with a speedometer. <p>Note: Gas assisted bicycles are considered mopeds.</p>	<ul style="list-style-type: none"> Must be at least 16 to operate. Protective headgear is recommended unless doing so violates religious beliefs. May not operate on a sidewalk. Approved lighting must be used when operating under limited visibility. 	<p>801.258 (Definition) 801.608 (Vulnerable user) 807.020 (License exemption) 814.400 (Rights and duties) 814.405 (E-bike status) 814.410 (Sidewalk use) 814.420 (Bike lane use) 814.440 (Signaling turns) 814.485 (Helmets) 814.487 (Helmet exemption) 815.280 (Equipment)</p>
 <p style="text-align: center;">Motor Assisted Scooter</p>	<p>A vehicle that:</p> <ul style="list-style-type: none"> Is designed to be operated on the ground with up to four wheels and has a foot support or seat for the operator's use; Can be propelled by motor OR human propulsion; Is equipped with a power source that maxes out at 24 MPH on level ground, and: <ul style="list-style-type: none"> If gas-powered, has a max displacement of 35 cc. If electric, has a max output of 1,000 watts. 	<ul style="list-style-type: none"> Must be at least 16 to operate. May not exceed 15 MPH. Must wear protective headgear unless doing so violates religious beliefs. Passengers not allowed. Approved lighting must be used when operating under limited visibility. Must use bicycle lane or path if bicycle lane or path is near the roadway and use is not prohibited by local laws. May ride on sidewalk to enter or leave adjacent property. Must walk motor assisted scooter in crosswalk. (Does not apply to person with a disability.) Use may be restricted by local jurisdictions. 	<p>801.348 (Definition) 801.608 (Vulnerable user) 807.020 (License exemption) 811.440 (Bike lane use) 814.510 (Rights and duties) 814.512 (Age, speed) 814.514 (bike lane use) 814.518 (Highway use) 814.520 (Lane use) 814.522 (Signaling turns) 814.524 (Sidewalk use) 814.526 (Bike lane/audible warning) 814.528 (Crosswalk use) 814.530 (Passengers) 814.534 (Helmet req.) 815.283 (Lights)</p>
 <p style="text-align: center;">Motorized Wheelchair</p>	<p>Not defined in Oregon Vehicle Code.</p>	<ul style="list-style-type: none"> Motorized wheelchair may be operated on a bike lane or path. Lighting equipment required when operated in a bike lane or path under limited visibility. 	<p>811.440 (Bike lane use) 814.500 (Rights and duties) 815.282 (Lights)</p>

Device	Definition	Overview of Regulations	ORS Reference
 <p>Electric Personal Assistive Devices</p>	<p>A device that:</p> <ul style="list-style-type: none"> • Is self-balancing on two non-tandem wheels; • Is designed to transport one person in a standing position; • Has an electric propulsion system; and • Has a maximum speed of 15 MPH. 	<ul style="list-style-type: none"> • Must be at least 16 to operate. • May not exceed 15 MPH. • May operate on a bicycle lane or path. • May operate on a sidewalk but must give audible warning when overtaking a pedestrian and must yield right of way to all pedestrians. • Use may be limited by local jurisdictions. • Approved lighting must be used when operating under limited visibility. 	<p>801.259 (Definition) 811.440 (Bike lane use) 814.550 (Application of laws) 814.552 (Speed, use) 814.554 (Local govt.) 815.284 (Lights)</p>
 <p>Skateboard, E-skateboard</p>	<p>Not defined in Oregon Vehicle Code.</p>	<ul style="list-style-type: none"> • Helmet required for people under 16. 	<p>801.608 (Vulnerable user) 814.600 (Helmet req.)</p>
 <p>One-Wheeled Devices</p>	<p>Not defined in Oregon Vehicle Code.</p>	<ul style="list-style-type: none"> • No regulations are listed as these devices are not defined in Oregon Vehicle Code. 	<p>N/A</p>
 <p>Moped</p>	<p>A vehicle that:</p> <ul style="list-style-type: none"> • Is designed to be operated on the ground with no more than three wheels, • Has a seat or saddle for operator use; • Is equipped with an independent power source that <ul style="list-style-type: none"> ◦ Maxes out at 30 MPH on level ground, and ◦ If gas-powered, has a displacement of 35.01 to 50cc. • Has an automatic power drive and does not require clutching or shifting. <p>Note: If the vehicle exceeds either maximum capable speed or engine size, it is a motorcycle.</p>	<ul style="list-style-type: none"> • Requires registration and insurance to operate on public roadways and premises open to the public. • Requires a driver license to operate (but not a motorcycle endorsement). • Motorcycle helmet required. • Headlights required. • May operate in a bike lane only if exclusively powered by human power. • Passengers not allowed. 	<p>801.345 (Definition) 801.608 (Vulnerable user) 803.420 (Registration) 807.010 (License) 811.440 (Bike lane use) 814.200 (Unlawful use) 814.260 (Helmet req.) 814.310 (Alterations) 814.320 (Lights) 814.330 (Passengers)</p>
 <p>Pocket Bike, Mini Motorcycle</p>	<p>Not defined in Oregon Vehicle Code.</p> <p>Note: These do not fall under the definition of motor assisted scooters because the engine is more than 35 cc and can go faster than 24 mph on level ground. These also do not fall under the definition of a motorcycle or moped because they do not meet federal safety standards.</p>	<ul style="list-style-type: none"> • No regulations are listed as these are not legal to operate on highways or premises open to the public. • May operate only on private property with owner's permission. 	<p>N/A</p>

Oregon Motorized and Non-motorized Device Reference Guide..

Description	Min. Age	License	Registration	Insurance	Helmet	Passenger	Lights	Max Capable Speed	Max Allowed Speed	Ride on Sidewalk	Ride on Bike Path/Lane	Ride in crosswalk	Arrest DUII	Read Implied Consent	
Electric Scooter Gas Scooter 	16	No	No	No	Yes Bike	No	Yes at night	24 Mph	15 Mph	No	Yes	No	Yes	Yes	
Electric – Max Power 1000 watts output Gas – Under 35.01cc's . Both cannot operate faster than 24 mph. If an electric or gas scooter exceeds either the maximum allowed speed, maximum capable speed or engine size, it is classified as a moped or motorcycle and must meet all of the requirements of that classification.															
Pocket Bike Mini Motorcycle 	* See Below	Yes	Yes	Yes	Yes DOT	No	Yes	24+ Mph	Cannot drive on roadways	No	No	No	Yes	Yes	
Drive on Private Property Only Cannot be operated on roads/highways or premises open to the public. These are off-road use only vehicles. These are NOT motor assisted scooters since the engine is more than 35.01 ccs and faster than 24mph. These are considered a moped or motorcycle due to cc size and do not meet standards set by The Department of Transportation. Must have a license to operate. If license is suspended or no insurance, cite and tow the bike. These also require insurance and a registration to operate. *Although pocket bikes may not be ridden on roadways or premise open to the public, anyone riding them can still be cited for any violation of license, registration or insurance.															
Moped 	16	Yes	Yes	Yes	Yes DOT	No	Yes	30 Mph	--	No	Only under human power	No	Yes	Yes	
Operation of this is the same as a motorcycle . Engine size is limited to 35.01 to 50 ccs. Any moped equipped with a power source, EXCEPT electric assisted bike or a motor assisted scooter designed to travel w/no more than 3 wheels in contact with the ground, has an independent power source capable of unassisted speed not more than 30mph on level surface. It is equipped with a power drive system that functions directly or automatically only and does not require clutching or shifting by the operator after the system is engaged. Requires a driver's license (<i>but not a motorcycle endorsement</i>), registration and insurance to operate on public roadways and premises open to the public. If a moped exceeds either maximum capable speed or engine size, it would be classified as a motorcycle and then must meet all of the requirements of that classification. Tow for DWS / No insurance.															
Electric Personal Assistive Mobility Device 	16	No	No	No	No	No	Yes at night	15 Mph	--	Yes	Yes	Yes	Yes	No	
Can operate in bicycle lanes and paths, sidewalks and highways with speed limits of 35 mph or less. Electric personal assistive mobility device is self-balancing on two non-tandem wheels. It's designed to transport 1 person in standing position. Has an electric propulsion system with a maximum speed of 15mph. Unlike bicyclists, operators of these scooters must be at least 16 years old, and the new law creates the offense of operating such a vehicle in an unsafe manner.															
Electric Assisted Bike 	16	No	No	No	Yes Bike	Restricted	Yes at night	20 Mph	--	No	Yes	Yes	Yes	No	
Treat as a bicycle per ORS 814.405 An electric assisted bicycle shall be considered a bicycle, rather than a motor vehicle, for purposes of the Oregon Vehicle Code, except when otherwise specifically provided by statute. The same rules apply to this bicycle as do a "normal" bicycle. These are considered a VEHICLE. Electric assisted bike has both fully operative pedals for human propulsion and electric motor w/power output not more than 1,000 watts. Max speed no more than 20mph on level ground.															
Bicycle 	--	No	No	No	Under 16	Restricted	Yes at night	--	--	Yes	Yes	Yes	Yes	No	
A bicycle is considered a vehicle and must the operator must obey the rules of the road. Approved lighting must be used when operating under limited visibility.															
Skateboard / Skate Scooter	--	No	No	No	Under 16	No	No	--	--	Yes	Yes	Yes	Yes	No	
Roller / In-line Skates 	--	No	No	No	Under 16	No	No	--	--	Yes	Yes	Yes	Yes	No	

GDN 30866 09/2004

**If the operators privileges to drive is suspended or they are under 16 years of age, they cannot legally operate ANY motor vehicle on roadway or premises open to the public. A motor assisted scooter is a motor vehicle although it is not required to be registered or insured under Oregon Law.*

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

From: Lindsay, Joseph

Sent: Wednesday, July 30, 2025 12:01 PM

To: Brown, Adam; Copeland, Andrew; Bisset, Melissa; Witham, Shane; Wood, Tim; Lawyer, Bill; Klever, Garrett

Subject: RE: Additional Scooter Laws

Here is additional knowledge from our Keizer Code:

Section 28-30 (b): No person may operate a vehicle, except as authorized by the director, in any park except upon a publicly owned road or trail which is open for public vehicular traffic within the park. No person may operate any vehicle on any park road or trail at a speed greater than the speed limit established by the director and posted on the road or trail, or if no speed is posted, at a speed greater than ten miles per hour.

Also, the definition of vehicle is quite expansive to even include wheelchairs and strollers--which covers all of these types of vehicles including ebikes. So...we can post speed limits greater than ten or we can assume a 10 mph zone for all our parks trails and roadways.

This will be good info to share with the parks board and traffic safety folks as well. It looks like we have the rules in place.

Joe