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**KEIZER TRAFFIC SAFETY/BIKEWAYS/PEDESTRIAN COMMITTEE**  
**AGENDA**

Thursday, September 18, 2025, 6:00 PM  
Robert L. Simon Council Chambers  
930 Chemawa Road NE  
Keizer, Oregon

1. **CALL TO ORDER**
2. **APPROVAL OF MINUTES**
  - a. August 2025
3. **APPEARANCE OF INTERESTED PERSONS**
4. **PILOT PEDESTRIAN FLAG PROGRAM**
  - a. Responses from Survey
5. **PROJECT SPREADSHEET REVIEW**
  - a. Active List
6. **NEW/OTHER BUSINESS**
  - a. Update on a List of Streets to Ask for Funding Resources ~ Hersch/David
  - b. Discussion on Safety Concerns ~ submitted by Tammy Kunz, Greater Northeast Keizer Neighborhood Association
  - c. Keizer Street Painting Program ~ Prioritize & Aggregate the List of Locations
  - d. Data from Keizer Police Department
7. **COMMITTEE MEMBER INPUT**
8. **STAFF REPORT**
9. **POLICE LIAISON REPORT**

10. **COUNCIL LIAISON REPORT**

11. **MEMBER REPORTING TO COUNCIL: CHAIR DE BLASI ON OCTOBER 6TH AT 6PM**

12. **NEXT MEETING: OCTOBER 16TH**

13. **ADJOURNMENT**

**Neighborhood Traffic Management Program:**

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

*“Agenda Management Services are being supported, in whole or in part, by federal award number 21.019 awarded to City of Keizer by the U.S. Department of the Treasury.”*



**MINUTES**  
**KEIZER TRAFFIC SAFETY/BIKEWAYS/PEDESTRIAN COMMITTEE**  
**Thursday, August 21, 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 6:00 p.m. Attendance was noted as follows:
- |  |   |
|--|---|
| <p><b>Present:</b><br/>Michael De Blasi, Chair<br/>Brenda Lamb, Vice Chair<br/>David Dempster<br/>Hersch Sangster<br/>David Philbrick<br/>Trevor Lewis</p> | <p><b>Council Liaison/Staff Present:</b><br/>Councilor Lore Christopher<br/>Mike Griffin, Storm Ops &amp; Streets<br/>Martin Powell, Police Liaison<br/>Dawn Wilson, Deputy City Recorder</p> |
|--|---|
- Absent:**  
Matt Myers
- 2. APPROVAL OF MINUTES**
- a. July 2025** David Dempster moved for approval of the July 2025 Minutes. Brenda Lamb seconded. Motion passed as follows: De Blasi, Dempster, Lamb, and Lewis in favor with Myers absent and Philbrick and Sangster abstained.
- 3. APPEARANCE OF INTERESTED PERSONS** Tammy Kunz and Jacqueline Green, Greater Northeast Keizer Neighborhood Association, shared about a person who almost got hit by a vehicle at Dearborn and 12th, near Claggett Creek Park. Ms. Kunz asked about having a slow sign installed near or before the park.
- Discussion ensued about the possible orange placards and how they didn't work very well. Officer Powell asked that police officers enforce Dearborn whenever available for enforcement.
- Mr. Sangster commented that this was a behavior issue, and there would still be issues regardless of signage and enforcement.
- Mr. Philbrick commented that it was requested to reduce the speed at Chemawa and Dearborn near Verda.

Ms. Kunz shared about parking issues with vehicles causing blind spots on Manbrin and Cherry where it connects to Thorman. Chair De Blasi would like to see the non-parking area be painted.

Mr. Dempster shared that Dearborn and Verda have had long-time issues, and there was a need to narrow the streets and make a couple of suggestions to mitigate the issues.

Chair De Blasi suggested that the Traffic Safety, Bikeways and Pedestrian Committee recommend to the City Council to be included in the Budget process to fund historical problem streets.

Councilor Christopher coached the members in planning ahead and providing justification by having a list of streets, explaining how those streets were chosen and where the data came from, costing out the resources needed.

Ms. Lamb suggested using the Neighborhood Traffic Management Program to address the vehicular issues.

Chair De Blasi commented that even if the reader boards and enforcement on problem streets weren't being used that the Police Department knows about the problems.

#### **4. PILOT PEDESTRIAN FLAG PROGRAM**

##### **a. Survey Responses**

Ms. Lamb reviewed the survey results for the Pilot Pedestrian Flag Program and how no flags were being lost.

Mr. Sangster received positive feedback about the flag program during National Night Out from three neighbors who loved the program. He spoke about a person who uses the flags almost daily and appreciates the flags.

Ms. Lamb commented that the City needs to identify which locations were used a lot and that flags would be helpful for crossing the street. It was requested that this survey be added to the City website.

#### **5. REVIEW, EVALUATE & DETERMINE ANY POSSIBLE CHANGES TO THE NEIGHBORHOOD TRAFFIC MANAGEMENT**

## **PROGRAM**

### **a. Neighborhood Traffic Management Program**

Chair De Blasi felt that there needed to be a tiered response for a traffic-calming measurement to determine how to respond.

Mr. Philbrick commented that the Neighborhood Traffic Management Program document has been good for serving the community. Mr. Philbrick commented that there wasn't an identifiable change from the program and that one needs to pick out the most important issue and try to address it. He would like to work in partnership with Public Works and the Police Department to determine speed limits based on the nature and safety within the community for specific areas and then provide a joint recommendation to the City Council.

Ms. Lamb commented that they were reviewing the Program as it was and any triggers for this Committee could address the streets that weren't getting triggered. She requested lowering one or two of the triggers. She would like to see Verda be triggered by this Program. Officer Powell commented that Verda was triggered by volume, and it didn't get triggered by the speed.

Chair De Blasi suggested that the Program cover all streets and have a provision for covering arterials.

Officer Powell shared that speed limits in Oregon were set by State Statute and requirements within residential in cities, and that arterials and collectors could be slightly increased, such as Chemawa and Lockhaven. Discussion ensued on the 85 percentile versus the 50 percentile in the Program.

It was suggested to continue with the Public Works study to look at the residential street speed be reduced to 20 miles per hour.

Several members felt that it was too soon to make changes to the Program.

## **6. PROJECT SPREADSHEET REVIEW**

### **a. Active Items**

The active items on the Project List were discussed and updated.

On the green paint for bike crossings item, Councilor Christopher encouraged the Traffic Safety, Bikeways and Pedestrian (TSBP) Committee Members to ask the City Council for funding for green paint every year.

Mr. Dempster would like to see green paint added to Manbrin between Cherry and Newberg.

Mr. Philbrick advocated to have special paint striping on Lockhaven and McLeod heading West for safety reasons to indicate to drivers that cyclists

would be going straight.

Mr. Sangster shared that Lockhaven was his priority because it serves three schools, cyclists, and increased traffic. Mr. Sangster suggested looking at using Safe Routes to Schools money.

Chair De Blasi encouraged the members to review the green paint list again, add anything they want and then prioritize it as they would like so they could aggregate all of it.

## 7. NEW/OTHER BUSINESS

### a. Keizer Street Painting Program

Councilor Christopher shared about the new Keizer Street Painting Program and that there would be paint kits made available.

Mr. Sangster suggested that Newberg would be a great location.

### b. City Council Supports Discussion to Recommend a Committee Name Change

The TSBP Committee discussed possible new names for this Committee.

Chair De Blasi had suggested Safe Streets Advisory Committee.

Ms. Lamb suggested the name of PD for Pedestrian Bikeways.

Officer Powell suggested the name of Traffic Safety Committee.

Hersch shared the history of the committee naming to include bicyclists.

Mr. Griffin suggested reverting to the Traffic Bicycle Pedestrian Committee.

Chair De Blasi suggested Street Safety or Transportation Advisory Committee.

Discussion ensued on the importance of keeping bicycle and pedestrian in the name, so the citizens would know that this Committee wasn't only discussing vehicles. There was concern about using bikeways because it was inferred to only be about bike paths and instead use bicycle to include bicycle usage everywhere.

David Dempster moved to change the name of the Committee to the Keizer Traffic Bikeways Pedestrians Safety Committee. Hersch Sangster seconded.

David Philbrick made a friendly amendment to make a recommendation to change the name to Keizer Bicycle Pedestrian Traffic Safety Committee. Mr. Dempster accepted and Mr. Sangster seconded. Motion passed unanimously as follows: De Blasi, Dempster, Lamb, Philbrick, Sangster, and Lewis in favor with Myers absent.

### c. City Council

Councilor Christopher summarized the issue with e-bikes and e-scooters in

**Requested Discussion on the Safety of E-bikes & E-scooters ~ see Guide & Bike Laws**

parks.  
Mr. Sangster shared that this issue was a messy subject with other Cities.  
The TSBP discussed the e-bikes and e-scooter guide and laws and how high speeds in parks were unsafe and needed to be mitigated.  
Officer Powell shared about a video by the Oregon Department of Transportation (ODOT) on the electric devices and how they don't meet the definition of a vehicle so there's no State statute to enforce. He noted that there was a lot of confusion and inconsistencies with the laws.  
Councilor Christopher suggested that the TSBP give an overview of the problems. Discussion ensued about peddling and throttling some of the e-bikes, which were e-bike assist.  
Mr. Philbrick suggested educating users about safety and how this topic was an issue in the parks with e-bikes on the trails.

**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>**

Chair De Blasi shared the article on "What Happens When Residents Act and Cities Shut It Down."  
Mr. Sangster commented on liability and budget concerns on issues brought to the City's attention.

**8. COMMITTEE MEMBER INPUT**

Mr. Dempster shared that he and Mr. Sangster worked at the Serve Fest and fitted over 40 helmets. Mr. Dempster shared that they have around \$740 in the helmet fund, which was donated money. Their next event was on October 6th for Fire Prevention Week, and they could use some volunteers.  
Mr. Sangster invited everyone to participate in a family-oriented ride on the first Thursday of the month, starting at 6:00 p.m. leaving from the Big Toy at Keizer Rapids Park.

**9. STAFF REPORT**

Storm Operations and Streets Division Manager Mike Griffin shared that they have completed the McLeod pipe project, and they would be finishing the resurfacing project next week. The storm water crew finished inspecting the catch basins and would be reporting the markers.

**10. POLICE LIAISON REPORT**

Officer Martin Powell shared that this is the time of year for grants by ODOT for enforcing speeding, distracted drivers, and driving while under the influence, which ends in September, so there was a lot more patrol for those violations. He reminded everyone that the minimum age requirement for e-bikes and e-scooters was 16 years of age.

**11. COUNCIL  
LIAISON REPORT**

Councilor Christopher shared that there would be a Concert in the Park on Saturday at the Keizer Rapids Park from 6:00 p.m. to 9:00 p.m. Blast Camp would be on September 30th. September 13th was Part II of the paint party for the Big Toy, and artists, who were comfortable on step stools and ladders, were needed to help from 9 am to 2pm.

Councilor Christopher shared a sample, reflective swag that could have this Committee's name on it to hand out to children, which would further encourage pedestrian safety along with the helmet program.

**12. MEMBER  
REPORTING TO  
COUNCIL: Hersch  
Sangster - Sept.  
2nd (Tues) - 6pm**

Hersch Sangster would report to Council on September 2nd.

**13. ADJOURNMENT**

Meeting adjourned: 8:02 p.m.

Minutes approved: \_\_\_\_\_

*"Agenda Management Services are being supported, in whole or in part, by federal award number 21.019 awarded to City of Keizer by the U.S. Department of the Treasury."*

# Keizer Community Feedback

4 responses

[Publish analytics](#)

## Which location did you visit?

4 responses

Chemawa

Kaiser Rapids Park

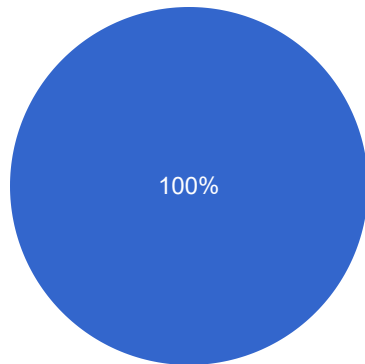
Chemawa road close to Keizer rapid park

Keizer Rapids Park

## Were there flags in the canister?

 [Copy](#)

4 responses



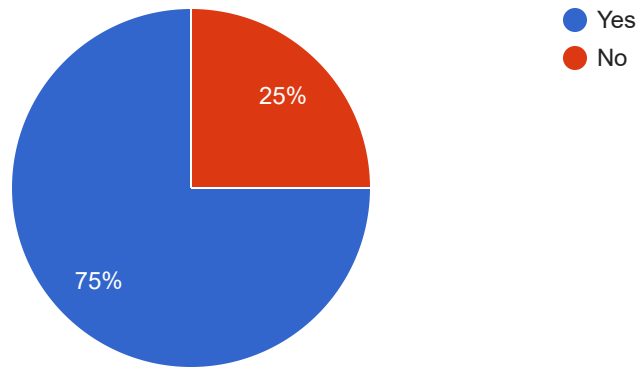
● Yes  
● No



## Did you use a flag?

 Copy

4 responses



## Why or why not?

4 responses

To help cars see that there are people waiting to cross

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

4 responses

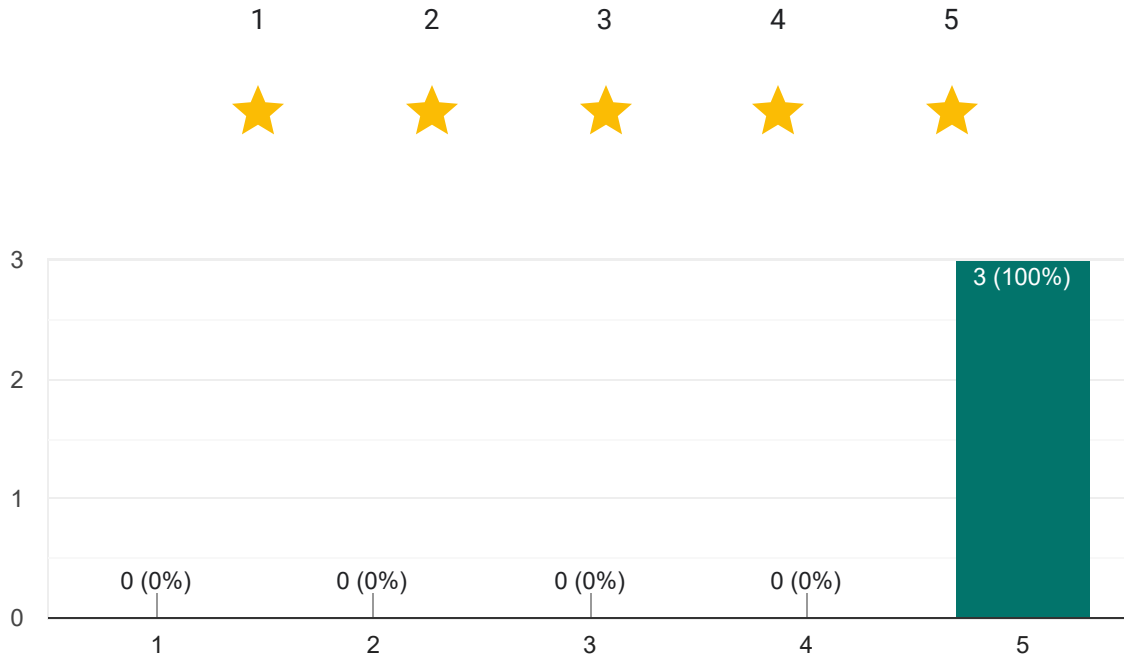


Did you feel safer crossing the street with a flag?



3 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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## Traffic Safety, Bikeways & Pathways - ACTIVE PROJECTS

*Document initiated June 2023. REVISED from the 08/21/25 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				<p>Hersch to complete and submit budget request form to the City with dollar amount of \$29,550 for the green application.</p> <p>05/22/2025- Denied by Budget Committee. Review next year. 07/17/25 - the green paint didn't pass by the Budget Committee.</p> <p><b>08/21/2025 - Members to review list of locations and send additional locations to Dawn to update the list.</b></p>

	Walsh Way & Chemawa	West	Pedestrian Flag Pilot Program - ACTIVE			Monitor	<p>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.</p> <p>07/17/25 - Brenda &amp; others have been monitoring the flags and have received some survey responses.</p>
			Speeding in Residential Areas			Monitor	<p>Bill Lawyer is looking into reducing residential speed limits 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 researching 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 Council.</p>
			Create a List of Streets to Ask for Funding Resources				<p>08/21/2025 - Hersch and David to work with Officer Powell and Public Works.</p>

Greater Northeast Keizer Neighborhood Association

[nekna2022@gmail.com](mailto:nekna2022@gmail.com)

gnekna.com

503-991-1671

To traffic safety, bikeways, pedestrian Committee

Aug 22,2025

Hello, thank you for what you do in supporting Keizer. I believe we can do more. We have been working on a number of items for a long time and here are our thoughts. I have 5 different people working on this letter and will try to piece it together to make sense.

Our work group has worked very hard on gathering data and putting this letter together and while we asked Tammy Kunz and Jacqueline to read it into public records they said 5 minutes was not enough. Tammy is using this to go with our Neighborhood Traffic management plans we are submitting for help. We ask you to pull the old ones and use both drafts to help us achieve safer communities.

Public comments from Naomi Rodriguez, Bill White, Richard Moore, Danaya McGanty (2023) and many more residents have been coming forward since 2022 about this topic. We have had concerns on Speeding and increase traffic safety concerns for our families who have children going to and from school. Back in 2024 we came asking for support to help get a handle on the speeding and safety concerns.

We heard at this last meeting from Lisa and Robert Parker, who shared many concerns from cars passing one another to increase traffic, to not enough lighting, to speeding concerns for their safety. We also heard from Angela Clark who shared these same concerns and fears for her children. They like to play sports and have a basketball hoop in the yard which is a concern for her family's safety. Another family who can park her car on their yard for safety concerns on coming and going. These families have been working with us for along time to have some support. It's time we provide that.

We have traffic concerns from the Parkways to Lockhaven, Dearborn to River, Chemawa rd. to River Road all around our New Verda Crossing which is almost a year old. The traffic has increased and speeding has been an ongoing problem. Verda crossing holds 112 units for families which serves Kennedy Elementary, Weddle for some of the special service families need, Claggett Middle school and McNary High school.

We have been fighting to have support for many months we first began in 2022 with concerns. The criteria are set up for failure and the still is the same. While we appreciate the meeting

on Aug 21, 2025 to make the target better for our communities around Keizer this does not change the fact Many of us have reach out for support and been told we don't qualify. **West Keizer Neighborhood Associations and Greater Northeast Keizer Neighborhood Associations** have brought families and citizens before you and still nothing is able to be done.

We submitted applications for NTSP plan 2025, by one of your own looking for help With **GENKNA** then we turned one in Feb 2025 for a NTSP looking for help, then we had one done in we did another in march and our board decided this is not helpful and took time to support families who felt like you let them down. Jan 2025, meeting you heard concerns from your Committee, David shared "David Philbrick commented on the speed study that the posted speeds were posted when the streets were really different than the current character of the street and surrounding community."

Feb 2025 "Lisa and Robert Barker, Keizer, shared some safety concerns on Verda from the roundabout to Lockhaven with speeders and request speed bumps or some solution. The issue has increased since the apartment complex was built. Discussion ensued about the road no longer being a residential road and that it was now a thoroughfare. It was suggested to have a bike lane to create a visual effect of a narrower road. The Barkers would like the speed limit reduced."

"Angela Clark, Keizer, agrees with the data the Barker's shared about the speeding issue on Verda. Discussion ensued about having more residents parking on the street so cars would slow down. She has concerns that were not dealt with, in Feb 2025. This is included in our New NTSP for Aug 2025. "

April 17<sup>th</sup> 2025 Tammy Kunz and Jaqueline Green attended for Greater Northeast Keizer Neighborhood Association (GNEKNA). Matt being part of your committee and our NA shared; "Matt Myers pointed out a correction needs to be made to page seven of the packet, which was in the March Minutes. It should be 8,000 cars per week instead of per day for the Verda Lane study. He shared that even though both of the speeding criteria in the Neighborhood Traffic Management Program were not met, there was still an issue. It was noted that Officer Powell would continue to enforce speeding when his workload allowed."

In this same meeting you, all heard from Mr. Philbrick commented that some communities were looking at lowering speed limits in neighborhoods from 25 to 20. Mr. Sangster agreed about lowering speeds in residential areas to 20 miles per hour. We are still having the same conversations In June and July Now into august about lowering speed. I called Tammy after the meeting and shared this information.

Slower speeds in residential areas significantly enhance safety for pedestrians, cyclists, and drivers by providing more reaction time and reducing the severity of collisions, with research

showing a 5% crash reduction for every 1 mph decrease in average speed. Strategies to achieve slower speeds include lowering speed limits, implementing physical traffic calming measures like speed humps and chicanes, and using technology such as speed feedback signs to remind drivers of their speed.

We then created a small work group; of 5 and found this information; Why Lowering Speed Matters

- **Increased Reaction Time:** Slower speeds allow drivers more time to notice and respond to unexpected events, such as pedestrians or cyclists entering the road.
- **Reduced Crash Severity:** The kinetic energy of a vehicle increases with the square of its speed. Reducing speed dramatically lowers the force of impact, making collisions less likely to result in death or serious injury.
- **Protection for Vulnerable Road Users:** Reductions in speed are especially critical for protecting pedestrians, children, and seniors, who are more vulnerable in traffic.

How to Achieve Lower Speeds

- **Traffic Calming Infrastructure:** Physical changes to the road can force drivers to slow down.
  - **Speed Humps/Raised Platforms:** These create physical obstacles that require drivers to reduce speed.
  - **Chicanes and Lane Narrowing:** Winding Road designs (chicanes) or narrowing the travel lanes make drivers navigate the road more slowly.
  - **Roundabouts:** Circular intersections slow down traffic at intersections and improve crash safety angles.
- **Technology and Signage:**
  - **Speed Feedback Signs:** These signs display a driver's current speed, reminding them to slow down.
  - **Gateway Treatments:** Signs and markings can signal a change to a lower-speed area, such as a residential zone.
- **Lowering Speed Limits:** Setting lower speed limits is a direct way to encourage slower speeds, particularly in urban areas with high pedestrian and bicycle activity.
- **Enforcement and Publicity:** Public awareness campaigns and increased enforcement can help ensure drivers comply with lower speed limits.

This fits into our CFEC Planning are working as well. We are increasing walkable areas but in order to do that safety is part of what we need to look at. In march Planning Director Shane Witham explained the process related to Climate Friendly and Equitable Communities (CFEC) Walkable Design Standards. However, this means we need to create a plan for sidewalks, walk paths to be made safer. March Mr. Dumpster asked us to look at the code this will also help define what we as community need to do for safer streets. This is where all your experience and service come in and help make Keizer safer for families.

Please tell us what is stopping us from being able to make progress and ensure all of Keizer is safe! Using search tools and talking to other communities about this topic was empowering and I hope you will choose to empower Keizer. Make a recommendation to start the process to lower speeds in our communities and have Law enforcement help educate and we will champion this cause for 2 year and see if the changes make a difference. But it only works if we all do it, no matter what the cost, we have to find a way to save lives before we start losing our kids or other family members to this problem.

Resources; <https://www.nhtsa.gov/book/countermeasures-that-work/pedestrian-safety/countermeasures/legislation-and-licensing/lower-speed-limits>

<https://evogov.s3.amazonaws.com/media/60/media/45763.pdf>

Jan 2025 community came in to share concerns; Rachel Navarro, Keizer, shared that at 4:00 p.m. at Claggett Creek Middle School, parents park in front of the houses and parking in the bike lanes, they block the curb to park, and there are do-not-park signs. At 3:45 p.m. And shared drivers block the mailbox and driveways. There had been graffiti and gang issues in their neighborhood as well. Has this been dealt with follow-up, I can share no one from this group has reached out.

**Southeast Keizer Neighborhood Association** is this group but we have people who attend Tammy's **Greater Northeast Keizer Neighborhood Watch** group and we are looking for results. Tammy has shared ways we can walk for safety We have yellow vest and go in groups of 5 to 10 and are talking back our street and community. I live near Adam says one lady and have never felt safe until Tammy stepped up to help. We meet monthly and I attend on Zoom from work I make time for my break so I can take part in this group. We have 15 other who work nights and use break for this meeting.

Jacqueline and I receive calls each week about the cars blocking mail boxes, Kids who give the appearance of Gang activity, Graffiti, Tammy and Jacqueline have gotten kits from Code and come out to repaint some of the items. We still have concerns and are dealing with them

through our Neighborhood Watch group. We are tracking calls and concerns and share them with Tammy Kunz and Jacqueline.

### Improving Pedestrian and Bicyclist Safety

Rising bicyclist and pedestrian fatalities have prompted urgent calls from the National Transportation Safety Board (NTSB) and NSC in recent years (NTSB, 2019; Road to Zero, 2021). The number of bicyclists killed in traffic crashes has been steadily trending upwards since 2010. From 2010 to 2021, bicyclist fatalities ranged from 623 to a high of 966 with a yearly average of 800 (NCSA, 2022; Stewart, 2023). For the last 5 years (2017 to 2021), the yearly average has been 883 people on bicycles killed in police reported traffic crashes (NCSA, 2022; Stewart, 2023). Bicyclists accounted for 2.2% of total traffic fatalities in 2021 (Stewart, 2023). Resources; <https://www.nhtsa.gov/book/countermeasures-that-work/bicycle-safety>

<https://www.mwvcog.org/transportation/page/metropolitan-transportation-safety-action-plan-mtsap>

<https://evogov.s3.amazonaws.com/media/60/media/49242.pdf>

Listen to the public and get their input on safety concerns and issues in the region. This is the goal of this group. We come and share concerns with you to help communities feel safer as they ride bikes and walks through our city.

The Parkway Walk path is one of the most dangerous places to walk or ride bikes with families. The pot holes and gaps make it unsafe. We have schools Like Kennedy Elementary and Weddle Elementary who use this path way. Middle schools Like Claggett use this pathway. We have been asking for this to be dealt with sense around 2022 was the first time we asked for help, we had Cit Council Robert H, fall off his bike and get injured using this path to get to work and meeting for Keizer.

Create resources and direction for grant submissions and identify funding to build projects. This is on the Cog website have you looked at this? I have shared safer street grant information have we tried to apply for this support? Have you worked a on Safer routes to school grant with Beth from the Safe route to school program? Have you use each of the Neighborhood Associations **Like Greater Northeast Keizer NA, Greater Gubser NA, West Keizer Neighborhood Association, Southeast Keizer Neighborhood Association and Northwest Keizer NA** to help with applying for grants we all have data and we are all willing to serve and support. Have any of you other Than Matt, and Brenda attended a meeting to share what is going on and try to learn what each us hear from people we serve?

Safe routes to school mission statement; **The mission of Salem-Keizer Safe Routes to School is to enhance accessibility for walking, biking, and rolling to and from school. We strive to**

**empower students and their families by providing the essential education and resources needed to engage in multimodal transportation.**

We are dealing with concerns; and we are the voices of those we serve like you, your have Hersch, Matt who is part of our group. You have people who have been doing this for a long time yet you don't hear the concerns from them as we bring them forward. I am sad, we all serve, but you have a chance to change it and make it better for Keizer families. BE THE CHANGE!

<https://www.sksaferoutes.org/>

The **West Keizer Neighborhood Association** reach out for support and result nothing happened. If this is not going to the community then let's not waist time and do away with the process, but this is a tool to provide support and the work was great, we all provided feedback and you listened. Tools are helpful but we all need to see results for our communities and feel like we matter or this committee is a waist of time, for families to show up and share concerns.

At the meeting for Aug 21, 2025, you spoke about lowers the speed limits in residential areas would help us keep our families safer. But I believe having a campaign to educate communities on the importance of speed and the perception of speed is something this committee should be working on and when groups host events this is a great time for families to receive information.

I want to share some information to support the ongoing project for Verda Lane conversations. We have been dealing with this for a few years now. I will share some background information.

We are asking for you to look at adding more signs and look at adding lower speeds, to help ensure safer streets for our families. We are adding funds to the Verda Lane project with SKATS for our February meeting, Project Number (KN20741) this project has some changes in cost and is looking to begin in summer to fall of 2025 the last I heard. Bill Lawyer can provide more information regarding this project. This project is also part of the TIP for constructing Bike lanes, Sidewalks, as well as some other road alignments for transportation. **(8/26/2025)** updated information. This project is do to begin soon and will help with safety concerns.

The project covered above will help with some safety concerns, but will not address the speeding concerns I hear about from families who live near the Parkway and Claxter to the round about near Keizer Rd and Chemawa rd. to Lockhaven. These families deserve some support and action. While Jacqueline Green and I (Tammy Kunz) know we are going to follow the process for a new and updated speed study, I believe we should start working on some calming devises to help slow traffic and education for the community.

This is a great start for Keizer, I believe we can make a difference in keeping families safe, but let's work together and show-up for Keizer and if this means we work harder for Keizer sign me

up. This is my home, my families need us to show-up and make it safer for schools, and families to get to and from work.

We had conversation about Verda and Chemawa back in June of 2023 for this topic as well, as well as Keizer rd. McLeod, and Claggett who have all shared speeding and reckless driving concerns. Youth having to use these areas to get to and from school promote unsafe conditions.

Pedestrian crossing needs to become a higher priority for our families, this includes increasing the lighting for early mornings and evenings. To help ensure the safety of our community. We hold boundaries with Southeast Neighborhood Association who has been working on these same issues for number of years. As I have families that attend Weddle, Kennedy Elementaries' school, from Claggett, and Whitker Middle Schools to McNary High school. Safety needs to become a higher on our list.

I think this committee should have rack cards designed with information and this is something we as neighborhood Associations could use for our meeting and having you present information is a good way to educate our communities. This can be done in many ways and one from joint meetings to joining each us for a meeting.

We can apply for Safer Streets grants;

<https://www.transportation.gov/grants/SS4A>

Thank you, *Tammy Kunz*

Tammy Kunz; (GNEKNA) President

## Green Paint Lines - List of Locations by TSBP

Priority No.	Street Name	Lane	Box	Side	Length (ft)	Start point	End Point	Notes
	Glynbrook St, W of River Rd	X	X	South		44.978185, -123.026769		
	Sunset Ave @ River Rd	X	X	South	90	44.984105, -123.026788	44.984110, -123.027142	
	Manbrin, W of River Rd		X	South				
	Manbrin, E of River Rd		X	North				
	Manbrin, W of Cherry	X	X	South	25	44.986687, -123.026100	44.986710, -123.026020	
	Manbrin, E of Cherry	X	X	North				Box on both straight and turn lane
	Cherry Ave, S of Manbrin	X	X	East	25	44.986501, -123.025454	44.986553, -123.025520	300' Bike buffer from nothr of access into Keizer Lions to bike lane shift. Bikes turing right onto Manbrin can use turn lane box.
	Cummins Ln, W of River Rd		X	South				
	Dearborn, W of River Rd	X	X	South	45	44.993390, -123.027304	44.993394, -123.027100	Bike Box in both straight and turn lanes
	Dearborn, E of River Rd	X	X	North	50	44.993448, -123.025787	44.993445, -123.025988	Bike Box in both lanes. Connect bike lane to straight /left turn lane
	Chemawa W of River Rd	X		North	70 (N), 70 (N2)			Green lane markings at turn lane on north side and by shopping center access.
	Chemawa W of River Rd	X	X	Both	170			Bike Box in Straight and left Turn lanes.
	Chemawa Rd, E of River Rd	X	X	North	40	44.996968, -123.025792	44.996940, -123.025945	Lane begins on west side of access to Flower Shop/Walgreens
	Lockhaven, W of River Rd	X	X	South	70	45.004326, -123.027292	45.004324, -123.027006	Bike Box in right and left turn lanes. Gren lane where currently dashed.
	Lockhaven, E of River Rd	X	X	North	100	45.004743, -123.024362	45.004629, -123.024710	Bike Box in Straight/Left turn lane
	Lockhaven, E of River Rd	X		South	105 (1), 165 (2)	45.004404, -123.025116	45.004512, -123.024741	Green lanes at beginning of turn lane, at from entry to shopping center to past exit behind H&R
	Manzanita, E of River rd		X	North				Bike Box in Straight and left Turn lanes.
	Wheatland, W of River Rd	X	X	South	45	45.012174, -123.021293	45.012074, -123.021198	Bike box at turn lane and Green lane connecting to left turn lane
	River Rd, N of Wheatland	X	X	West	60	45.012652, -123.020587	45.012489, -123.020577	Bike Box in left turn lane and green lane connecting bike lane to left turn lane
	Lockhaven, W of McCleod	X	X	South	50	45.005997, -123.008169	45.006029, -123.007915	Bike Box in Left turn lane and green lane connecting bike lane at single lane to left turn lane
	Lockhaven, E of McCloed	X	X	North	80	45.006257, -123.005656	45.006145, -123.005910	Bike Box in Left Turn lane and green lane connecting bike lane to left turn lane
	Lockhaven, W of 14th	X	X	South	30	45.005755, -123.014124	45.005806, -123.014036	Bike Box in left turn lane and green dashed lane connecting bike lane to turn lane
	Lockhaven, E of 14th	X	X	North	105	45.006125, -123.012182	45.006097, -123.012578	Bike Box in left turn lane and green dashed lane connecting bike lane to turn lane
	McCleod, S of Lockhaven	X	X	East	40	45.005635, -123.006173	45.005696, -123.006301	Bike Box in Straight and left turn lanes. Green Dashed line
	Chemawa, S of Lockhaven	X	X	East	84	45.005376, -123.004168	45.005607, -123.004116	Bike Box in right Right turn lane and Left turn lane
	Chemawa west of Ulali	X		South	151	45.005872, -123.002917	45.005767, -123.002354	Green Dashed lane to straight lane
	Chemawa, W of I-5	X		South	160	45.005621, -123.000615	45.005576, -122.999988	Green Dashed lane to straight lane
	Chemawa, W of I-%	X		North	115	45.005707, -122.999194	45.005739, -122.999640	Green Dashed lane to straight lane
	Alder, S of Verda	X	X	South	45	44.986916, -123.010073	44.987007, -123.009957	Green dashed lane to left turn lane. Bike Box in left turn lane
	Verda, W of MLK	X		South	115			Green Dashed lane to straight lane
	Manbrin between Cherry & Newberg							<i>Requested by David Dempster</i>