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KEIZER MULTI-MODAL SAFETY COMMITTEE
AGENDA

Thursday, March 19, 2026, 6:00 PM
Robert L. Simon Council Chambers
930 Chemawa Road NE
Keizer, Oregon

1. **CALL TO ORDER**
2. **APPROVAL OF MINUTES**
 - a. February 2026
3. **APPEARANCE OF INTERESTED PERSONS**
4. **DISCUSSION ON ESTABLISHING A POLICY FOR THE ATTENDANCE REQUIREMENT**
 - a. Input Requested for Volunteer Attendance Policy, History, and Resolution
5. **PROJECT SPREADSHEET REVIEW**
 - a. Active Items
6. **NEW BUSINESS**
 - a. Joint Work Session with City Council Tentatively 06/08/2026 ~ Create a List of Items to Take to Council
7. **COMMITTEE MEMBER INPUT**
8. **STAFF REPORT**
9. **POLICE LIAISON REPORT**
10. **COUNCIL LIAISON REPORT**
11. **MEMBER REPORTING TO COUNCIL: TREVOR LEWIS ON APRIL 6TH AT 6PM**

12. NEXT MEETING: APRIL 16TH

13. ADJOURNMENT

Neighborhood Traffic Management Program:

<https://www.keizeror.gov/DocumentCenter/View/991/Neighborhood-Traffic-Management-Program-PDF>



MINUTES
KEIZER MULTI-MODAL SAFETY COMMITTEE
Thursday, February 19, 2026
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:
- | | |
|--|---|
| Present:
Michael De Blasi, Chair
Michael Welsh
David Dempster
David Philbrick
Trevor Lewis
Lazlo Montoya Mendoza, Youth Liaison | Council Liaison/Staff Present:
Council President Starr
Mike Griffin, Storm Ops & Streets
Martin Powell, Police Liaison
Dawn Wilson, Deputy City Recorder |
|--|---|
- Absent:**
Hersch Sangster, Vice Chair
Matt Myers
- 2. APPROVAL OF MINUTES**
- a. January 2026** David Dempster moved for approval of the January 2026 Minutes. Trevor Lewis seconded. Motion passed as follows: De Blasi, Dempster, Philbrick, Lewis, and Welsh in favor with Myers and Sangster absent.
- 3. APPEARANCE OF INTERESTED PERSONS** Jennifer Hewit, Keizer, shared that she was a resident of Shoreline Drive and there was dangerous and reckless driving on Shoreline Drive. Ms. Hewit described how her family has lived on Shoreline for eight years and has witnessed increasingly dangerous speeding in their neighborhood, which has many children, pets, and elderly residents who take morning walks.
- Ms. Hewit shared a tragic incident that occurred the previous morning at 8:30 a.m. when her neighbor's cat, Ollie, was struck and killed by two separate vehicles. The first vehicle, a burgundy Mazda SUV, ran over the cat but did not kill it. Despite Ms. Hewit's attempts to alert the second driver in a white Dodge Ram, he did not stop or slow down and killed the animal.
- Ms. Hewit proposed installing speed bumps on Shoreline Drive, particularly

near Dearborn and the crosswalk by Rafael Elementary School. She noted that a speed bump on Cummings has been beneficial and that people ignore the flashing speed sign on Shoreline. Ms. Hewit emphasized that the neighborhood is full of kids and pets that deserve safety, and vehicles fly down Shoreline at dangerous speeds every day. She expressed concern that racers start right after the four-way stop at night and take off down Shoreline. Ms. Hewit felt that next time it could be a child chasing a ball into the street or an elderly person trying to cross.

Ms. Hewit described ongoing speeding and late-night racing on Shoreline Drive, noting temporary improvement after speed display signs were installed but stating drivers now often ignore them. She expressed concern for pedestrian safety, including a near-miss involving her children, and she clarified the incident location near Rafael Drive, several blocks from the Chemawa and Shoreline intersection.

Officer Powell reported the Police Department has not received recent complaints about Shoreline since installation of the speed reader signs and had focused enforcement efforts elsewhere. Mike Griffin explained that prior speed and volume studies on Shoreline did not meet thresholds under the Neighborhood Traffic Management Plan (NTMP), though the Committee and City Council still approved installation of speed display signs. Committee members and staff discussed limitations and challenges of traffic-calming measures, including impacts on emergency access, space constraints, and neighborhood impacts.

David Dempster and other Committee members noted that NTMP criteria and speed study thresholds may not fully reflect residents' safety concerns and emphasized the importance of continued public input and potential policy adjustments. Chair De Blasi proposed adding discussion of possible NTMP revisions to a future agenda.

Council President Starr confirmed that speed and volume studies conducted on Shoreline Drive did not meet NTMP thresholds, which would normally have ended the process. However, the Committee forwarded a recommendation to Council, which approved installation of speed display signs. Council President Starr also noted that the NTMP, adopted in 2024, had been in place long enough to evaluate and consider potential updates.

Carolyn Homan, West Keizer Neighborhood Association (WKNA), spoke in support of Ms. Hewit's testimony. She stated that WKNA had previously attempted to use the NTMP and would be willing to initiate the process again. She reported that traffic enforcement staffing had increased to two officers and emphasized that speeding was a frequent concern reported by residents throughout Keizer on major and residential streets. Ms. Homan noted that speed display signs on Shoreline Drive were initially viewed as helpful, though the association had not recently reassessed their

effectiveness.

Ms. Homan noted that speeding, with squealing tires and roaring engines, on residential streets was probably the number one issue heard from neighbors throughout the years.

The Committee discussed whether residents living on Shoreline might be the ones speeding, with Mr. Dempster suggesting that if neighbors know who was speeding, perhaps direct communication could help. However, the consensus was that Shoreline was a through street extending from Larry to Chemawa, that was used by many non-residents, particularly since the park and fields now attract more visitors.

David Philbrick expressed concern about a disconnect between what the Police consider a speeding issue versus what neighborhoods consider a speeding issue. Mr. Philbrick noted that the Committee had tried to address this by proposing to lower speed limits to 20 mph, which had not been well received. He observed that despite going through various speed studies and procedures, the Committee often ends up in the same place due to this disconnect between residents' perception of safety, what the City had listed as the speed limit, and how enforcement interprets it. Mr. Philbrick stated that this type of complaint had come up repeatedly on different streets.

Chair De Blasi expressed sympathy for Ms. Hewit's loss and asked about the nearest intersection, confirming the incident occurred about two and a half blocks from the four-way stop at Chemawa and Shoreline, approximately a block from Dearborn.

4. PROJECT SPREADSHEET REVIEW

a. Active Items

The active items on the Project List were reviewed.

Brenda Lamb, West Keizer Neighborhood Association, shared that the Pedestrian Flag Program would go to the Council in March for discussion.

The Committee discussed the prior request to reduce residential speed limits from 25 mph to 20 mph. It was noted that lowering speed limits would require replacing and adding speed limit signs on affected and connecting streets, resulting in significant costs.

Council President Starr and Officer Powell explained the signage requirements associated with speed limit changes. While reducing all residential streets to 20 mph could address some signage consistency issues, the City was not currently pursuing this change due to cost considerations.

Chair De Blasi stated he would compile neighborhood association feedback and survey results into a spreadsheet identifying the top five pedestrian crossing priorities for presentation at the April meeting, with remaining priorities retained for future funding opportunities.

Trevor Lewis moved that the Multi-Modal Safety Committee does a Work Session with the City Council. David Dempster seconded. Motion passed as follows: De Blasi, Dempster, Philbrick, Lewis, and Welsh in favor with Myers and Sangster absent.

It was requested to have discussion at the next meeting to make a list of items to discuss with the City Council. Council President Starr offered to share three items when she had her Council Member Report. Those items were speeding issues, crosswalks, and NTMP amendments.

5. OTHER BUSINESS

a. Pedestrian Road Crossings ~ Survey Results & Prioritize Locations

Chair De Blasi explained the poll results on the Pedestrian Road Crossings Locations.

Mr. Philbrick expressed concerns that pedestrian crossing priorities should be based on objective factors, such as traffic volume, vehicle speeds, and pedestrian activity. He identified River Road and portions of Lockhaven Drive as areas where crossings may be needed and stated that further evaluation may be necessary to ensure the prioritization accurately reflects safety needs.

Chair De Blasi expressed surprise that Windsor Island received the most votes, noting he had voted for Lockhaven at Verda as his number one priority because it was a high traffic area with no protected crossings and a bus stop right there.

Chair De Blasi felt that the feedback received from the neighborhood associations would likely be more useful than the Committee's survey results.

Officer Powell shared that he sees most pedestrians at Lockhaven and Trail with the post office, apartments on both sides, and stores with more kids crossing there than anywhere else he sees in Keizer. He noted that this was a poor location for a crosswalk because of the hill.

Chair De Blasi would aggregate all feedback from the members and neighborhood associations and the survey voting. He anticipated that he would have a final spreadsheet by the April meeting showing a hopefully clear top five priorities, with the remainder of the list continuing to be available for future consideration.

6. COMMITTEE MEMBER INPUT

Lazlo Montoya Mendoza, Youth Liaison, shared a safety concern regarding visibility at the intersection near Saint Edward Church and McNary High School's back entrance, which was accessible from Claggett Street off River Road, in the vicinity of Sandy Drive. He noted that trees and other obstacles make it difficult for drivers to see students after school. He suggested potential safety improvements, such as stop signs or additional school warning signage, to improve pedestrian visibility.

Mr. Philbrick was traveling south on Verda at Dearborn when he noticed that both sides the bus stops were close to the stop signs where the Cherriots sign blocked the stop sign.

Chair De Blasi shared that on Trail near Harmony on the bike lane, there was an Oak Tree that dumped a lot of leaves in the Fall and became a mess when it rained. He asked why the normal cleaning didn't happen. Mr. Griffin shared that the contractor changed and there were some issues, such as a smaller machine, and the City would be issuing another Request for Proposal.

Michael Welsh asked about the asphalt at Alder and Pleasant View.

Rachel Navarro, Keizer, expressed appreciation for the asphalt and stated she returned to the neighborhood association because cars were rolling through the crosswalk. She asked the school to have a permanent crossbar.

Trevor Lewis expressed appreciation for the community comments and concerns and felt that we were stronger together.

Mr. Dempster shared that the City managed a fund in the budget for the Bike Helmet donations, and he noted the upcoming events that they would be handing out helmets and teaching the kids bicycle safety skills. He asked for more volunteers to help with helmet fittings at the events.

7. STAFF REPORT

Storm Operations and Streets Division Manager Mike Griffin, shared that Public Works completed hazmat and confined space trainings. He mentioned the request to tour the neighborhoods with the new Public Works Director Keare Blaylock. He share that Ms. Blaylock was open to the idea and asked what the Members had in mind for the tour.

Chair De Blasi commented that the request to tour the neighborhoods with a representative or two from the respective neighborhood association, the Council liaison for this Committee or the neighborhood associations, a Multi-Modal Safety Committee (MMSA) member, and the new Public Works Director Keare Blaylock. He thought the tours would be a way to bring back items to the MMSA that needed to be addressed and indicated that he was modeling this after the Parks and Recreation Advisory Board tours. He would like to meet with Ms. Blaylock after the tour to discuss the next steps.

Mr. Griffin expressed logistical concerns about how to make the tours work practically, suggesting it would be nice to focus on one neighborhood association area, park somewhere in the neighborhood, and walk to a couple spots, rather than driving around to multiple scattered locations.

Council President Starr suggested picking three neighborhood associations and asking them to give one area to look at each and having a central meeting place close enough to walk to three places that would be completed within an hour and a half.

Chair De Blasi proposed that the first step would be having neighborhood associations indicate their interest and identify three places they're interested in examining.

It was noted that the tours could be done once a year.

8. POLICE LIAISON REPORT

a. Speeding on Cummings Lane ~ Update

Officer Powell shared that he had a speed trailer on Cummings Lane for at least a week. He enforced Cummings in the mornings and stopped some speeding cars. He felt that it was likely that they were residents on Cummings Lane.

b. Speed & Increased Traffic Complaint on Verda Lane NE ~ Update

Officer Powell reported that enforcement and speed monitoring efforts on Verda Lane NE, including the use of a speed trailer and two speed studies, show average vehicle speeds of approximately 26–27 mph. He stated that while some speeding occurred, he was only able to stop about one speeding vehicle per hour and does not consider it an efficient use of enforcement time.

Officer Powell indicated that speeding on Verda Lane was not as severe as portrayed and does not rise to the level of concern seen on other streets, such as Alder, where data confirmed a greater issue. He emphasized the importance of relying on objective data to prioritize enforcement and safety improvements and recommended addressing the most problematic locations first, given limited resources.

Council President Starr offered to connect with Councilor Christopher, who was the liaison to the Greater Gubser Neighborhood Association, so Officer Powell could share what he presented at this meeting with both the Councilor and the neighborhood association President, Patti Tischer, who had sent the complaint letter.

9. COUNCIL LIAISON REPORT

Council President Starr shared that Congresswoman Salinas completed a request for \$850,000, which was successfully approved. The funding was for construction to the East Side of Verda Lane between Chemawa and Dearborn. Eighty percent of the design had already been completed.

Council President Starr reported that the Oregon Department of

Transportation overbid the Verda project, which means the matching funds the City had to provide were less than budgeted, leaving \$1.2 million to go back into the street fund.

**10. MEMBER
REPORTING TO
COUNCIL:
Michael De Blasi
on March 2nd at
6pm**

Chair De Blasi would report to Council on March 2nd.

**11. NEXT MEETING:
March 19th**

Chair De Blasi noted that the next meeting was scheduled for March 19th, but he would not be able to attend. He asked about having Vice Chair Sangster chair the meeting.

12. ADJOURNMENT

Meeting adjourned at: 7:48 p.m.

Minutes approved: _____



City of Keizer

Phone: (503) 390-3700 • Fax: (503) 393-9437
930 Chemawa Rd. N.E. • P.O. Box 21000 • Keizer, OR 97307-1000

February 12, 2026

Dear Keizer Volunteers,

Re: Input Requested – Development of a Volunteer Attendance Policy

The Volunteer Coordinating Committee (VCC) noticed that meeting attendance has sometimes been low enough to make achieving a quorum a close call.

While all committee resolutions include a 75% attendance requirement, there's currently no guidance on how to handle absenteeism. The VCC would like to develop a policy to provide clarity and support for all volunteers.

At our recent meeting, the VCC discussed the following draft suggestions:

1. Define an attendance concern as either missing two consecutive meetings or falling below 75% attendance over 12 months.
2. If issues arise, the City Recorder's Office will contact the member to discuss their commitment and emphasize the importance of attending meetings.
3. The member's response and any decisions will be communicated to the committee chair.
4. Attendance tracking by the City Recorder's Office will occur only when clear issues arise, not routinely for all members.
5. Members should provide 48-hour notice whenever possible if they cannot attend.

We would love to hear your thoughts. Please share any suggestions or ideas your committee may have.

Feedback from each Keizer committee will be reviewed by the VCC at our next meeting.

Thank you for your dedication and helping us shape a fair and supportive attendance policy.

~The Volunteer Coordinating Committee

“Pride, Spirit and Volunteerism”

Wilson, Dawn

From: Wilson, Dawn
Sent: Wednesday, January 21, 2026 12:21 PM
Subject: VCC - History on the origination of the 75% attendance rate

Good afternoon, VCC members,

At your last meeting the question of where the 75% attendance rate rule originated.

The rule started in 2003 when there was a committee that had at least one member that did not show up since the late 90's and did not resign. There wasn't any language in the resolutions allowing the Council to remove members from positions so another volunteer could fill the position.

Additionally, the Bikeways Committee and the Traffic Safety Commission constantly had quorum issues to where those meetings had to be cancelled due to not having a quorum. Back in 2003, Mayor Clark and two other City Councilors thought there needed to be a rule in the resolution that addressed members with absenteeism issues—and they also thought that if they combined the two committees, there would be a better attendance rate.

As such, Chair Herb will ask the Council at the Feb. 2nd meeting if they'd like to see the VCC work on adding procedural language to the Resolutions.

Thank you,

Dawn M. Wilson, CMC

Deputy City Recorder

City of Keizer

930 Chemawa Road NE

Keizer, OR 97303

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1 CITY COUNCIL, CITY OF KEIZER, STATE OF OREGON

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3 Resolution R2025- 3622

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6 **AMENDING THE TRAFFIC SAFETY/BIKEWAYS/PEDESTRIAN**
7 **COMMITTEE; AMENDING RESOLUTION NO. R2012-2256;**
8 **REPEALING RESOLUTION R2025-3553**
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11 WHEREAS, the City Council adopted Resolution No. R2012-2256 establishing
12 the Traffic Safety/Bikeways/Pedestrian Committee on July 2, 2012;

13 WHEREAS, the City Council adopted Resolution No. R2017-2820 amending the
14 membership section in Appendix A of the Committee on December 4, 2017;

15 WHEREAS, the City Council adopted Resolution R2023-3403 to amend the
16 purpose section in Appendix A on August 7, 2023;

17 WHEREAS, the City Council adopted Resolution R2024-3503 to amend the
18 purpose section in Appendix A on September 3, 2024;

19 WHEREAS, the City Council adopted Resolution R2025-3553 on March 3, 2025
20 to amend the membership section in Appendix A;

21 WHEREAS, the City Council wishes to amend the name of the Committee;

22 NOW, THEREFORE,

23 BE IT RESOLVED by the City Council of the City of Keizer that Resolution No.
24 R2012-2256 is hereby amended by replacement of Appendix "A" with the attached
25 Appendix "A", and by this reference incorporated herein.
26

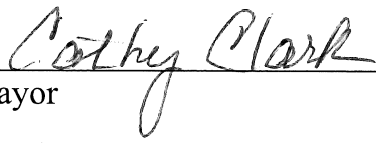
1 BE IT FURTHER RESOLVED by the City Council of the City of Keizer that
2 Resolution No. R2025-3553 is hereby repealed in its entirety.

3 BE IT FURTHER RESOLVED that this Resolution shall take effect immediately
4 upon the date of its passage.


5 PASSED this 20th day of October, 2025.

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7 SIGNED this 20th day of October, 2025.

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Mayor



City Recorder

Appendix “A” City Council Committee

Name: Multi-Modal Safety Committee

Purpose: To act in an advisory capacity to the Keizer City Council and City Manager in the creation, development and implementation of official traffic safety activities, including bikeways and pedestrian routes, and to make recommendations on projects and practices that improve safety, efficiencies and choices for transportation mode options. The tasks of the Committee shall include, but are not limited to:

1. Develop, prioritize, and recommend coordinated traffic safety programs.
2. Develop recommendations for inclusion in the Bicycle System component of the Keizer Transportation System Plan, including an assessment of the need for bikeways, recommended routes with costs and priorities, proposed funding sources, and implementation program.
3. Proactively recommend traffic safety priorities for the City, including recommendations developed through the Neighborhood Traffic Management Program process.
4. Review and recommend project applications for funding (e.g. Safe Routes to School, Connect Oregon, other bike/pedestrian funding competitions).
5. Provide traffic and transportation-related research and information to official agencies of the City.
6. Coordinate and disseminate information to the public on routes and rules for bicyclists, pedestrians, and transit.
7. Promote public knowledge and compliance with traffic safety programs and laws and emerging issues (e.g. policy development on issues like e-mobility devices, and autonomous vehicles).
8. Promote expanding transportation options that increase safety, efficiency, health, and independence.
9. Provide an oral report of its activities to the Council at a Regular Session following the Committee meeting and other reports which the Council may request from time to time.

Membership: The Committee shall consist of seven (7) voting members. At least two (2) of the voting members shall be bicycle advocates and actively engaged in recreational and/or commuter bicycling. Liaisons from the City Council, City staff and representatives from Marion County Fire District #1 and Keizer Fire District shall serve as non-voting ex officio liaisons. The Council will appoint the non-voting Council liaison to the Committee at a regularly scheduled Council meeting. The non-voting Fire District representatives shall be appointed by the Districts. The non-voting staff liaison will be appointed by the City Manager. The Council may appoint a non-voting Youth liaison to the Committee pursuant to the Council Rules of Procedure. Other members shall be appointed as outlined by the City Council Rules of Procedure and relevant statutory requirements.

Term of Office: Each member of the Committee shall be appointed for a three-year term, except for initial terms which shall be staggered. Members may be reappointed. The terms shall be staggered so that not more than three will expire in the same year.

Chair and Vice-Chair: The Committee will elect the Chair and Vice-Chair at the first meeting of each calendar year.

Meetings: Members of the Committee shall establish a regular meeting date and shall meet as deemed necessary by the Chair. All meetings of the Committee shall follow Robert Rules of Order Newly Revised and the Oregon Public Meeting Laws.

Attendance: It is the duty of each member to attend at least 75% of the meetings each calendar year. When a member is unable to attend a meeting, the member shall notify the Chair. Members of the Committee may be removed by two-thirds majority vote of the City Council.

Multi-Modal Safety Committee - ACTIVE PROJECTS

Document initiated June 2023. REVISED from the 02/19/26 mtg.

S c o r e	Project	NA	Type of project	Date added	Date discussed by committee	Status	Comments
	Lockhaven & River Road	GG	Bikelane Painting (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>08/21/2025 - Members to review list of locations and send additional locations to Dawn to update the list.</p> <p>09/18/25 - Chair De Blasi asked all the members to send their top three to five locations for green paint lines to Deputy City Recorder Dawn Wilson who would then send them to Chair De Blasi to determine the top three scores.</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. 07/17/25 - Brenda & others have been monitoring the flags and have received some survey responses. 01/15/26- waiting for green paint funding.</p>
	Keizer Rd NE & Noren	Greater NE	Pedestrian Flag Pilot Program - ACTIVE				<p>Application for marked crosswalks next to Kennedy Elementary School submitted by Tammy Kunz was approved by Mike Griffin on 09/19/2025.</p>

			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. 10/16/25 - there was additonal discussion on this during the meeting-- and the City Council would be discussing this at the 10/20/25 meeting.</p> <p>11/20/2025 - CP Starr shared that the Council directed staff to gather more info & community input via upcoming survey.</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> <p>09/18/25 - Hersch & David noted that the list of streets to request funding for would be for priority streets based upon police data and complaints.</p> <p>10/16/25 - they still need to get together.</p> <p>01/15/2026 - they should be able to meet before the next meeting.</p>