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KEIZER MULTI-MODAL SAFETY COMMITTEE
AGENDA

Thursday, April 16, 2026, 6:00 PM
Robert L. Simon Council Chambers
930 Chemawa Road NE
Keizer, Oregon

1. **CALL TO ORDER**
2. **ANNUAL VOLUNTEER RECOGNITION ~ BY LANORA BLAKE**
3. **APPROVAL OF MINUTES**
 - a. March 2026
4. **APPEARANCE OF INTERESTED PERSONS**
5. **PROJECT SPREADSHEET REVIEW**
 - a. Active Items
6. **NEW BUSINESS**
 - a. Joint Work Session with City Council, Tentatively 06/08/2026 ~ Refine List of Topics to Take to Council
 - b. GNEKNA Proposed Items for MMSC Consideration
7. **COMMITTEE MEMBER INPUT**
8. **STAFF REPORT**
9. **POLICE LIAISON REPORT**
10. **COUNCIL LIAISON REPORT**
11. **MEMBER REPORTING TO COUNCIL: DAVID PHILBRICK ON MAY 4TH AT 6PM**

12. NEXT MEETING: MAY 21ST

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, March 19, 2026
Robert L. Simon Council Chambers
930 Chemawa Road NE
Keizer, Oregon

1. CALL TO ORDER Vice Chair Sangster called the meeting to order at 6:00 p.m. Attendance was noted as follows:

Present:

Michael Welsh
David Dempster
Hersch Sangster, Vice Chair
David Philbrick
Matt Myers

Council Liaison/Staff Present:

Council President Starr
Mike Griffin, Storm Ops & Streets
Martin Powell, Police Liaison
Dawn Wilson, Deputy City Recorder

Absent:

Michael De Blasi, Chair
Trevor Lewis
Lazlo Montoya Mendoza, Youth Liaison

2. APPROVAL OF MINUTES

a. February 2026 David Philbrick had a correction to the minutes to change the word "crossbar" to "crossing guard" under item number 6 (Committee Member Input).

David Philbrick moved for approval of the February 2026 Minutes as amended. David Dempster seconded. Motion passed as follows: Dempster, Sangster, Philbrick, Myers, and Welsh in favor with De Blasi and Lewis absent.

3. APPEARANCE OF INTERESTED PERSONS

Carolyn Homan, Keizer, West Keizer Neighborhood Association (WKNA), accompanied by Mandi Hansen, Vice President of WKNA, explained that as a way to promote safety on neighborhood streets, WKNA had purchased "Slow Down" signs for interested neighbors to post in their yards. She noted that Jennifer Hewit and Michelle, who had previously testified about Michelle's cat being run over, now have these signs on Shoreline.

Ms. Homan acknowledged that the Neighborhood Traffic Management Plan

(NTMP) was a formal step that Michelle may be pursuing, though it could be somewhat daunting. Since speed limits and stop signs were discussed at Monday's Council meeting, she wanted the Committee to know about this grassroots effort. Six signs cost \$30 and provided neighbors a way to show their concern about speeding traffic.

Hersch Sangster mentioned that pre-COVID, Oregon Traffic Safety's Bike Pedestrian Program had promoted similar "Sasquatch slowdown" signs and had given hundreds to Cities. He had contacted Heidi Manlove with the Transportation Safety Office for the Oregon Department of Transportation (ODOT) on Monday, who said they no longer have a budget for the signs, but supported the neighborhood effort, as long as the signs are placed on private property. The Transportation Safety Office would appreciate feedback on how the signs worked in neighborhoods. Committee members expressed support for the initiative.

The discussion confirmed that as long as signs remain on private property, there are no issues. The Committee also discussed how neighborhood associations could potentially use their annual City budget allocations or fundraising for such initiatives.

4. DISCUSSION ON ESTABLISHING A POLICY FOR THE ATTENDANCE REQUIREMENT

a. Input Requested for Volunteer Attendance Policy, History, and Resolution

Deputy City Recorder Dawn Wilson explained absenteeism issues with some Committees and sometimes Committees struggle to achieve a quorum due to last-minute absences, creating uncertainty about whether meetings could proceed. As such, a policy was needed if members were falling short of the 75 percent attendance requirement in the resolutions.

Council President Starr shared that the intent was to receive feedback from all of the Committees on an attendance policy. The Volunteer Coordinating Committee had developed five bullet points for a suggested policy, and staff was seeking input from all committees before making recommendations. Council President Starr clarified that this was intended to gather feedback from all Committees to ensure consistency across the board, even from Committees like this one that haven't had attendance problems.

Mr. Sangster shared that most of the members who hadn't shown had reasons to be excused.

Mr. Sangster shared that the Marion County Parks Commission had a policy that five or more missed meetings, excused or not, would be a discussion

point by the Chair.

Mr. Sangster had a reference point that if a member can't attend, let the Chair or the Deputy City Recorder know.

Mr. Philbrick suggested that under item # 3, it might be appropriate that any decisions would be made jointly between the City Recorder's Office and the Committee Chair.

Mr. Sangster liked the idea of 75% attendance requirement and keeping the Chair involved of the process.

Mr. Philbrick pointed out that the 75% attendance requirement was already in the resolutions for the Committees.

Committee members agreed that the 75 percent standard (equivalent to attending 8 of 11 annual meetings) was reasonable and that **having a clear process would help Chairs know how to address attendance issues.**

The Committee provided positive feedback on the proposed policy with the **suggested modification to have joint decision-making between the City Recorder's Office and the Committee Chairs.**

5. PROJECT SPREADSHEET REVIEW

a. Active Items

Mr. Sangster reviewed the active projects on the Committee's spreadsheet:

The Lockhaven and River Road bike lane painting was still wanted, and the Committee confirmed that Chair Michael De Blasi would submit the budget request that had been previously prepared.

The Pedestrian Bike Project at Walshway and Chemawa remained active and continued to be appreciated by residents based on recent neighborhood association feedback.

Regarding the Pedestrian Flag Program, the Greater Northeast Neighborhood Association was still active, and they only replaced one flag.

It was noted that the request for residential street speeds to be reduced to 20 miles per hour, and the City Council declined the speed reduction due to the excessive cost of all the signs needed. Council President Starr suggested speed reduction options that could be considered in all areas by adding alternative language to explore other options.

Officer Powell provided detailed data analysis on vehicle-pedestrian

crashes, reporting 56 such incidents over approximately 2.5 years (about 2-2.5 per month). Of these, only 12 resulted in drivers being cited as at fault. Most involved pedestrians or cyclists who were illegally in the road, riding the wrong way, impaired, or on sidewalks. The majority of incidents occurred on River Road, particularly at driveway entrances rather than intersections, where pedestrians were using the center turn lane inappropriately, or cyclists were riding on sidewalks faster than walking speed.

Mr. Sangster suggested having more crossings on River Road farther north versus south when funding was available. Discussion ensued about the need to avoid creating new driveways on River Road where possible, suggesting this recommendation be passed to the Planning Department for new developments.

Officer Powell emphasized that while 56 incidents over three years sounds significant, it's actually relatively low considering the high volume of daily traffic on River Road, and many of the incidents were extremely minor with no injuries or damage.

6. NEW BUSINESS

a. **Joint Work Session with City Council Tentatively 06/08/2026 ~ Create a List of Items to Take to Council**

Mr. Sangster shared the tentative Joint Work Session with City Council on Monday, June 8th, encouraging Committee Members to prepare topics for discussion over the next two meetings.

Council President Starr suggested that the Committee use this meeting to identify topics, then refine their suggestions during April and May meetings to be ready for the June work session. She recommended reviewing the Neighborhood Traffic Management Plan (NTMP) process as one key topic, suggesting the Committee develop recommendations for that discussion.

Mr. Sangster identified the first topic as gathering neighborhood association feedback on their experience with the traffic management plan as currently written. He agreed to work with Ms. Wilson to send requests to all neighborhood associations.

Mr. Philbrick noted that this Committee should be actively involved in the TSP update process, and Council President Starr confirmed that while the City received a grant to update the TSP, work hadn't started yet, making the Work Session an appropriate time to reiterate the Committee's desire for involvement.

The members identified the following Work Session topics:

- Committee to review of the NTMP process

- Request input from the Neighborhood associations on the NTMP process
- Traffic-calming procedures and designs
- General discussion of pedestrian and bike safety and neighborhood liability: look at crosswalks, speeds, and curb cuts.
- Issues affecting connector streets (Verda, Alder, Manbrin, Shoreline, and Dearborn): look for certain actions to reduce speeds by considering traffic engineering changes to reduce speeds by causing drivers to feel more inhibited.
- Transportation System Plan (TSP) update and this Committee's involvement
- Traffic safety education component (the "three E's": education, enforcement, engineering)

Committee Members discussed the need for traffic safety education, noting that while they address enforcement through police and engineering through public works, they haven't focused on educating the public about bike lanes, sidewalk use, and traffic rules.

Mr. Sangster commented on the electronic bikes and gas-motorized bikes being a safety issue. He mentioned Travis Gordon, a member of the Chamber of Commerce, who does driver education and posts traffic safety content on Facebook, as a potential resource. It was noted that staff would need to check about sharing external content. The Committee would like to invite Mr. Gordon to speak at a Multi-Modal Safety Committee meeting on safety that would be coupled with the City's Facebook outreach.

Michael Welsh requested that the Northeast Keizer Neighborhood Association's concern about maintenance needed on the Keizer Station bike path be included in the Work Session discussion. Storm Operations and Streets Division Manager Mike Griffin explained the maintenance responsibilities for the Parkway section of the bike path that paving and potholes were handled by the Oregon Department of Transportation (ODOT). The Keizer Station Property Manager handles the Keizer Station portion, and the Confederated Tribes of Grand Ronde manage the section near the overpass. Mr. Griffin noted he had established contacts for addressing issues in each section.

Council President Starr offered to follow up on this issue to save time.

Council President Starr suggested that the members attend each of the neighborhood associations to obtain their feedback as a follow-up to the email.

7. COMMITTEE MEMBER INPUT

Mr. Welsh commented that the GNEKNA had their request for the Keizer Station bike path addressed.

Mr. Sangster shared that the KeizerFEST would be from May 14th to the 17th, and the parade would be on the 16th on Lockhaven and River Road. Also, April 26th would be the Monster Cookie Ride. Safe Routes to Schools would follow at McNary High School.

Mr. Meyers thanked Tammy Kunz of GNEKNA for the email that was extensive and well-written.

Mr. Philbrick shared that the Monster Cookie Ride had a new route that would start in Keizer and go down to the State Capital in celebration of the 15th anniversary and head east. There would be a Mini-cookie Ride starting at 10:00 a.m. at McNary High School followed by a Bike Rodeo.

8. STAFF REPORT

Storm Operations and Streets Division Manager Mike Griffin shared that they had taken down deteriorating pin oaks from two island sets (across from Keizer Permanente and past Stadium Drive) and replanted them with raspberry spear crabapples with pink flowers and skyrocket junipers as backdrop trees, creating an attractive new look coordinated with the Keizer Station theme.

Regarding the Verda Lane improvements, Public Works was assisting the water department with moving water services and fire hydrants in preparation for street widening and sidewalk addition. The contractor should start shortly with completion expected by August.

He noted that the City would get the Summer Resurfacing Bid out shortly for the streets to be paved after July 1st.

Mr. Sangster reported that the pump was broken in the bike repair station at the Keizer Event Center after about 12 years of service. Mr. Griffin confirmed they would look into replacing the pump and noted that Keizer Rapids Park also has a well-used bike repair station.

9. POLICE LIAISON REPORT

Officer Martin Powell shared that for March, there were almost no motorcycles on the road because the Police Department was training patrol from within patrol cars. He had been asking the new patrol officers to monitor certain problem areas while they were writing reports.

Officer Powell shared that they had received new equipment, a traffic data collector for studies, and were learning to operate the new system. He didn't have the data from the speed assessments yet for the neighborhood associations, but would share the data with them after he had it.

10. COUNCIL LIAISON REPORT

Council President Starr shared that she received clarification about Ms. Kunz email that was sent out today. She reminded that budget request forms need to be submitted. She suggested that this Committee listen to the Joint meeting with City Council and the Community Diversity Engagement

Committee on March 30th and the Joint City Council and the Neighborhood Associations on April 13th.

11. MEMBER REPORTING TO COUNCIL: Trevor Lewis on April 6th at 6pm

Trevor Lewis would report to Council on April 6th. Mr. Sangster offered to help Mr. Lewis or fill in for him.

12. NEXT MEETING: April 16th

It was noted that the next meeting would be on April 16th.

13. ADJOURNMENT

Meeting adjourned: 7:09 p.m.

Minutes approved: _____

Multi-Modal Safety Committee - ACTIVE PROJECTS

Document initiated June 2023. REVISED from the 03/19/26 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. 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. 11/20/2025 - CP Starr shared that the Council directed staff to gather more info & community input via upcoming survey. 03/19/2026 - It was noted that the Council had declined to lower the residential speed limit due to high cost - will keep this item on the list as a potential topic for future discussion and add alternative options.</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. 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. 10/16/25 - they still need to get together. 01/15/2026 - they should be able to meet before the next meeting.</p>



To: Mayor Clark and City Council Members
Thru: Adam J. Brown, City Manager
From: Dawn Wilson, Deputy City Recorder
Subject: Joint Work Session with City Council, Tentatively 06/08/2026 ~ Refine List of Topics to Take to Council

Proposed Motion

I move that the Multi-Modal Safety Committee recommend that the Keizer City Council conduct a joint work session with the Committee on June 8, 2026, and receive the Committee's proposed discussion topics for Council review and direction.

Or

I move that the Multi-Modal Safety Committee recommend that the Keizer City Council conduct a joint work session with the Committee on June 8, 2026, and receive the Committee's proposed discussion topics, as refined during this meeting, for Council review and direction.

I. Summary

This item is before the Council to prepare for a tentative Joint Work Session with the Multi-Modal Safety Committee (MMSM) on 06/08/2026.

The 03/19/2026 committee agenda listed under New Business, "Joint Work Session with City Council Tentatively 06/08/2026 ~ Create a List of Items to Take to Council."

The purpose of the work session is to provide the Council and the Committee with an opportunity to discuss transportation safety priorities, the Neighborhood Traffic Management Program (NTMP) process, potential traffic-calming measures, pedestrian and bicycle safety concerns, connector street issues, Transportation System Plan coordination, and traffic safety education.

II. Background

A. On 02/19/2026, the MMSM approved a motion to have a work session with the City Council.

B. The approved 02/19/2026 committee minutes state that discussion was requested for the next meeting to create a list of items to discuss with the Council, and the initial candidate topics identified were speeding issues, crosswalks, and NTMP amendments.

C. On 03/02/2026, in Committee Reports to the City Council, the Committee Chair reported that there would be a Joint Work Session with the City Council and the MMSC.

D. The 03/02/2026 Council minutes also reflect committee discussion themes, including speeding and protected crosswalk locations, together with a suggestion to discuss the savings from the Verda ODOT project.

E. The MMSC devised a list of work session planning items for a tentative 06/08/2026 date.

III. Current Situation

The Multi-Modal Safety Committee (MMSC) Members identified the following Work Session topics:

- Committee to review of the NTMP process that was adopted 09/16/2024
- Request input from the Neighborhood associations on the NTMP process
- Traffic-calming procedures and designs
- General discussion of pedestrian and bike safety and neighborhood liability: look at crosswalks, speeds, and curb cuts.
- Issues affecting connector streets (Verda, Alder, Manbrin, Shoreline, and Dearborn): look for certain actions to reduce speeds by considering traffic engineering changes to reduce speeds by causing drivers to feel more inhibited.
- Transportation System Plan (TSP) update and this Committee's involvement
- Traffic safety education component (the "three E's": education, enforcement, engineering)

IV. Analysis

A. **Strategic Impact** - A joint work session would allow the Council and the Committee to align priorities on neighborhood traffic management, pedestrian and bicycle safety, connector street conditions, and future transportation planning responsibilities. It would also give the Council an opportunity to clarify the Committee's role in advisory review, recommendations, and public education within its adopted scope.

B. **Financial** - N/A

C. **Timing** - Continued refinement of the topic list during the Committee's April and May meetings would position the Committee to present focused issues and potential next steps at the June work session.

D. **Policy/Legal** - The Committee is an advisory body with adopted duties related to multimodal transportation safety, bicycle and pedestrian issues, and Transportation System Plan recommendations. Discussion of NTMP amendments, traffic-calming options, and transportation planning priorities would fall within the Council's policy-setting role and the Committee's advisory function.

V. Alternatives

A. The Council may proceed with the Joint Work Session on 06/08/2026 and use the identified topic list as the framework for discussion.

B. The Council may proceed with the Joint Work Session on 06/08/2026, but narrow the agenda to a smaller set of priorities, such as NTMP review, crosswalks, and speeding concerns.

C. The Council may direct staff and the Committee to further refine the discussion topics during April and May and return with a revised work session outline before the June session.

D. The Council may postpone the Joint Work Session pending additional committee review or completion of supporting background materials.

VI. Recommendation

Staff recommends that the City Council proceed with the Joint Work Session with the Multi-Modal Safety Committee on 06/08/2026 and receive the Committee's refined discussion topics for Council review and direction.

Attachments

1. ATT_R2025-3622_2025-10-20 - Multi-Modal Safety Committee's Purpose_4 16 2026

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

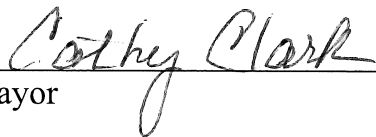
1 BE IT FURTHER RESOLVED by the City Council of the City of Keizer that
2 Resolution No. R2025-3553 is hereby repealed in its entirety.


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.

Wilson, Dawn

From: Tammy Kunz <nekna2022@gmail.com>
Sent: Wednesday, March 18, 2026 5:56 PM
To: Wilson, Dawn; Matt Myers; Cathy Clark; Kyle Juran
Subject: Multi-Modal GNEKNA
Attachments: GNEKNA Multi- Modal and Council.docx

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION: This email originated from **Outside Your Organization.** Exercise caution when opening attachments or on clicking links from unknown senders. Please **contact Information Technology for assistance.**

Hello,

Dawn Please share this with Multi-Modal and Keizer City Council.

I hope this finds you well, I am sharing this document with you.

GNEKNA has been working on this for 2 months to provide a detailed list of items we have tried to get handed through the last 2 years.

Here is a new way of looking at these items . I included Matt As he is part of our Neighborhood Association as well as an active member of your group. This is the 1st time he is seeing this. We wanted to keep him from a conflict of interest.

I have included our Mayor and Kyle as he is SKATS Liaison for our City Council and may have other insight.

Tammy Kunz
GNEKNA



Greater Northeast Keizer Neighborhood Association

nekna2022@gmail.com

gnekna.com

503-991-1671

Dear, Keizer City Council, Staff, and Multi Modal committee.

Goals are an important part of this process;

1. Keizer City Council Goal, Transportation System Plan: and Traffic Congestion (short - term and long-term goal) as well as Traffic Congestion.
2. Keizer Multi -Modal Safety Committee, Goal #8 Promote expanding transportation options that increase safety, efficiency, health, and independence.
3. Greater Northeast Keizer Neighborhood Association, (GNEKNA), Goal #1 Neighborhood Safety; Residents' needs are at the center of our work, and we work to amplify those voices.
4. The Metropolitan Safety Action Plan Objectives Draft, a metro-area plan that guides safety projects and other plans by local agencies in the SKATS region: was adopted by the SKATS Policy Committee on September 24, 2024.
5. The Metropolitan Safety Action Plan Objectives: Listen to the public and get their input on safety concerns and issues in the region. Refer to (<https://www.mwvcog.org/media/54310>)

The name changes leave out parts of the community is some of what we are hearing. I do understand the name was long but included all parts of our community. We hope this does not take away from what this committee is designed to do.

We have submitted report after report NTMP (Neighborhood Traffic Management Plan) after another to get support for people in our community and still this committee does nothing and people feel like they don't matter. The problem with how this is laid out is the goals are not attainable as written. The results we are hearing from this step is it does not meet the criteria

for us to do anything. West Keizer NA, Greater Northeast Keizer NA has submitted documents and letters to support these.

We are asking for this committee to be given clear direction to provide support to the Neighborhood Associations. If this process is set to help and support us making sure the needs of our community are met then this process needs to work. It took Rhonda coming to the City Council for a sign in her community. I have families that live on the Border of Southeast and Greater Northeast Keizer NA that are reaching out for help. We have followed the Process for months, to hear this still does not meet the Criteria, or this assessment does not match what we are hearing. Please help us use the tools and make headway with some of the community needs.

The next item is our **Multi-Use Paths**: Multi-use or shared-use paths provide recreation and transportation opportunities for a variety of user groups including pedestrians, bicyclists, rollerbladers, and equestrians. These paths are physically separated from motor vehicle traffic with an open space or barrier.

Recommendation: Connecting pedestrian/bike network: Stops connected to a network of paths or sidewalk-equipped streets with improved crossings are better than those with no pedestrian facilities. New pavement which includes a very smooth surface with no cracking/roughness/patching or faulting. No debris in the bike facility or outside travel lane/shoulder (for mixed conditions). Bicycle facility-related striping should be clean, new, and complete. Transitions from the paved surface to the gutter pan should be smooth and with consistent cross-slopes.

The Bicycle Network: The bicycle network consists of bike lanes, bicycle parking, intersections and intersection treatments, bikeway signing and marking, and bike sharing. A complete and connected multimodal transportation network prioritizes bicyclists and pedestrians and provides safe, convenient access to essential destinations. To do this, it is crucial that transportation professionals evaluate the existing network to identify gaps, barriers, and critical connections. For active transportation, several key elements can be incorporated into the multimodal network to ensure a complete and well-connected system. Bikeway signing and marking are used to identify bicycle facilities and routes.

The Pedestrian Network: Elements of the pedestrian network typically consist of sidewalks, crosswalks, and footpaths. Good pavement which includes smooth surfaces with minor hairline cracking/occasional patching evident but with smooth transitions and negligible differential settlement of curbs or gutters. Striping should be complete and well visible with little wear. Occasional debris in the bike facility or shoulder with no more than 25% coverage by area which can be avoided without moving into an adjacent buffer or travel lane no more than a couple

times per city block or no more than 20 times in a mile in a rural segment. Walk path signing and marking are used to identify different points of interest in the walk path facilities and routes.

Walking has been the primary mode of transportation for many people over many years. Cities and towns were designed for the pedestrian and provided access to other modes (e.g. Walkers, Scooter and Wheel Chairs) for long-distance travel. In the 1800's the bicycle was invented and became a widely-used mode of transportation. As we move into the Climate Friendly Areas with Keizer, please keep this in mind. Streets and multi-use pathways must take all users into account. It is the responsibility of public and private agencies to ensure that users of all ages and abilities have access to all services and facilities. Americans with Disabilities Act (ADA) considerations for pedestrian planning include the following:

- Sidewalk width
- Sidewalk ramp design/geometry
- Drainage
- Crossing time
- Audible crossing signals
- Sidewalks are free from obstructions
- Detectable warnings are incorporated (surface features applied to walking surfaces to warn visually impaired people of potential hazards)

Our walk path safety the walk path begins at (MLK BLVD) Parkway Broadway goes to Keizer Station. Multi-modal paths are intended for the enjoyment of non-automotive traffic such as bicycles, golf carts and pedestrians. Vehicles are not permitted on any of the multi-modal paths. Walking has been the primary mode of transportation for many people over many years. As walking and cycling gradually became more prominent, the benefits of these modes were studied and promoted.

Additionally, unsafe conditions resulting from conflicts between bicyclists/pedestrians and motorists gained more attention. As a result, the need for safety interventions was amplified in some of the research we have done for our families. Bicycle Level of Traffic Stress (BLTS) this would also help support our Pedestrians who use this pathway as we look at the levels of stress users are facing.

Objective 1: for Keizer since 2009 has been to develop paths, connections, and facilities to provide simple access between modes at different parts of work, shopping, or recreational trips. Policy 1: Support development of an appropriate transportation infrastructure that is comprehensive, connected, and multimodal. Policy 2: Work with surrounding jurisdictions to provide improvements to the regional bicycle system. Policy 3: Support the incorporation of multimodal connections and modal balance into local transportation facilities. Objective 2: Safety must be an underlying concept for any element of the transportation system.

(<https://docs.google.com/document/d/1yPkRUJXA0xhb77LduOPOhrZDQU3WGQ4OVhfHXw3cehc/edit?tab=t.0>)

Additional Pedestrian Considerations Pedestrian Levels of Stress, (PLTS) does not include some additional factors that may influence the overall level of traffic stress. These considerations may be somewhat subjective and may not be easily measured. These factors include, but are not limited to, steep grades, neighborhood crime/personal security, access density, crash history, and heavy bicycle use (on sidewalk or pathways). Street lighting helps to enhance safety and security with adequate lighting. Working in the goal or objective listed above would be our choice. As there are many items to factor in.

As walking and cycling gradually became more prominent, the benefits of these modes were studied and promoted. Additionally, unsafe conditions resulting from conflicts between bicyclists/pedestrians and motorists gained more attention. As a result, the need for safety interventions was amplified. This led to the formation of advocacy programs focused on active transportation and increased interest in integrating active transportation considerations into new and existing planning movements.

The Walk path safety how many times has this come up. Many families have asked about this over the last few years and have us know their concerns. Our families are mad and feel like the needs are not being met and this hurts my heart because we are here to help those voices be heard. A complete and connected multimodal transportation network prioritizes bicyclists and pedestrians and provides safe, convenient access to essential destinations.

To do this, it is crucial that transportation professionals evaluate the existing network to identify gaps, barriers, and critical connections. That is where the Multi Modal committee comes in and the people who use this pathway are used for transportation to get around our wonderful city. As our families use this path we develop our own professional needs. Safe travel to work, School and just getting out with the families for a walk.

Jacqueline and I (Tammy Kunz) receive calls every week about flat tires, another scooter accident over cracks and pot holes. We even had our own City Councilor, Robert H, got hurt on this same path. We have been working on finding a way to get this repaired, and safer for our

community since 2023. Still the steps to follow are not helping us get results, so we are seeking support from this governing body to help make this pathway safer for all families. Active transportation, several key elements can be incorporated into the multimodal network to ensure a complete and well-connected system for our community and Keizer residents.

Members of our community use this for work, Zeek gets 2 to 3 flat tires on his scooter going to and from work each week. Kathy boys use this to go to School one at Weddle and at Kennedy they get flat tires each week. The cost for our community is too high, Karen's daughter uses this to get to her bus stop for school, John uses this to go to work rain, snow or sun this is how he gets to and from work 6 days a week. John is an avid bike enthusiast and loves that he can still use this mode of transportation. He has gotten a flat tire each week, and has expressed concerns. This is just to share some of the background. Other members of the community impacted, Karen, Leslie, Mary, Ellan, Ethan, Joel, Keven, Jack, Ken, Martine, MaryBeth, Tammy, Jeff, Phillip, Perry, Lenny, Susaina, Martha and many others.

We have heard from about 87 people who have been affected by this pathway and the unsafe conditions. This doesn't include our walker and roller group. They use ADA devices to get around. This group has 56 people who walk or roll when the weather is good. We use this path to go from one community to another part of the community for our Greater Northeast Keizer Neighborhood Watch group. We have 15 to 25 families who do our safety walks and use this path for safety checks.

Under Keizer's TSP goal 5 within 2.5 Objective 1: Establish a continuous, direct, and safe system of bicycle and pedestrian facilities within the Keizer urban area and connect it to the greater regional system. Policy 1: The City shall continue to work with pedestrian and bicycle groups to evaluate improvements to these facilities. Policy 2: New developments shall be required to provide for pedestrian and bicycle facilities along the property frontage and connect to adjacent or nearby facilities. Our Parkway Walk path does meet this need at this point in time.

As we focus on crash risks for younger (age 16–25) and older road users (age 66+). Young road users may lack experience and understanding of the safety risks when traveling. While aging road users may have physical or cognitive limitations that put them at greater risk for a crash to occur or make them more susceptible to serious injury. Safe System Strategies: Simplify the road environment to reduce driver workload and can increase safety education for all. As we manage conflict points to reduce impact speeds and impact angles, tangible results are crucial to achieving our goal of eliminating fatal and serious injuries on Salem and Keizer area roadways and Multi user pathways. As we look to understand how to improve the safety for our communities and protect vulnerable road users and multi-use pathways for transportation.

Areas for concerns we have had complaints and concerns come in for this pathway. Going from the parkway to cross over Verda coming from Keizer Station has received some concerns and a couple of complaints from families almost being hit by oncoming traffic. Policy 10: Encourage the timely repair and maintenance of existing pedestrian facilities including those identified as regionally significant. This can be found under 2.6 of the TSP for Keizer part 1.

We did not even talk about the fence repairs needed, as well as the upkeep of the grass and other safety concerns. Lighting is huge for this pathway. This is an ongoing concern for Highland Neighborhood Association of Salem, Southeast Keizer Neighborhood Association and Greater Northeast Keizer Neighborhood Association, Gubser NA all have families who use this as well as other communities in Keizer. Our teens are using this path to get to work and learning how to navigate the responsibility of adulthood. Let's make this safer for them.

The grant would also cover places for safety updates like the walk path for our communities who use this as Access to for Keizer. Jacqueline and I have talked to families from Southeast Keizer, Greater Northeast Keizer and Gubser who use this to get around. This could help make part of our transportation access for walkers, riders and rollers for school and work as well as those who use this Multi-Modal pathway. Community safety is high on the list for each of you who chose to run for office and for our staff.

I would like to remind you this fits in with The Metropolitan Safety Action Plan which is part of the Salem/Keizer Area Transportation Studies program for the Safety Action Plan. These safety concerns need to be addressed and added to the list for Keizer and the Safety action plan team to look at and see if we can find a way to make these areas safer for families. Humans are vulnerable; humans can only tolerate a certain level of force before serious injury or death occurs; the transportation system should be designed to reflect the physical limits of the human body. Responsibility is shared and every individual plays an important role in preventing fatalities and serious injuries.

The 3rd item is the bicycle network consists of bike lanes, bicycle parking, intersections and intersection treatments, bikeway signing and marking, and bike sharing. There are two common bike lane types, which include conventional bike lanes and buffered bike lanes.

CFEC is also part of this process of Walkable and Mixed-use standards. May open other sources for funding to help.

Recommendation: would be applying for another grant, Great Streets program funds and safe streets for all funding to help ensure safety for Keizer Families. (Last year this grant will be available as I understand)

Pedestrian safety; Outside travel lane width: Wider travel lanes are rated better than narrower travel lanes because of the larger buffer space between vehicles and pedestrians.

- Bicycle lane/shoulder width: The addition of bicycle lanes or shoulders creates greater separation between vehicles and pedestrian traffic and acts as a buffer.
- Wider or more separated (e.g. buffered or separated bike lanes) facilities are rated better than narrow or non-existent facilities.
- Presence of buffers (landscaped or other): Buffer presence that separates pedestrians from traffic results in an improved rating. Wider buffers are rated better than narrower or non-existent ones.
- Sidewalk/path presence: The presence of sidewalks or paths will rate higher versus shoulders or no facilities at all. Wider sidewalks/paths rate better than narrower or non-existent ones.
- Lighting: The presence of lighting, whether roadway or pedestrian-scale, is rated better than roadways without lighting.
- Travel lanes and speed of motorized traffic: Less travel lanes and lower vehicle speeds will rate higher than more lanes and higher speeds.

Goals are an important part of this process; I am reminded of these goals for all parts involved and this seems to check a number of areas in our Planning process to be addressed and adding in our Sidewalk Gap program we have begun would help enhance opportunities for safety of our community. We generally understand a reasonable minimum target for pedestrian routes. This level of accommodation will generally be acceptable to most users. Higher stress levels may be acceptable in limited areas depending on the land use, population types, and roadway classifications, but they will generally not be comfortable for most users. Each land use has specific needs for the pedestrian network and study areas should have multiple targets for the different areas.

Tammy Kunz and Jacqueline Green attend Planning meetings and have shared some of the differences as they understand them. Our concerns are Facilities within a quarter mile of schools, and routes heavily used by children should use a target of Pedestrian Levels of Stress

(PLTS). This is because of the large number of children that may use the system with little or no adult supervision. The area around elementary schools should contain no PLTS 3 or 4 because of the associated safety concerns and the discouraging effect that such facilities have on walking rates. Pedestrian facilities near middle and high schools may include Pedestrian Levels of Stress, (PLTS), since the students are in the older age group, but PLTS routes are preferred.

PLTS 1- Represents little to no traffic stress and requires little attention to the traffic situation. This is suitable for all users including children 10 years or younger, groups of people and people using a wheeled mobility device (WhMD). The facility is a sidewalk or shared-use path with a buffer between the pedestrian and motor vehicle facility. Pedestrians feel safe and comfortable in the pedestrian facility. Motor vehicles are either far from the pedestrian facility and/or traveling at a low speed and volume. All users are willing to use this facility.

- PLTS 2- Represents little traffic stress but requires more attention to the traffic situation than of which young children may be capable. This would be suitable for children over 10, teens and adults. All users should be able to use the facility but, some factors may limit people using WhMD's. Sidewalk condition should be good with limited areas of fair condition. Roadways may have higher speeds and/or higher volumes. Most users are willing to use this facility.

- PLTS 3- Represents moderate stress and is suitable for adults. An able-bodied adult would feel uncomfortable but safe using this facility. This includes higher speed roadways with smaller buffers. Small areas in the facility may be impassable for a person using a WhMD and/or requires the user to travel on the shoulder/bike lane/street. Some users are willing to use this facility.

- PLTS 4- Represents high traffic stress. Only able-bodied adults with limited route choices would use this facility. Traffic speeds are moderate to high with narrow or no pedestrian facilities provided. Typical locations include high speed, multilane roadways with narrow sidewalks and buffers. This also includes facilities with no sidewalk. This could include evident trails next to roads or 'cut through' trails. Only the most confident or trip-purpose driven users will use this facility. References;https://www.oregon.gov/odot/Planning/Documents/APMv2_Ch14.pdf

We are a smaller City (Keizer) but have the same needs for safety as every City of this is to ensure the safety of our families and their children. It is our responsibility to work for those who placed us in these positions for our city. Keeping in mind a wheeled mobility device (WhMD) includes walkers, manual wheelchairs, power base chairs, and light weight scooters. Each of these devices requires the operator to maneuver and set the direction of travel. All these devices can be operated independently and do not require additional people to maneuver the device. The American with Disability Act (ADA) (1990) sets limits on the vertical change in a

surface to 0.5 inches. Ref (<https://www.mwvcog.org/media/5941>) (<https://www.mwvcog.org/media/5431>);(https://www.oregon.gov/odot/Planning/Documents/APMv2_Ch14.pdf)

We have a fair number of families who use a mobility device to get around. We have a growing aging population and it is my job and yours to ensure safety for these members of our community who use our path ways and sidewalks to get around are maintained and taken care of with a high standard of excellence.

Recommendation:

Education for the community on proper ways to get around town. Design materials we can use in our communities for education of how this works. Our schools and educational facilities will benefit from this. This fits with our sidewalk Gap program needs.

These measures are derived from the physical characteristics of the roadway segment and intersection crossing. Pedestrians will go either direction on a sidewalk. If there is not a sidewalk, pedestrians typically walk in the opposite direction of traffic and both sides of the roadway should be classified. The Pedestrian Levels of Stress (PLTS) is broken into several different segments and crossing tables based on several physical characteristics of the corridor.

- City Council Goal, Transportation System Plan: and Traffic Congestion (short - term and long-term goal) as well as Traffic Congestion. City Council Short- and Long-term goal; Sidewalk Gap Program
- Multi -Modal Safety Committee, Goal #8 Promote expanding transportation options that increase safety, efficiency, health, and independence.
- GNEKNA, Goal #1 Neighborhood Safety; Residents' needs are at the center of our work, and we work to amplify those voices.
- The Metropolitan Safety Action Plan Objectives Draft, a metro-area plan that guides safety projects and other plans by local agencies in the SKATS region: was adopted by the SKATS Policy Committee on September 24, 2024.
- The Metropolitan Safety Action Plan Objectives: Listen to the public and get their input on safety concerns and issues in the region. Refer to (<https://www.mwvcog.org/media/54310>)

CFEC has some funding opportunities we can maybe tap into to help with ensuring some safety options.

Community Development Block Grants (CDBG): HUD provides flexible grants to states/localities for housing, economic opportunity, and suitable living environments, often supporting mixed-use projects.

Transit-Oriented Development (TOD) Programs: Agencies like Oregon Metro offer grants and partnerships for high-density, mixed-use housing near transit, focusing on affordability.

State/Local Programs: Look for specific state grants (e.g., Oregon's DLCD for green infrastructure) or city-specific recovery funds. If this is something we can look into this may help with some of our needs for Keizer as a whole not just Greater Northeast Keizer Neighborhood Association.

(https://www.oregon.gov/odot/Planning/Documents/APMv2_Ch14.pdf)

In closing, we would like to offer a few comments on the Metropolitan Transportation Plan's goals and objectives as you consider updates. In addition to limiting the increase in congestion and improving mobility and accessibility, we would urge goals and objectives to also consider and include: Reducing travel times, increasing reliability of the system; Improving signal operations and coordination to facilitate safe and efficient movements, increasing use of travel time information. Working in improving our Multi modal walk paths as these are used for transportation to and from Work, School, just families using these to get around our cities.

Increasing crossing opportunities and improving connectivity for people walking, biking, micro-mobility, and using transit Our second focus on increasing safety and security on the network. We would urge you to look beyond objectives on minimizing fatalities, injuries, and collisions and instead focus reactively and proactively. Reactively by reducing the most barriers within our transportation outcomes sets up communities for success using our multi modal walk paths.

Then focusing proactively on reducing risk on the transportation system so we frame the safety issue and move solutions further up the process of development. To do this, it is crucial that transportation professionals evaluate the existing network to identify gaps, barriers, and critical connections. That is where the Multi Modal committee comes in and the people who use this pathway are used for transportation to get around our wonderful city. As our families use this path we develop our own professional needs. Safe travel to work, School and just getting out with the families for a walk.

Other items to consider for vary but here are some ideas,

Thank you for your service and time,

Traffic Circles

Traffic Circles are speed management tools installed at small scale (one lane in each direction) intersections along roadways that are posted at 25 to 30 MPH. They are similar to roundabouts in terms of directing motorists slowly around a center circle. Traffic Circles can take different forms but are generally designed as a horizontal deflection to slow drivers. Arvada's traffic circles are painted with flexi-posts.

Drivers are required to apply traditional intersection rules - known as Rules of the Road - to traffic circles:

- Using turn indicators to communicate turns
- Yielding for oncoming vehicles before turning left
- Non-conflicting movements can operate together at the intersection
- Looking for a safe gap before entering from a side-street
- Waiting for pedestrians when pedestrians have the right-of-way

Watch this [video on how to navigate traffic circles!](#)

Speed Cushions

According to the Institute of Transportation Engineers (ITE), speed cushions consist of "two or more raised areas placed laterally across a roadway with gaps between raised areas," with a "height and length similar to a speed hump; spacing of gaps allow emergency vehicles to pass through at higher speeds."

Curb Extensions

The curb extensions involve the installation of flexi-posts, white striping, and temporary colored paint in an effort to:

- Reduce the crossing distance for pedestrians at crosswalks, including children walking to school
- Improve sight lines for drivers, reducing the risk of crashes
- Reduce speeds of drivers turning into and out of residential streets, making it safer and more enjoyable for people walking and bicycling

GNEKNA

Tammy Kunz President and Jacqueline Green Vice President

