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KEIZER MULTI-MODAL SAFETY COMMITTEE
AGENDA

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

1. **CALL TO ORDER**
2. **APPROVAL OF MINUTES**
 - a. June 2026
3. **APPEARANCE OF INTERESTED PERSONS**
4. **NEW BUSINESS**
 - a. Overview of the Draft Sidewalk Infill & Repair Programs by Staff
5. **COMMITTEE MEMBER INPUT**
6. **STAFF REPORT**
7. **POLICE LIAISON REPORT**
8. **COUNCIL LIAISON REPORT**
9. **MEMBER REPORTING TO COUNCIL: MATT MYERS ON AUGUST 3RD AT 6PM**
10. **NEXT MEETINGS: JOINT MTG ON JULY 27TH | REGULAR MTG ON AUGUST 20TH**
11. **ADJOURNMENT**

Neighborhood Traffic Management Program:

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



MINUTES
KEIZER MULTI-MODAL SAFETY COMMITTEE
Thursday, June 18, 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 Matt Myers Trevor Lewis	Council Liaison/Staff Present: Council President Starr Keare Blaylock, Public Works Director Martin Powell, Police Liaison Dawn Wilson, Deputy City Recorder
Absent: Hersch Sangster, Vice Chair	Council Liaison/Staff Absent: Mike Griffin, Storm Ops & Streets
- 2. APPROVAL OF MINUTES**

 - a. May 2026** David Dempster moved for approval of the May 2026 Minutes. David Philbrick seconded. Motion passed as follows: De Blasi, Dempster, Philbrick, Myers, Lewis, and Welsh in favor with Sangster absent.
- 3. APPEARANCE OF INTERESTED PERSONS**

Scott Forrest, Keizer, spoke about excessive speeding on Harmony Street, which he described as a cut-through route between River Road and Lockhaven. He noted that a traffic counter placed on a light pole in front of his home had recorded over 11,000 vehicles on the street in a single week. He stated that speeding vehicles have damaged his property in the past, that animals in the neighborhood have been killed, and that it was rare to observe drivers complying with the 25 mph speed limit. He expressed interest in speed enforcement measures and asked for direction on how to pursue improvements through the city.

Chair De Blasi and committee members explained that Harmony Street lacks sidewalks, curbs, and lane markings, making the speeding issue more hazardous. It was noted that the traffic volume on Harmony was comparable to Alberta Avenue. The Neighborhood Traffic Management Program (NTMP) was described as a potential avenue for residents to pursue a formal speed

study and traffic-calming measures.

Officer Powell confirmed that he had recently completed a traffic study on Harmony Street and that the data would be usable without requiring a new study. Mr. Forrest was encouraged to follow up with the Chair to begin the process.

Walter Sacha, Keizer, described widespread stop sign violations and excessive speeding at and around the intersection of 14th Street and Mandarin Street, approximately 100 feet from Whitaker Middle School. He stated that he witnesses multiple stop sign violations daily, has had several near-miss incidents while riding his motorcycle, and was concerned for the safety of children who use a path from the school directly to that intersection. He expressed frustration for the lack of enforcement and suggested the intersection should be designated as a school zone. He also volunteered to assist the City in addressing the issue.

Committee members and staff discussed the parameters of school zone designations, noting that school zone speed limits are set by state statute and any change to the zone boundaries would require a review by the Oregon Department of Transportation (ODOT) under the Manual on Uniform Traffic Control Devices. Officer Powell confirmed that he does conduct enforcement at that intersection and issues citations for blatant stop sign violations. Mr. Sacha was invited to pursue the NTMP process for Mandarin Street, and Chair DeBlasi offered to work with him directly.

Amanda Groves, Keizer, described dangerous speeding on Verda Lane, including a recent incident where a driver speed around a curve and yelled at her for backing out of her driveway. She reported that residents have been yelled at simply for crossing the street to check their mail, and observed that police presence, while appreciated, does not change the broader atmosphere of speeding on the street. She also raised a concern about the lack of a marked pedestrian crossing at the intersection of Verda Lane and Lockhaven Drive, where a bus stop was located on the north side of Lockhaven. Pedestrians regularly must cross Lockhaven at an unmarked location, and Ms. Groves reported witnessing drivers use the center turn lane to go around her when she stopped to allow pedestrians to cross.

Chair De Blasi acknowledged that the Verda Lane issue had been raised at prior meetings, and that discussions with the City Council regarding traffic calming options for Verda are underway. Matt Myers, a Verda Lane resident, confirmed that the NTMP process for Verda was progressing, noting that the previous 75% resident signature requirement had been revised.

Council President Starr encouraged residents to appear before the City Council at its regular meetings on the first and third Monday of each month at 6:00 PM, and noted that the Council would be holding a joint work session

with the committee on July 27th. Neighbors were encouraged to attend and submit letters of support for traffic-calming or gather signatures would help advance the issue.

Public Works Director Keare Blaylock noted that a formal report on traffic management options for Verda, including north and south of the traffic circle, was being prepared for the July 6th City Council meeting.

4. PROJECT SPREADSHEET REVIEW

a. Active Items

Chair De Blasi reviewed the current project spreadsheet.

Regarding **green bike lane paint** near the Lockhaven and River Road intersection, the Chair noted this was the second consecutive year the item was not funded by the City. The estimated cost for the relatively short segment was approximately \$35,000. Mr. Philbrick commented that he felt that there would be other things in the community that would be a better investment for bike safety than green paint. The item was moved to a dormant status.

Regarding **speeding in residential areas** and the prospect of a citywide 20-mile-per-hour residential speed limit reduction, the Chair noted that the primary barriers remain the cost of installing the required signage throughout the city and that the City has determined the change was not feasible at this time. This item was also moved to a dormant status.

Regarding **creating a list of streets to request funding resources**, the Police Liaison noted that the work done with a committee member was inconclusive, as many reported incidents involve driveways rather than intersections, and that Windsor Island Road and Lockhaven emerged as the clearest area of concern from the data.

The broader discussion led to a consensus that the project spreadsheet format should be revised. Council President Starr noted that the spreadsheet should serve as a live tracking document—updated in real time—reflecting issues brought forward by residents and the actions being taken by staff, rather than simply cataloging static project ideas. She suggested that staff (Public Works Director Blaylock and Officer Powell) work together outside of this meeting to develop a more functional tracking format. Ms. Blaylock suggested incorporating a Geographic Information Systems (GIS)-based mapping application. Ms. Blaylock was supportive and offered to develop something interactive and accessible to the public. Chair De Blasi confirmed that all current active items on the spreadsheet would be moved to dormant status.

David Dempster moved that this Committee recommend to the City Council to request that the School District add a crossing guard at 14th and Manbrin next year. Trevor Lewis seconded.

Matt Myers made a friendly amendment to study and consider other things to make it safer.

Mr. Philbrick felt that a motion was premature because additional information was needed, such as asking to have a dialogue with the schools and discuss how money would be spent.

Motion failed as follows: Dempster and Lewis in favor with Welsh, De Blasi, Myers, and Philbrick opposed and Sangster absent.

Michael Welsh moved to recommend to City Council to have staff look at alternatives or work with the School District on providing a crossing guard for the 14th and Manbrin intersection. Trevor Lewis seconded.

By David Philbrick's friendly amendment, accepted by the mover and seconder, the motion was revised to replace "providing a crossing guard" with "providing a safe crossing for students."

Motion passed unanimously as follows: De Blasi, Dempster, Philbrick, Myers, Lewis, and Welsh in favor with Sangster absent.

5. OTHER BUSINESS

a. Overview of the Draft Sidewalk Infill & Repair Programs by Staff

This item was deferred to the July meeting due to time constraints.

Public Works Director Blaylock noted in passing that the City Council was actively working on a sidewalk initiative aimed at improving connectivity and addressing gaps in the sidewalk network. The initiative was expected to include two programs—one for repairs and one for infill—potentially offering matching funds or loans to property owners.

Chair De Blasi raised a specific concern about a gap in sidewalk coverage in front of the France School of Dance on a connecting arterial, resulting from a development project whose frontage improvement obligation ended at the property line. Ms. Blaylock acknowledged the situation and noted it illustrated exactly the type of gap the upcoming sidewalk initiative was intended to address, though dedicated funding must be in place before the City can act.

b. New Policy for Committees, Boards, and Commissions to

Council President Starr explained that a procedural issue arose when the Helmet Program's grant application to the Rotary Foundation was submitted under the City of Keizer's name without prior authorization from the City Council. Moving forward, any committee, board, or commission wishing to

Apply for Grants submit a grant application under the City's authority must first bring it to the City Council for approval.

A committee member asked for clarification on the process, and Council President Starr confirmed that the committee would identify a grant opportunity, work with Public Works Director Blaylock, and then bring it to Council for authorization before submission.

6. COMMITTEE MEMBER INPUT

Mr. Dempster presented to the City Council and recommended that they handle the requests from Rotary and Salem Bike Club. He provided an update on the donations for helmets and events where helmets were basically given away.

Mr. Welsh suggested that the committee consider inviting Gordon's Driving School, which has been producing public safety content for social media, to a future meeting to explore a potential collaboration on Public Service Announcement content.

Mr. Lewis expressed appreciation to the Keizer community for providing their comments.

Mr. Myers asked to work with Ms. Blaylock on the joint meeting to be prepared to make recommendations and presentations.

Mr. Philbrick reported that he was impressed by the driver awareness culture and the extensive separated bike path network he observed while visiting Missoula, Montana, and noted it as a model worth considering.

7. STAFF REPORT

Public Works Director Blaylock reported that the City's resurfacing project contract was substantially complete, with a pre-construction meeting with the awarded contractor scheduled for the following Monday. She also provided an update on the Verda Lane reconstruction project, noting that the contractor encountered some discrepancies that were being resolved in coordination with ODOT, and that installation of curbing was expected to begin the following week.

Ms. Blaylock also noted that a staff report on traffic management options for Verda Lane—covering both north and south of the traffic circle and the surrounding speed limit issues—was tentatively scheduled for presentation to the City Council at the July 6th meeting.

Chair De Blasi suggested that the property owners help pay for the sidewalks. Ms. Blaylock shared that the City hadn't budgeted for something like this, although this could be an opportunity for improvements.

Mr. Philbrick suggested that System Development Charges (SDCs) be considered for frontage improvements like sidewalks. Ms. Blaylock commented that the City had relied upon SDCs, which had traditionally been

used to fund frontage improvements. The Council recently shifted policies recognizing gaps in sidewalk connectivity. The Council's intent was to provide a program to offer incentives, such as matching funds or loans, to advance connectivity, walkability, and a better quality of life in the city.

8. POLICE LIAISON REPORT

- a. **Traffic Studies by Officer Powell** Officer Martin Powell shared some groundwork to clear up misconceptions and talked about the speed study device that was used and what it tracked. There was no bias, and the device was true data.

Officer Powell presented data from three traffic speed studies conducted over the prior month using a blind tube-style traffic counter, which records vehicle volume, speed, and direction continuously over a seven-day period without any officer or speed trailer present. The three streets studied were **Shoreline Drive** (near Espana Avenue), **Verda Lane** (midway between Kalmia and Lockhaven), and **Harmony Street** (at the center of the hill, near Mr. Forrest's residence). Key findings were as follows:

Officer Powell shared that the speed data showed relatively low levels of speeding across the three corridors. Shoreline Avenue averaged 26 mph, with fewer than 1% of vehicles exceeding 37 mph. Verda Lane averaged 28 mph, with about 2% of vehicles above 37 mph. Harmony Street had the highest average speed at approximately 29.5 mph, with 3.4% of vehicles exceeding 37 mph. Overall, the data indicated that only a small number of vehicles per hour were traveling at speeds typically associated with enforcement thresholds.

Officer Powell emphasized that enforcement efficiency was a significant constraint: officers are generally expected to make three to four contacts per hour to justify their deployment. He stated that recent enforcement on Shoreline and Verda had not yielded sufficient contacts to justify the time, and that his data indicated that Harmony Street was currently the highest-priority location among the three.

Officer Powell cautioned that complaints-driven enforcement, absent of supporting data, was an inefficient use of City resources, and urged the committee members to follow the data when making recommendations. He noted that other streets—including Plymouth and Bever—were known cut-throughs with likely high speeds that have not yet been studied and receive no public complaints.

Officer Powell also confirmed that this traffic counter was acquired through an ODOT speed enforcement grant he applied for, and that the primary purpose of the device was to identify the times and locations where overtime enforcement hours could be deployed most effectively.

**9. COUNCIL
LIAISON REPORT**

There was no Council Liaison report.

**10. MEMBER
REPORTING TO
COUNCIL: Matt
Myers on July 6th
at 6pm**

Matt Myers and Michael Welsh exchanged Council reporting dates, so Mr. Welsh would report to Council on July 6th.

**11. NEXT MEETING:
July 16th**

It was noted that the next meeting would be July 16th and the Joint Work Session with the Council would be on July 27th.

12. ADJOURNMENT

Meeting adjourned at: 7:52 p.m.

Minutes approved: _____