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To provide oral comments via electronic means, please contact the City Recorder's Office no later than 2:00 p.m. on the day of the meeting. Regular City Council meetings are streamed live through www.KeizerTV.com and cable-cast on Comcast Channel 23 within the Keizer City limits. Board, Commission, and Committee meetings are streamed live on YouTube @KeizerTV23.

AGENDA
KEIZER CITY COUNCIL
AND THE MULTI-MODAL SAFETY COMMITTEE JOINT WORK SESSION

Monday, July 27, 2026

6:00 PM

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

1. **CALL TO ORDER**
2. **ROLL CALL**
3. **DISCUSSION**
 - a. Topics from the Multi-Modal Safety Committee and Feedback from the Neighborhood Associations
4. **ADJOURNMENT**

City of Keizer Mission Statement

The City of Keizer is committed to fostering a safe, unified, and economically vibrant community while maintaining fiscal responsibility. By delivering city services in a coordinated, efficient, and cost-effective manner, we strive to provide exceptional value to residents, ensuring sustainability and responsiveness to community needs to enhance the quality of life for all.



To: Mayor Clark and City Council Members
Thru: Adam J. Brown, City Manager
From: Keare Blaylock, Public Works Director
Subject: Topics from the Multi-Modal Safety Committee and Feedback from the Neighborhood Associations

Proposed Motion

Motions are not made in Work Sessions.

I. Summary

A joint work session between the Multi-Modal Safety Committee (MMSC) and City Council is scheduled to discuss transportation safety and neighborhood livability issues, including pedestrian and bicycle safety, connector street concerns, and feedback on the Neighborhood Traffic Management Program.

Time permitting, additional discussion topics may include traffic-calming measures and traffic safety education, enforcement, and engineering efforts. No Council action is requested at this time.

II. Background

A. On 02/19/2026, the MMSC 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.

F. The MMSC discussed and refined the topics on April 16, 2026.

G. The MMSC would like to incorporate the Neighborhood Associations' input on the NTMP process.

III. **Current Situation**

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

1. **General Discussion on Safety and Livability (30-minute discussion) - Examples include the following:**

- Pedestrians and bicycle safety
- Neighborhood impacts and overall livability by looking at sidewalks, crosswalks, speeds, and connector streets.
- 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.

2. **Review the Neighborhood Traffic Management Program (NTMP) — adopted 09/16/2024**

- Input from the Neighborhood Associations on the NTMP process (included in the packet)
- MMSC's suggested improvements or updates to the NTMP

3. **Additional Topics (as time allows):**

- Traffic-calming procedures and designs
- Traffic safety education and outreach (e.g. 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** - Recent Multi-Modal Safety Committee (MMSC) discussions have focused on pedestrian and bicycle safety, neighborhood livability, connector streets, and the

Neighborhood Traffic Management Program.

The joint work session provides an opportunity for the MMSC and City Council to discuss these topics, consider input from the neighborhood associations, and explore potential next steps related to traffic safety and neighborhood livability.

- D. **Policy/Legal** - The MMSC is an advisory body with adopted duties related to multi-modal 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 and use the identified topic list as the framework for discussion.
- B. The Council may proceed with the Joint Work Session, but narrow the agenda to a smaller set of priorities, such as NTMP review, safety, and livability concerns.
- C. The Council may set another 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 and discuss the MMSC's list of topics--and request another Joint Work Session if the discussion needs continuation.

Attachments

1. ATT_R2025-3622_2025-10-20 - Multi-Modal Safety Committee's Purpose_4 16 2026
2. ATT_Neighborhood Traffic Management Program_7 27 2026
3. ATT_Report on NTMP submitted by Matt Myers - Work Session with City Council_7 27 2026
4. ATT_GEKNA 6-24-2026_NTMP Structural Shortcomings_7 27 2026

1 CITY COUNCIL, CITY OF KEIZER, STATE OF OREGON

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3 Resolution R2025- 3622

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5
6 AMENDING THE TRAFFIC SAFETY/BIKEWAYS/PEDESTRIAN
7 COMMITTEE; AMENDING RESOLUTION NO. R2012-2256;
8 REPEALING RESOLUTION R2025-3553
9

10
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.



NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM



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

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

Updated 2024

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1.0 Introduction

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

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

1.1 Neighborhood Traffic Management Element

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

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

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

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

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

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

2.0 NTM PROGRAM

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

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

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

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

3.0 NTM PROCESS

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

3.1 Step 1. Identification of a Neighborhood Problem

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

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

3.2 Step 2. Level One Action Plan study

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

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

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

3.3 Step 3. Level One Action Plan Study Analysis

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

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

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

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

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

Collector routes thresholds for Level 2 consideration will include:

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

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

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

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

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

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

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

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

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

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

3.5 Step 5. Project Development

The basic steps of project development will include the following:

Criteria to begin development:

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

Steps:

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

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

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

4.0 CIP Implementation/Funding:

4.1 FUNDING

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

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

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

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

Process: The final steps for implementation will include

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

4.2 MONITORING

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

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

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

5.0 References

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

Public Participation Plan

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

Traffic Safety Action Plan

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

ODOT Transportation Options Plan

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

Demographic Profile of Transportation Disadvantaged Populations in the SKATS Area

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

Appendix A- Scoring System

Table 1- Local Street and Neighborhood Route Scoring Process

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

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

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

Appendix A- Scoring System

Table 2- Collector Scoring Process

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

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

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

Appendix B

Keizer NTM Toolbox

<u>Neighborhood/ Local</u>	<u>Collector</u>
Traffic Circle	Pavement Texture
On-street Parking	On-street Parking
Truck Restrictions	One way entry/exit
Turn Restrictions	Truck Restrictions
Other Level I Measures	Turn Restrictions
Street trees	Medians
Speed Hump	Curb Extensions
Curb extensions	Roundabouts
Tighter turn radii	
Speed Table	

Appendix C

City of Keizer Neighborhood Traffic Control Program

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

Potential Traffic Management and Control Devices

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

Traffic Management Devices:

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

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

Appendix C

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

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

Traffic Control Devices:

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

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

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

Appendix C

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

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

Other Techniques

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

Neighborhood Traffic Management Program Overview

Multi-Modal Safety Committee

City of Keizer

May 19, 2026

This document outlines the Neighborhood Traffic Management Program in Keizer, detailing procedures for identifying, analyzing, and implementing traffic safety and calming measures in residential neighborhoods.

Neighborhood Traffic Management Program Overview

A systematic process to address neighborhood traffic issues through resident requests, focusing on safety and equitable project distribution.

- City staff regularly assess streets for safety deficiencies and implement improvements independently.

Traffic Management Measures and Street Classifications

- Measures aim to reduce vehicle speed and volume on local, neighborhood, and collector streets, with specific strategies for each.
- Not all measures suit every street; some concerns on arterials are handled by police or public works.

The Three "E's" Approach

- Education raises awareness and encourages safer behaviors and alternative transportation.
- Enforcement involves police efforts targeting high-speed or unsafe areas.
- Engineering includes traffic calming devices and multimodal facilities to improve safety.

NTM Program Process and Assessment

- Involves problem identification, initial studies (Level 1), and detailed analysis (Level 2) based on traffic speed, volume, and land use.
- Projects are prioritized through scoring considering speed, volume, pedestrian activity, sidewalks, schools, and equity.

Project Development and Community Support

- Projects within two years of funding require neighborhood support, typically 75% owner approval.
- Larger projects form subcommittees for design, impact assessment, and public review before final design and construction.

Funding and Monitoring

- Funding sources include city capital programs and private contributions.

Post/implementation, projects are monitored after three months for effectiveness, with data used to refine future measures.

Traffic Control Devices and Potential Measures

- Devices include traffic circles, speed humps, curb extensions, and turn restrictions to slow traffic and improve safety.
- Signage, signals, and regulations like stop signs and turn prohibitions are used to control traffic flow and prevent non-local cut-throughs.

Appendix: Scoring and Toolbox

- Projects are scored based on speed, volume, pedestrian activity, sidewalks, schools, and equity, with bonus points for private funding.
- The toolbox lists physical measures like speed tables, medians, diverters, and control devices such as signage and signals.

I have drawn directly from the Neighborhood Traffic Management Program (NTMP) for Keizer. After a neighborhood traffic problem is identified, the NTMP outlines a structured, multi-step process to address the issue. Here is a clear breakdown of the steps that follow identification:

Step 1. Identification of a Neighborhood Traffic Issue

Step 2. Level One Action Plan Study (Step 2)

- **Education and Enforcement:** The Police Department implements education (such as speed reader boards) and enforcement measures at the problem location. If there are immediate safety concerns, Public Works may address them outside the NTMP.
- **Feedback:** The Police Department provides feedback at the next Multi-Modal Safety Committee meeting.

Step 3. Level One Action Plan Study Analysis (Step 3)

- **Field Analysis:** City staff conduct field reconnaissance and quantitative analysis of the street(s) in question, establishing project limits.
- **Threshold Determination:** Staff determine if the problem meets specific thresholds (e.g., speed and volume criteria) for further action. If not, temporary low-cost measures may be recommended for further study.

- **Presentation:** Findings are presented to the TSBPC.

4. Level 2 Action (Engineering) and Prioritization (Step 4)

- **Scoring and Ranking:** If thresholds are met, the location is scored and prioritized using a detailed system. This ensures resources are focused on the most critical needs.
- **Project List:** The prioritized project is forwarded to the Public Works Director and entered into the Capital Improvement Program (CIP) process for funding and scheduling.

5. Project Development (Step 5)

- **Neighborhood Engagement:** A meeting is held with the Neighborhood Association (if applicable). Residents must show support (signatures from 75% of fronting property owners).
- **Design:** For complex projects, a subcommittee (including residents and staff) develops a conceptual design and assesses potential impacts (e.g., traffic diversion, emergency access, noise, parking, aesthetics, maintenance).
- **Review and Finalization:** The Neighborhood Association reviews the concept, final design documents are prepared, and the plan is presented at the next Multi-modal meeting.

5. Implementation and Monitoring

- **Funding and Construction:** The project is funded (through CIP or local contributions), scheduled, and constructed.
- **Effectiveness Review:** Three months after completion, the project is evaluated for effectiveness using before-and-after data. Adjustments are made if necessary.

Example: Residents report speeding on a neighborhood street. The Neighborhood reviews the complaint and approves it as a topic for the Multi modal committee. Law enforcement collects data to determine if it meets thresholds for approved changes. If the problem meets thresholds, it is scored and prioritized. Recommendations are made to city council of Keizer. Public works reviews project cost and project scope with city engineer. If funding is secured, the project is built and monitored for effectiveness. This structured process ensures that neighborhood traffic concerns are addressed systematically, with community involvement and data-driven decision-making at every stage.

1. **Question: How were the thresholds for speeding and volume of traffic?
How do these thresholds compare to other cities of our size?**
2. **Funding as an ongoing issue. How can this be addressed to meet immediate needs of traffic concerns to protect citizens of Keizer?**
3. **What approval steps could be eliminated to increase city responses to confirmed traffic issues?**

Recommendations:

To provide actionable recommendations for improving the Neighborhood Traffic Management Program (NTMP), I have analyzed the current process as described in the document and identified strengths, gaps, and opportunities. To further aid the study I have met with the five neighborhood committees to receive their input. My suggestions are grounded in the program's existing structure, best practices in traffic management, and input from the citizens of Keizer.

Current Strengths:

- The NTMP is systematic, transparent, and includes community input at multiple stages.
- It uses a data-driven approach for prioritization and project selection.
- There is a strong emphasis on equity and serving all residents.
- The program incorporates education, enforcement, and engineering solutions.

Opportunities for Improvement:

1. Streamline Community Engagement and Support Collection

- *Current Gap:* The process requires 75% of fronting property owners' signatures, which can be time-consuming and may stall projects.
- *Improvement:* Implement digital signature collection and online surveys to make it easier for residents to request change or show concern. This could increase participation and reduce administrative delays.
- *Reduce the number of reviews and approvals:* Identify a problem, confirm data, identify solutions, and implement.

2. Expand the use of Temporary and Pilot Measures

- *Current Gap:* If thresholds are not met, only limited temporary measures are considered.
- *Improvement:* Broaden the use of low-cost, temporary traffic calming devices (like modular speed tables or curb extensions) to test solutions before permanent installation, even in borderline cases.
- *Example Implementation:* Deploy temporary traffic circles or curb extensions for 3-6 months and collect data to assess effectiveness before committing to permanent changes.

3. Enhance Equity Assessment and Outreach

- *Current Gap:* Equity is considered in scoring, but outreach may not always reach underrepresented groups.
- *Improvement:* Proactively engage with transportation-disadvantaged populations using targeted outreach (translated materials, community liaisons, pop-up events in affected neighborhoods).
- *Example Implementation:* Partner with local organizations to host information sessions in multiple languages and provide paper and digital feedback options.

4. Increase Transparency in Prioritization and Funding

- *Current Gap:* The scoring and prioritization process is technical and may not be easily understood by the public.
- *Improvement:* Publish a user-friendly dashboard showing project status, scores, and funding timelines.
- *Example Implementation:* Create a public webpage with interactive maps and project updates, so residents can track progress and understand how decisions are made.

5. Formalize Post-Implementation Monitoring and Feedback

- *Current Gap:* Monitoring occurs three months after completion, but ongoing feedback is not formalized.
- *Improvement:* Establish a structured follow-up process at 6 and 12 months post-implementation, with opportunities for residents to provide feedback and request adjustments.
- *Example Implementation:* Send follow-up surveys to residents and publish before-and-after data online, with a clear process for requesting further refinements

6. Broaden the Toolbox of Solutions

- *Current Gap:* The NTMP toolbox is comprehensive but could be expanded with newer, evidence-based measures (e.g., chicanes, raised crosswalks, neighborhood greenways).
- *Improvement:* Regularly review and update the toolbox to include innovative traffic calming and safety measures.
- *Example Implementation:* Pilot new devices in select neighborhoods and evaluate their effectiveness for broader adoption.

Summary Table of Recommendations:

Area	Current State	Improvement Suggestion	Example Implementation
Community Engagement	Manual signature collection	Digital signatures, online surveys	Online portal for support
Temporary Measures	Limited use	Expand pilot projects	Deploy modular devices
Equity Outreach	Basic scoring	Targeted, multilingual outreach	Community liaisons, pop-up events
Transparency	Technical scoring	Public dashboard, project updates	Interactive maps, status webpage
Monitoring	3-month review	6- and 12-month follow-ups	Resident surveys, published data
Toolbox	Standard measures	Add innovative solutions	Pilot new devices, update toolbox

These improvements would make the NTMP more responsive, inclusive, and effective, ensuring that neighborhood traffic concerns are addressed efficiently and equitably.

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Traffic Monitoring Guide

Greater Northeast Keizer Neighborhood Association

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To: City of Keizer, Multi-Modal Advisory Committee

From: Greater Northeast Keizer Neighborhood Association & Concerned Residents

Date: June 24, 2026

Subject: Barriers to Multi-Modal Safety: Community Data Proving NTMP Structural Shortcomings in Greater Northeast Keizer

Dear Members of the Committee,

We are submitting formal testimony regarding the systematic barriers to multi-modal transportation safety within the Greater Northeast Keizer Neighborhood Association boundaries. Based on a rigorous collection of citizen-submitted traffic safety complaints spanning 2025 and 2026, it is clear that the structural execution of Keizer's current Neighborhood Traffic Management Program (NTMP) is failing to protect vulnerable road users—specifically children walking to school, cyclists, and transit riders.

Our neighborhood collectors and local streets, largely built with 34-to-36-foot widths, are experiencing high speeds, increased traffic volumes, and inadequate infrastructure that effectively locks residents out of safe, active transportation. While the NTMP framework is built around three pillars **Education, Enforcement, and Engineering** the actual application of these tools in our neighborhood reveals severe systemic deficiencies. The localized data demonstrates a severe backlog of safety issues that remain stuck in administrative loops or are restricted by obsolete design guidelines.

We urge the Multi-Modal Committee to review the following community-sourced data and advocate for immediate, physical traffic-calming interventions, structural updates to the NTMP, continuous sidewalks, and physically protected bike lanes.

Key Corridors and Documented NTMP Deficiencies

1. The Verda Lane NE Corridor (Between Chemawa Rd & Lockhaven Dr.)

- **Street Classification:** Collector (2 lanes, 36 ft road width)
- **NTMP Barrier:** Despite the NTMP explicitly stating that traffic management measures should be used on collector streets to reduce speeding traffic, there is a total lack of traffic control devices or passive engineering controls here.
- **Multi-Modal Impact:** Increased vehicle speeds and rising volume make this corridor highly hazardous. Because the NTMP relies heavily on **Level 1** (Education/Enforcement) measures for collectors, residents remain structurally unprotected. Pedestrians must cross a high-speed collector in the dark simply to retrieve mail, access public

transportation, or utilize school buses. Community interviews reveal a widespread fear for families with small children due to reckless driving and vehicles passing one another.

- **Verda NE & Dearborn NE to Rickman:** Speeding and a total lack of bike infrastructure directly conflict with school safety as families' attempt to navigate the area on foot or bike.

2. The School Access Network & Parks (Dearborn Ave, Manbrin Ave, Adam St, and Cherry Ave)

- **Street Classification:** Collector / Neighborhood Street (34–36 ft road width)
- **NTMP Barrier:** The neighborhood has repeatedly requested lower speed limits near parks and school zones (including primary access routes to **Kennedy Elementary School** and **Weddle and Claggett Creek Middle School**). Under current policies, statutory limits remain a barrier to quick implementation, and off-road/roadside parking continues to choke travel lanes.
- **Multi-Modal Impact:** This network serves as the primary gateway for school commute routes. Due to the lack of continuous sidewalks, school children are forced directly into active traffic lanes. On Cherry Ave (from Manbrin to Dietz), roadside parking blocks what little pedestrian infrastructure exists, creating a severe bottleneck that has caused physical property damage and forced pedestrians into the street. At the Manbrin Ave split for Thorman and Dearborn, excessive speeds and dangerous passing maneuvers make active commuting entirely non-viable. The community is explicitly calling for the NTMP to shift from slow-moving engineering investigations to proactive education and lower localized speed limits (**such as a 20 mph zone**) to protect families as the school year approaches.

3. Lockhaven Dr. NE & Chemawa Rd NE (At McLeod Lane NE & Larchwood/Arcade Ave)

- **Street Classification:** Collector (2 lanes, 36 ft road width)
- **NTMP Barrier:** The NTMP relies on shared-lane markings or basic paint on high-volume collectors. The data proves that shared lanes without physical barriers are fundamentally perceived as unsafe and create intense motorist conflicts due to large speed and size differentials.
- **Multi-Modal Impact:** Disconnected bike lanes, motorist failure to yield at the roundabout entry, and poor signal timing have made this stretch a hotspot for near-misses. **GNEKNA has recorded 12 distinct complaints of school children almost being hit by vehicles along this corridor.** Families are actively withholding their children from using these lanes for transportation to school or work because the existing "infrastructure" represents an unacceptable safety gamble. Inadequate signal timing and a lack of prominent markings drastically increase crash risks at these intersections.

4. Keizer Road NE

- **Street Classification:** Local Street (34 ft road width)
- **NTMP Barrier:** Under the NTMP, local streets are supposed to be prime candidates for quick Engineering and **Level 2** interventions. However, chronic, all-hours speeding directly adjacent to the school environment remains unaddressed.

- **Multi-Modal Impact:** The total failure of drivers to slow down near the school environment signals a lack of visual cues or passive traffic calming, creating an ongoing danger for student pedestrians. The neighborhood is forced to formally request basic diagnostic tools such as a formal speed study and the deployment of a radar-activated "Slow Down", "This Is Your Speed" flashing feedback sign to act as an interim safety measure where systemic engineering changes have stalled.

Systemic NTMP Gaps & Requested Actions

The data shows that standard traffic management approaches are not keeping pace with Keizer's growth. To ensure that Keizer's commitment to equity and neighborhood livability is met, the Greater Northeast Keizer Neighborhood Association requests that the Multi-Modal Committee recommend the following actions to City Council and Public Works:

- **Ditch "Shared Lanes" and Implement Physical Segregation:** Update NTMP engineering guidelines to transition away from "shared lanes" or painted lines on high-volume collectors like Lockhaven and Chemawa. **Mandate Protected Bike Lanes** with physical barriers to prevent motorist conflicts and protect school children from the near-misses reported this past year.
- **Address Pedestrian Crossings and Infrastructure on Collectors:** Install enhanced, high-visibility crossings and pedestrian-scale lighting on Verda Lane NE to protect transit riders and residents accessing daily necessities in low-light conditions.
- **Streamline Level 1 to Level 2 Transitions for School Access:** Accelerate the process for moving projects from **Level 1** (Education/Enforcement) to **Level 2** (Physical Engineering, such as speed cushions or radar feedback signs) when a neighborhood association submits multi-point, recurring safety data. Fill the sidewalk gaps along the Dearborn-Manbrin-Adam network immediately, lower speed limits near neighborhood parks/school zones, and install high-visibility intersection markings.
- **Prioritize Continuous Networks:** Create an explicit scoring bonus within the NTMP prioritization framework for projects that eliminate "dead-end" bike lanes or sidewalk gaps on identified routes to schools and public parks to prevent disconnected safety systems.
- **Execute Immediate Diagnostics on Keizer Road:** Deploy immediate Level 1 enforcement alongside an automated speed feedback sign on Keizer Road NE to address immediate school safety concerns while a long-term engineering solution is mapped.

The residents of Greater Northeast Keizer and Keizer families deserve a traffic management plan that treats multi-modal safety as an immediate necessity, not an administrative afterthought. Choosing to walk or ride a bicycle should not be an inherent safety gamble. Thank you for your time, your consideration of this data, and your continued partnership in making Keizer's streets safe for everyone.

Sincerely,
 Tammy Kunz
 GNEKNA- President

On behalf of the Greater NE Keizer Neighborhood Association Residents: *Data Compiled from GNEKNA Community Safety Reports, Member Interviews, & Meeting Minutes (2025–2026)*