

The City of Keizer is committed to providing equal access to all public meetings and information per the requirements of the ADA and Oregon Revised Statutes (ORS). The Keizer Civic Center is wheelchair accessible. If you require any service, such as [LANGUAGE TRANSLATION](#) or other interpretive services that furthers your inclusivity to participate, please contact the Office of the City Recorder at least 48 business hours prior to the meeting by email at wilsond@keizer.org or bissetm@keizer.org or phone at (503)856-3418 or (503)856-3412. To provide comments via electronic means, please contact the City Recorder's Office no later than 2:00 on the day of the meeting. Most regular City meetings are streamed live through www.KeizerTV.com and cable-cast on Comcast Channel 23 within the Keizer City limits. Thank you for your interest in the City of Keizer.



Community Diversity Engagement Committee Meeting Agenda Thursday, September 7, 2023, 6:00 PM ~ Council Chambers

MISSION STATEMENT: 'Exists to foster justice, diversity, equity and inclusion and to strengthen our community through active listening in order to strengthen and encourage civic engagement, understanding and empowerment and to advise the City Council on issues that are critical to connecting our community.'

1. Call to Order
2. Approval of Minutes – August 2023
3. Speakers from Limitless Horizons and Safe at Home
4. Appearance of Interested Citizens
5. Council Report/Observance Recognition Assignments (October 2 Council Meeting)
 - National Disability Employment Awareness Month
 - Indigenous People's Day – (October 9)
 - Countries who declared independence
6. Book Study – "DEI Deconstructed"
7. Keizer Neighborhood Traffic Management Program
8. Community Diversity Engagement Committee - Plan
9. Committee Member Reports
10. Other Business/Staff Liaison Report
11. Adjourn

Next Meeting: October 5, 2023

EQUITY AGREEMENTS: Stay Engaged | Listen to Understand | Speak Truth Responsibly | Expect and Accept Non-closure | Be Willing to do Things Differently and Experience Discomfort | Practice Confidentiality | Be Committed To Hold People In Positive Regard | Recognize Intent vs. Impact.



CITY OF KEIZER
COMMUNITY DIVERSITY ENGAGEMENT COMMITTEE MINUTES
August 3, 2023, 6:00 p.m.

Vice Chair Benita Picazo called the meeting to order at 6:04 p.m. Attendance was noted as follows:

Present:

Benita Picazo, Vice Chair
Tammy Kunz
Shaney Starr
Thais Rodick
Carrie Brown (6:12pm)

Absent:

Laura Reid, Chair
Amy Bauer
Nevaeh Music
Stephanie Cross
One Position Vacant

Staff:

Dawn Wilson, Deputy City
Recorder
Melissa Bisset, City Recorder

Staff Absent:

Tim Wood, Assistant City Manager

APPROVAL OF MINUTES: Tammy Kunz moved for approval of the June Minutes with correction made to Thais Rodick's name. Rodick seconded. Motion passed as follows: Picazo, Kunz, Starr, Rodick and Brown in favor with Reid, Bauer, Music and Cross absent and one position vacant.

APPEARANCE OF INTERESTED CITIZENS: *Fernando Lopez*, he did not want to speak; he only wanted to attend the meeting.

COUNCIL REPORT/OBSERVANCE RECOGNITION ASSIGNMENTS (SEPTEMBER 18 COUNCIL MEETING):

- **Constitution Week – September 17-23**
Benita Picazo will take this over. DAR will attend the September 18th Council Meeting regarding Constitution Week upon City Recorder confirming with Mayor Clark.
- **National Hispanic Heritage Month – September 15-Oct 15**
Benita Picazo and Thais Rodick will attend the September 18th City Council meeting regarding National Hispanic Heritage Month.

BOOK STUDY: *“DEI Deconstructed”* by Lily Zheng – Thais Rodick said that this book is one of the most prolific on subject. It looks at what we have done and explains what the data is telling us. Everyone has their own unique demographic challenges. It tackles things needing to improve and explains how to make improvements and approaches. It's not very dense.

Councilor Starr expressed book study concerns and would like to know who was making the book decision and why. Conversation was had between last meeting and now. Benita Picazo agrees that we need to have this conversation. Starr thinks the process matters when deciding what books to read. City Recorder's Office will share these concerns and the committee discussion on potentially asking Council, other committees and staff to read same book with Tim Wood and Adam Brown.

The intention is to initiate the reading. May want to assign chapters to read but committee wants to wait for Councilor Reid. Thais Rodick said that we can easily skip around with chapters and not get lost. She said the value is having conversations and learning together even if it's not in this forum. She suggested having regular monthly events to hear from the community.

NEXT STEPS: Tammy Kunz talked about the families that didn't show up was due to how and where we advertised. Committee discussed advertising in additional languages and using the radio for more exposure to reach more in the community. We could look at translating more agendas, advertisements for volunteers, and Facebook posts for Spanish speakers. Committee also wants to make sure that holidays don't coincide with community engagement events.

There was discussion about attending the City booth at the KeizerFest and partnering with neighborhood association. Councilor Starr said that we need to be able to tell folks what this committee is doing and the committee doesn't have plan.

Carrie Brown said each CDE meeting has a different focus and it seems disjointed. The only action this committee took was the 40th birthday celebration. There needs to be goals and decide how to bring diversity inclusion to the committee. She expressed concern on prior controversial actions taken to the Council that never went anywhere. She feels like some committees are not being supported and this committee needs to take a stance on controversial issues. As a committee, we can make recommendations to the Council for consideration. This committee can make and approve recommendations and appear at Council meetings to express our voices.

Committee asked for a report on the results from the Strategic Plan survey and hope to see something actionable for this committee. Concerns were expressed that the survey may not have reached marginalized communities. We need to join forces and go into those communities and not expect them to come to us.

Benita Picazo stated that books are a tool for more knowledge to engage people by asking them to join this conversation. We haven't been successful by just showing up.

COMMITTEE MEMBER REPORTS: None

OTHER BUSINESS/STAFF LIAISON REPORT: None

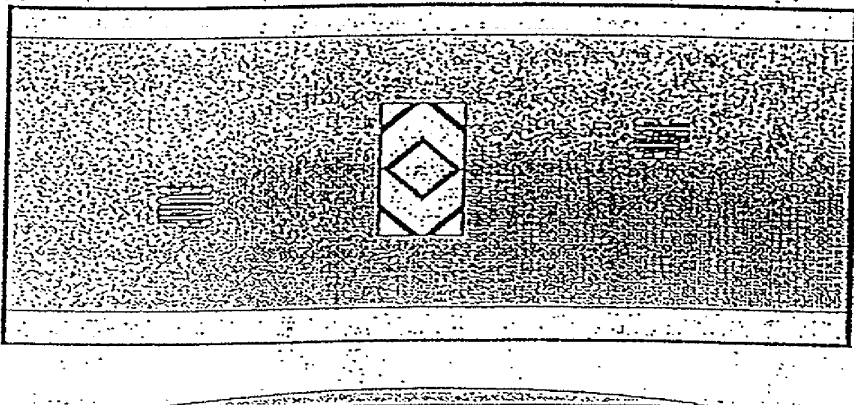
ADJOURN Meeting adjourned at 7:03 p.m.

Next meeting: September 7, 2023

Approved: _____



NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM



City of Keizer
930 Chemawa Road
PO Box 21000
Keizer, Oregon 97307-3700
Voice: 503.390.3700
Fax: 503.393.9437

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

Updated 2023

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The following people are primarily responsible for the development of this program.¶

¶
Keizer City Councilors¶

¶
Bob Newton, Mayor Garry Whalen¶
Lore Christopher Jim Keller Jacque Moir
Craig Campbell Jerry McGee¶

¶
Keizer Planning Commissioners¶

¶
Bill Wolf June Abbot¶
Manny Martinez¶
Dick Inman Jere Clancy Dan Nelson Bruce
Anderson¶

¶
Keizer Traffic Safety Commission¶

¶
Mike Kirby, Chairman Ernest Smyres
Mariella Dibble Fredric George¶

¶
Keizer Staff Members¶

¶
Rob Kissler, Public Works Director Richard
Woelk, Traffic Engineer¶

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A Neighborhood Traffic Management Program (NTMP) is a systematic approach to initiating citizen requests to treat neighborhood traffic issues. This is one "tool" the city has for bringing up safety concerns, but the city staff is responsible for creating safe roads.

Neighborhood Traffic Management Element

As traffic conditions change in the future and the city grows, there is a greater potential for neighborhoods to experience cut-through traffic and speeding that negatively impacts neighborhood livability. Left unmanaged over time, the city could find itself responding to issues of livability inefficiently, case by case.

Neighborhood Traffic Management (NTM) has evolved to encompass a wide range of measures and activities that can be effective in improving the livability of a neighborhood. 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 on a street, 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; on collector streets to reduce speeding traffic; and on arterials to enhance neighborhood pedestrian safety. 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

The city website shows which street has which classification.

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Recent work in the area of neighborhoods and their specific street needs provides an additional level of functional classification: *neighborhood routes*. Neighborhood routes are commonly used by residents to circulate into or out of their neighborhood. They have connections within the neighborhood and between neighborhoods. These routes have neighborhood connectivity, but do not serve as citywide streets. They have been the most sensitive routes to through, speeding traffic...

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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, staying on arterials/collectors, 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 speeding problems can be increased.
- **Engineering:** There are a suite of traffic calming measures that can be implemented to reduce speeding and/or affect traffic volume.

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 are the thresholds/warrants 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 a process 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.

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:

Step 1. Identification of a Neighborhood Problem.

The application (Appendix B) is started in one of two ways and is presented to the Traffic/ Bikeways/ Pedestrian Safety Committee (TBPSC). With assistance from the committee, the application advances to the city Public Works (PW) department.

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A. Issue is brought by a citizen to a Neighborhood Association (NA) who agrees with the need. The NA assigns a representative, fills out Section 1 of the application, and presents to the TBPSC; or

B. Issue is presented to TBPSC by a citizen who fills out Section 1 of the application and includes a petition (Affected Neighbor Survey) with signatures of a minimum of 75 percent of the affected residents on a specific street. (Appendix A) If acquisition of these signatures is unattainable or is a safety concern, PW will assist in this need.

Public Works will review submittal for immediate safety concerns and assess for support of Action Plans and prioritization. After this review, the analysis and findings will be presented to the TBPSC at a meeting.

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. (Should significant safety issues be presented in Step 1, there is a separate process for addressing safety-related matters with the Public Works (PW) Department.)

Process: Notify the City, Police Traffic Enforcement team of the location and the nature of the request for speed enforcement. **Feedback can be provided immediately if the Police are already aware of this location having a high volume of speeders, thus removing the need for a speed study. Enforcement efforts would include scheduling placement of the speed reader board trailer or increased enforcement at problem areas identified in Step 1. This request can be done while presenting to the TBPSC or calling the non-emergency number.**

Once this study is complete, check the box on the application for First level 1 Recommendation and add the date of completion in section 3.

Step 3. Analysis of Action Plan Study:

Following Step 2, PW staff will conduct field reconnaissance and analysis to provide a quantitative background regarding the street of concern.

Process: City staff will make determination of whether Level 2 considerations are warranted. **This will qualify for the Second Level 1 Recommendation on the application section 3. Check the box and indicate the date of completion by city staff.**

The thresholds for Level 2 consideration on neighborhood routes will include:

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

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Volume: Daily vehicle counts more than 800 vehicles per day, and, The thresholds for Level 2 consideration on arterial or collector routes, will include:

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

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 and 5,000 vehicles per day on arterials

A traffic study report showing findings of the speed/volume study will be prepared. This information will be used to do two assessments:

- 1) determine if threshold criteria are met for consideration of Level 2 NTM;
- or
- 2) determine if Level 2 thresholds are not met, necessitating further study. Further study may include implementing temporary, low-cost measures to gauge the effect of speed calming measures.

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

Step 4. Level 2 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 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 C using the criteria that were established by the Traffic Bicycle Pedestrian Safety Committee. 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. 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 percent

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- 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. The concept map needs to identify where additional noise might be anticipated.
 - Loss of parking. Where on-street parking is removed or added adjacent property owners will be notified in the development process.
 - 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 approval from TBPSC

CIP Implementation/Funding:

FUNDING

Funds for NTM projects would most likely come from the approved Capital Improvement Program for the current year budget. 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
- New voter approved funding dedicated to NTM
- Private interests funding NTM without public funds
- Cash from local residents
- A local improvement district is agreed to by local residents (not recommended due to the administrative costs)
- Private development provides funds to NTM as mitigation measure of project approval or as an element of site plan design
- Full funding as a mitigation measure within a transportation project

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(public funds)

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 by PW or by contract.

MONITORING

Once an NTM project is completed, data collection will be conducted 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 setup a standardized approach for before and after studies and tabulate performance data on all NTM projects implemented. The data will be presented to the TBPSC at the three-month review time. Over time this research will be used to refine or upgrade the elements of the plan.

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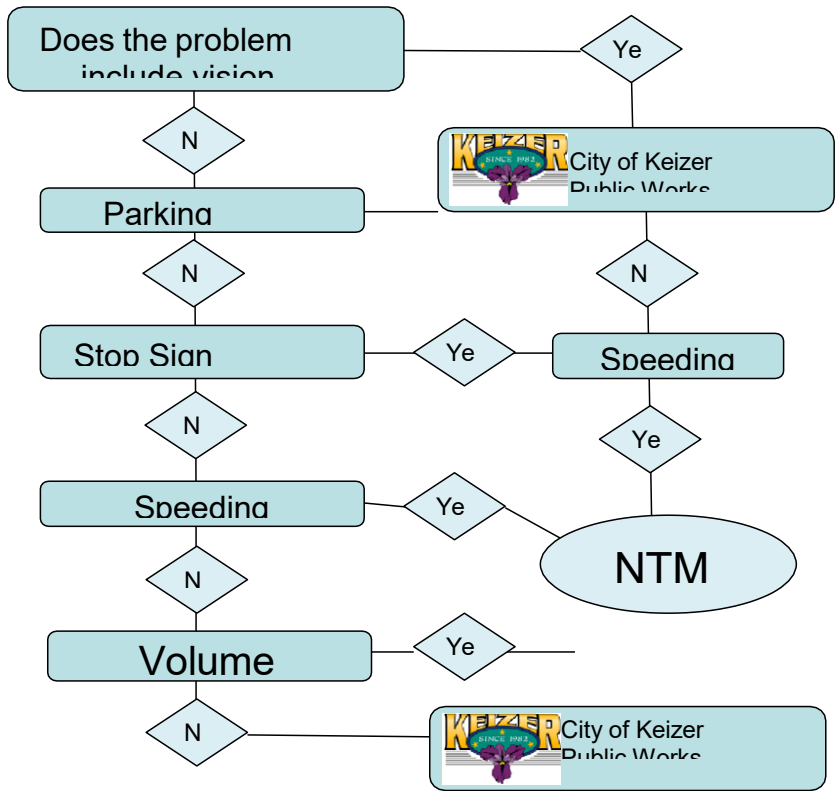
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Flowchart For Neighborhood Association Problem Assignment

The following information is provided to assist the Neighborhood Association and the citizens of Keizer in the appropriate process for the described problem. Not all problems should be addressed through the Neighborhood Traffic Management Program (NTMP). Many issues should be referred directly to the Public Works Department. The following flowchart should help with determining the correct course of action.

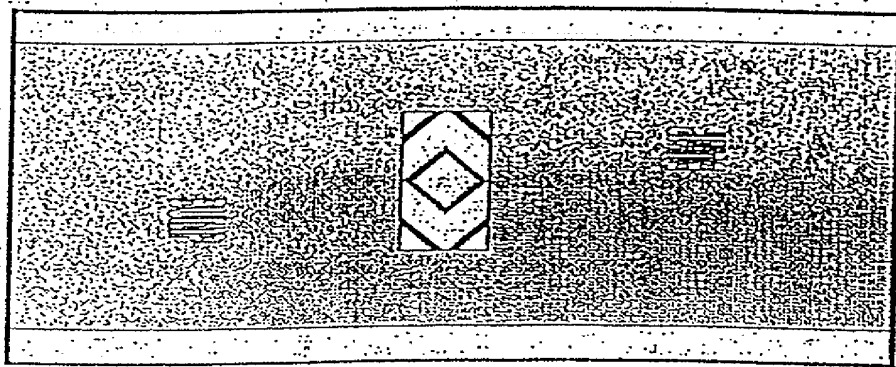


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- emergency services to maintenance, from the postal service to the school district. The needs of all the stakeholders should be considered in any **NTM** measure. To best address the input of key stakeholders, it is recommended that a series of design standards be **developed**, reviewed, and approved for inclusion in the *City of Keizer* Street Design Standards. This process will allow critical input and review by the stakeholders at one point, rather than having to seek each stakeholders input for each project that is contemplated.¶
- The benefit of ~~developing~~ design standards is that **NTM** can be uniformly applied in Keizer. The standardization of **NTM** elements also helps keep the costs down. Most important, by going through a process of adopting the ...
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NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

APPENDICES



Commented [ST63]: Does this information need to be included? These are already defined above and the data is outdated.

Deleted: Cost: Speed bumps cost approximately \$1,000 - 1,500 each.¶

Parking Impacts: .None¶

Transit Service Impacts: Like other vehicles, buses must cross a speed bump at reduced speeds. Experience shows that 22 foot speed bumps do not impede transit service or scheduling. Riding over speeds bumps do not significantly bother transit riders.¶

Emergency Services Impacts: Like other vehicles, emergency response vehicles must cross a speed bump at reduced speeds. The speed bump design selected for any street takes into consideration whether it is used as a primary response route. The Portland Fire Bureau reviews all speed bumps proposed on primary response routes.¶

Noise Impacts: Speed bumps may generate some noise.¶

Other Considerations: Traffic volumes typically decrease slightly after speed bumps are constructed. Traffic on neighboring streets must be monitored for diversion.¶
Speed bumps are not constructed on grades greater than 8%.¶

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APPENDIX A NTMP Affected Neighbor Survey

Problem Description:

Petitioner Name: _____ Daytime Telephone _____

Petitioner Mailing Address: _____ Evening Telephone: _____

Location of Problem: _____
For intersections, list both streets. For roads, indicate name and problem limits. e.g. Long Ave.

By signing the survey below, you are indicating that you believe that the problem identified above is unacceptable and that you support implementing a mitigation measure to resolve the problem. This survey does not recommend a specific mitigation measure, or even ensure that a mitigation measure will be implemented. The Neighborhood Traffic Management Process (NTMP) will be used to determine what, if any, mitigation measures will be implemented. Signing this is survey does not imply that you will be obligated to fund any portion of the project.

Name (Printed)	Signature	Address	Phone Number

A minimum of 75% of the affected properties owner signatures must be obtained.

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Moved up [3]: Flowchart For Neighborhood Assignment¶
The following information is provided to assist the Neighborhood Association and the citizens of Keizer in the appropriate process for the described problem.¶
Not all problems should be addressed through the Neighborhood Traffic Management Program (NTMP). Many issues should be referred directly to the Public Works Department. The following flowchart should help with determining the correct course of action.¶

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Flowchart For Neighborhood Association Problem Assignment¶
The following information is provided to assist the Neighborhood Association and the citizens of Keizer in the appropriate process for the described problem.¶
Not all problems should be addressed through the Neighborhood Traffic Management Program (NTMP). Many issues should be referred directly to the Public Works Department. The following flowchart should help with determining the correct course of action.¶
¶
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Appendix B

Neighborhood Traffic Management Process (NTMP) Application

Section 1 (To be completed by Applicant)

Applicant Name _____ Daytime Telephone _____
Applicant Mailing Address _____ Evening Telephone: _____

Location of Problem: _____
(For intersections, list both streets. For roads, indicate name and problem limits.)

Description of Problem: _____
(Example: excessive speeding on street, high volumes, etc.)

Section 2 (To be completed by the Neighborhood Association or Applicant)

Street Classification: _____ Volume _____
(Found on website - Keizer TSP) *(Done by city staff)*
of Through Lanes: _____ Speed _____
(On Primary Roadway) *(done by city staff)*
Roadway Width: _____ Survey _____
(Width from curb to Curb) *(Attach Survey Form if applicable)*
Parking: _____
(Indicate which side or both)

Section 3 (To be completed by the Neighborhood Association or Applicant)

- First Level One: study
Date Completed: _____
- Second Level One: analysis
Date Completed: _____

Section 4 (To be completed by the Neighborhood Association or Applicant)

Neighborhood Association or applicant has determined that the following action be taken for this application:

- Problem Resolved, Process Complete Date: _____
- Continue Level One Mitigation
- NTMP Level Two, Refer To Public Works
- Not NTMP Eligible, Refer to Public Works

IBPSC Chair: _____
Neighborhood Chair: _____

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Instructions for Application

To complete the application for the Neighborhood Traffic Management Process (NTMP), follow these steps:

1. Fill out Section 1 of the Application form. It is important to include a brief but thorough description of the problem including the start and end points.
2. Submit the application form to the Neighborhood Association where a representative will be assigned. If no NA exists in this location, submit directly to TBPSC at monthly meeting.
3. Fill in data in Section 2 for the components that can be done without the city's involvement.
4. Without an NA: Attend a monthly TBPSC meeting to present the problem, request the volume and speed information for Section 2, and request the study to be done.
5. With NA support: Upon completion of Section 2, the application form is returned to the Neighborhood Association with all the appropriate documentation. The Neighborhood Association will review the data submitted and attend the next TBPSC meeting to request the volume and speed data for Section 2, and request the second recommendation analysis be done.
6. Upon completion of the analysis, If the criteria for Level Two Measures are met, the application and all supporting documentation is submitted to the Transportation Section of the City of Keizer, Public Works Department for inclusion in the second step of the NTMP.
7. The remainder of the process is explained in the NTMP. A subcommittee will be formed to design the safety measure, and the Public Works department will oversee the construction of it.

Commented [DM*D64]: When did this step get added? What if the NA isn't the applicant?

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Deleted: Contact the Traffic Chairperson of your Neighborhood Association to find out the correct procedure for submission.

Deleted: <#>Once the Neighborhood Association has received the application, they will review it to ensure that the problem is appropriate for NTMP. If the problem is not appropriate for NTMP, you will be provided with contact information for the correct agency to notify.¶
If the Neighborhood Association determines the problem is appropriate for NTMP, they will provide you with the appropriate data gathering forms. Data regarding the traffic volumes, traffic speed and adjacent neighbor concerns must be gathered for the next step in the process.

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Deleted: Once all of the data has been collected, Section 2 of the application form must be completed. The street designation will be supplied by the Neighborhood Association. The remainder of the information in Section 2 is the responsibility of the applicant.¶

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Deleted: a minimum of two Level One Mitigation Measures to be implemented by the applicant. The recommendations will be recorded on the application. Refer to the Level One Mitigation Measures information provided with this application for additional information about these measures

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Deleted: If the recommended Level One Mitigation Measures do not resolve the problem is not resolved as a result of the recommended Level One Mitigation Measures, the applicant will notify the Neighborhood Association. At this time the Neighborhood Association will determine whether additional Level One Measures should be attempted or if the problem meets the criteria for Level Two Mitigation Measures.

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Appendix C
Table 1

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Neighborhood Route Scoring Process

<u>Criteria</u>	<u>Point</u>	<u>Basis for Scoring</u>
<u>Speed</u>	<u>35</u>	<p>Using <u>85th percentile</u> 2 points for an <u>85-percentile speed 4 mph over posted speed</u></p> <p>PLUS</p> <p><u>3 points for every mph from 5 up to 10 mph over posted speed</u></p> <p>PLUS</p> <p>Using <u>speed profile:</u> <u>1 point for every percent of volume with speed at or over 10 mph of posted speed up to 15 points.</u></p>
<u>Volume</u>	<u>25</u>	<u>1 point for every 100 vehicles per day over 500 vpd</u>
<u>Cut Through Traffic</u>	<u>15</u>	<p><u>10 points if an identified cut through route between arterials can be mapped and observed in the field</u></p> <p>PLUS</p> <p><u>5 points if data is provided that indicates of the traffic on the project street that 20% or more is cut through between arterials.</u></p>
<u>Pedestrian Generators</u>	<u>5</u>	<u>5 points if within 500 feet of street that there are pedestrian generators (parks, elderly housing, retail commercial uses, high school, college or hospital)</u>
<u>Sidewalks</u>	<u>10</u>	<p><u>10 points if sidewalks in project area are discontinuous on both sides</u></p> <p><u>5 points if only one side of the street has continuous sidewalks</u></p> <p><u>0 points if the street has continuous sidewalks on both sides in project area</u></p>
<u>School</u>	<u>10</u>	<u>10 points if an elementary or middle school (public or private) is within 500 feet of the project street</u>
<u>TOTAL SCORE</u>	<u>100</u>	

Commented [DM*D68]: 50th

Commented [DM*D69]: Delete

Commented [DM*D70]: 10 pts

Commented [DM*D71]: Any commercial/industrial uses

Commented [DM*D72]: Change to "school or other educational facility".

And while I'm commenting about schools, can we extend the school zone speed limits to the nearest signalized/controlled intersection and have no time limit?
For example, Lockhaven between RR and Windsor Island should encompass the Elementary and High school zones. And the area between Whitaker and Gubser, on 14th St and on Lockhaven (between Mcleod and Verda).

Commented [ST73]: Do bus stops apply here?

Commented [DM*D74]: Include points for sidewalk condition/width.

Commented [DM*D75]: either

Commented [DM*D76]: 10 points for "no marked or signalized crossing for greater than 250 feet".

I also think that it should be any educational facility. We should be encouraging walking/biking at all schools.

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Table 2
Collector Scoring Process

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

Commented [DM*D77]: 50th percentile. If the speed is 6-10 mph over the posted limit, then we should be going to engineering/traffic calming measures quicker.

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Commented [DM*D79]: See above comment for neighborhood routes

Commented [DM*D80]: Either

Commented [DM*D81]: Points for poor condition or too narrow sidewalks.

Commented [DM*D82]: 10 points is no marked or signalized crossing for greater than 250 feet

Table 3
Arterial Scoring Process

Criteria	Points	Basis for Scoring
<u>Transit</u>	<u>20</u>	<u>20 points if project street is a public transit route with stops</u>
<u>Pedestrian Generators</u>	<u>25</u>	<u>25 points if within 500 feet of street that there are pedestrian generators (parks, elderly housing, retail commercial uses, high school, college or hospital)</u>
<u>Sidewalks</u>	<u>25</u>	<u>25 points if sidewalks in project area are discontinuous on both sides</u> <u>0 points if the street has continuous sidewalks on both sides in project area</u>
<u>Crossing</u>	<u>15</u>	<u>15 points if crossing distance for pedestrians is greater than 60 feet</u>
<u>School</u>	<u>15</u>	<u>15 points if an elementary or middle school (public or private) is within 500 feet of the project street</u>
<u>Trucks</u>	<u>10</u>	<u>1 point for every percent of traffic on project street that is trucks (peak hour count)</u>
TOTAL SCORE	100	

Commented [DM*D83]: See above comments for similar criteria

Commented [DM*D84]: Either

Commented [DM*D85]: Points should be for poor condition or too narrow sidewalks.

Step 5. Level 2 Project Development: Using the CIP process for transportation projects in the city, those projects will go into project development within two years. This step involves extensive public involvement through the neighborhood associations and the project subcommittees involving the City Staff. A NTM toolbox (Appendix D) was developed for the City of Keizer based on input of the Traffic Bicycle Pedestrian Safety Committee to provide a standard set of measures that could be uniformly applied through the problems identified.

Appendix D

Keizer NTM Tool Box

Neighborhood

Traffic Circle
On-street Parking
Truck Restrictions
Turn Restrictions
Other Level I Measures
Street trees
Choker Speed Hump
Curb extensions
Tighter turn radii

Collector

Pavement Texture
On-street Parking
One way entry/exit
Truck Restrictions
Turn Restrictions
Medians
Curb Extensions
Roundabouts

Arterial

Medians
Curb Extensions
Roundabouts
Removal of turn lanes into businesses
Removal of unnecessary middle turning lanes to nowhere.

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Commented [DM*D86]: Barrier in intersection to prevent turn cutting. This means when a driver is making a right or left turn, they cut the angle so they don't have to slow down as much.

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Commented [DM*D87]: Street trees

Commented [DM*D88]: I have seen where Keizer has installed right turn into a business that doesn't have a high number of cars entering the property. This allows cars behind the turning vehicle to stay at a higher speed while making it harder for a vehicle to exit out of the property.

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Commented [DM*D89]: For example, Lockhaven between RR and Windsor Island. The middle turning lane is unnecessary for most of the length and only creates an environment for faster speeds.

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Appendix E

Cities of Keizer Neighborhood Traffic Control Program

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 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

Commented [DM*D90]: Some cities (e.g., Pittsburgh, Vancouver BC) have on-street parking allowed in a travel lane along collector/arterials during non-peak hours.

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Commented [DM*D91]: I don't favor removing parking, particularly when it's to facilitate turns.

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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 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.

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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.

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NTMP Process

STEP 1

Start application either through NA or by self with petition from neighbors

STEP 2

Request Level One Action Plan study to done by Law Enforcement by reaching out to KPD or through the TBPSC.

STEP 3

Public Works will do field reconnaissance and analysis.

STEP 4

Public Works will rank project by criteria.

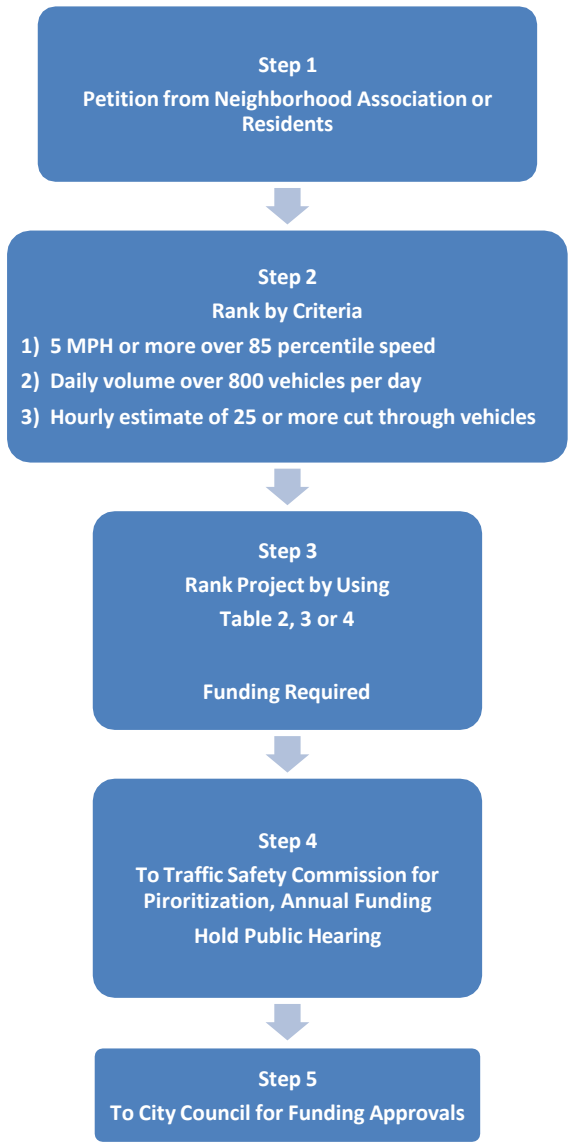
STEP 5

Project is developed.



Project is Constructed and Monitored.

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COMMUNITY DIVERSITY ENGAGEMENT COMMITTEE



The Plan



CITY OF KEIZER

COMMUNITY DIVERSITY ENGAGEMENT COMMITTEE

MEMBERS

- Laura Reid, Chair
- Benita Picazo, Vice Chair
- Shaney Starr
- Tammy Kunz
- Thais Rodick
- Carrie Brown
- Amy Bauer
- Nevaeh Music
- Stephanie Cross
- Vacancy

PURPOSE

To act in an advisory capacity to the Keizer City Council and to advise on action for community engagement by:

- 1) Listening to understand. Keizer wants to let everyone know we are all included when we talk about the Keizer community and are important for our community to thrive holistically,
- 2) Using what is heard to create recommendations for action plan(s) for increasing community engagement and communication on progress in civic processes,
- 3) Acting on the values included in the Resolution for Justice, Equity, Diversity and Inclusion.

COMMUNITY DIVERSITY ENGAGEMENT COMMITTEE

TASKS

To assist in developing action recommendations for community engagement in civic processes in the following areas:

- 1) Collaboration with Council, other city committees, commissions and neighborhood associations to increase active participation and recommend culturally responsive actions.
- 2) Collaboration with other organizations (historical/cultural/arts, business organizations, faith, community, community based organizations, education, and additional sectors not usually included).
- 3) Collaborating in community opportunities to have conversation, celebration & relationship building.
- 4) Recommending additions or subtractions of national observances/commemorative/heritage months.
- 5) Help develop metrics and yearly report on tasks identified and the data needed to better understand culturally responsive provision of services and public participation.
- 6) Assist in identifying leaders and build leadership capacity of under-represented and underserved communities.

Keizer, Oregon ~ Population

July 1, 2022 Estimate

39,561

KEIZER DEMOGRAPHICS

KEIZER OVERVIEW

State	Oregon
County	Marion County
Land Area (mi²)	7.2 sq mi
Density (mi²)	5,420.60/sq mi
Growth Rate	-0.51% (-198)
Growth Since 2020	-1.52% (-597)

KEIZER DEMOGRAPHICS

- Keizer has a 2023 population of **38,760** based upon projections of the latest US Census estimates. Keizer is currently declining at a rate of **-0.51%** annually, and its population has decreased by **-1.52%** since the most recent census, which recorded a population of **39,357** in 2020.
- The average household income in Keizer is **\$85,364** with a poverty rate of **10.41%**. The median age in Keizer is **36.2** years, **36.3** years for males, and **36** years for females.

KEIZER DEMOGRAPHICS VS. OREGON

KEIZER

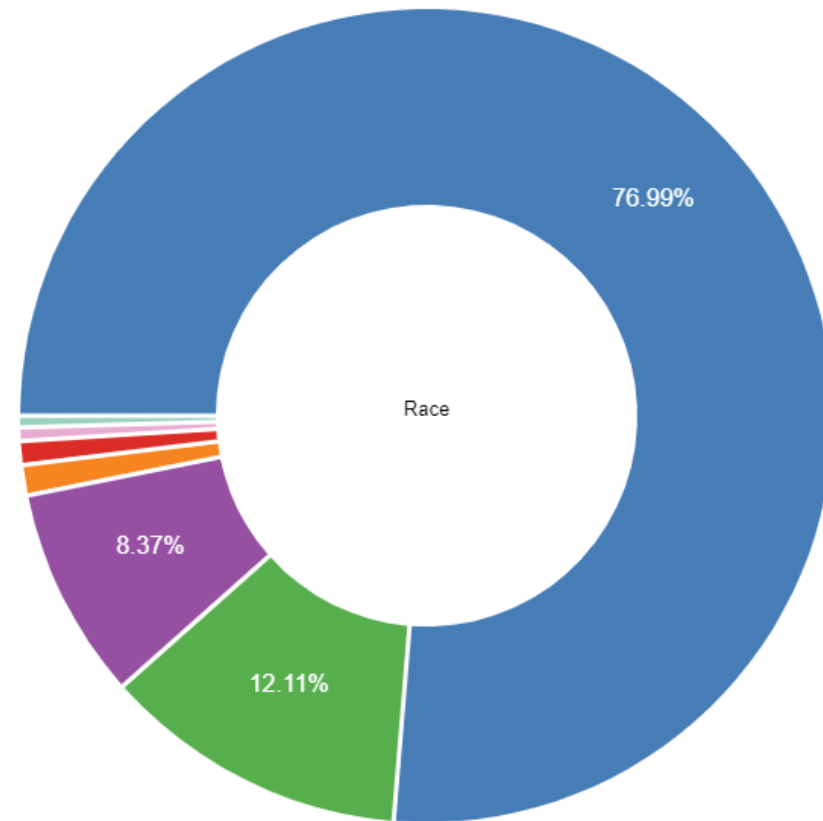
- According to the most recent American Community Survey, the racial composition of Keizer was:
- White: 76.99%
- Two or more races: 12.11%
- Other race: 8.37%
- Asian: 1.05%
- Native American: 0.8%
- Black or African American: 0.37%
- Native Hawaiian or Pacific Islander: 0.31%

OREGON

- According to the most recent American Community Survey, the racial composition of Keizer was:
- White: 80.69%
- Two or more races: 7.74%
- Asian: 4.44%
- Other race: 3.77%
- Black or African American: 1.85%
- Native American: 1.1%
- Native Hawaiian or Pacific Islander: 0.41%

POPULATION BY RACE – ALL RACES

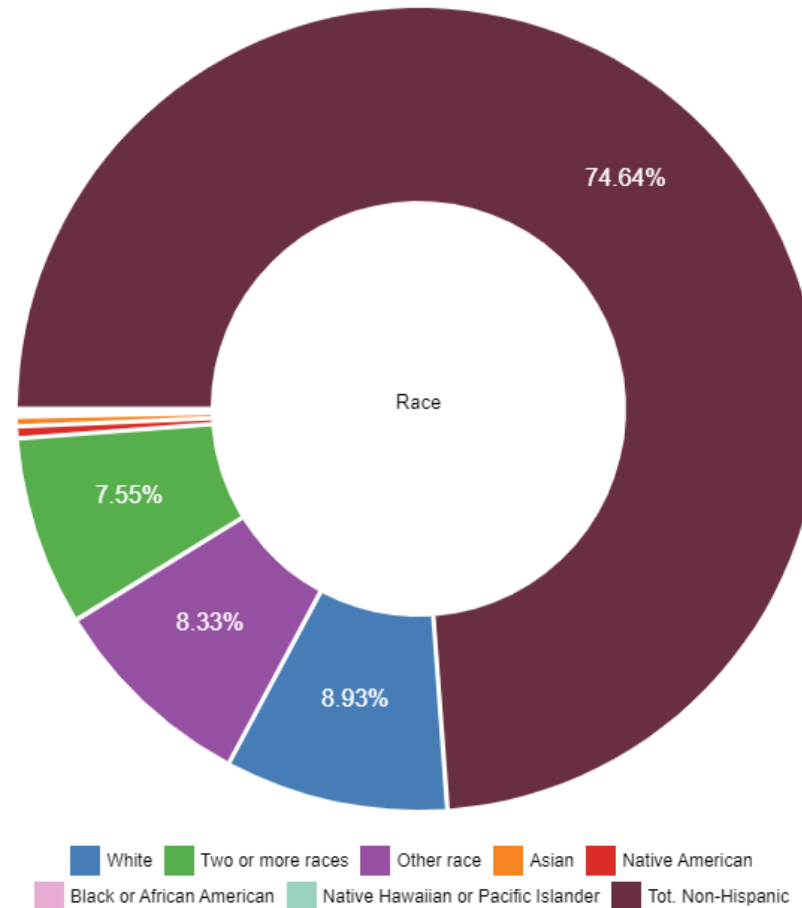
Race	Population	Percentage (of total)
White	30,119	76.99%
Two or more races	4,736	12.11%
Other race	3,275	8.37%
Asian	409	1.05%
Native American	313	0.80%
Black or African American	144	0.37%
Native Hawaiian or Pacific Islander	123	0.31%



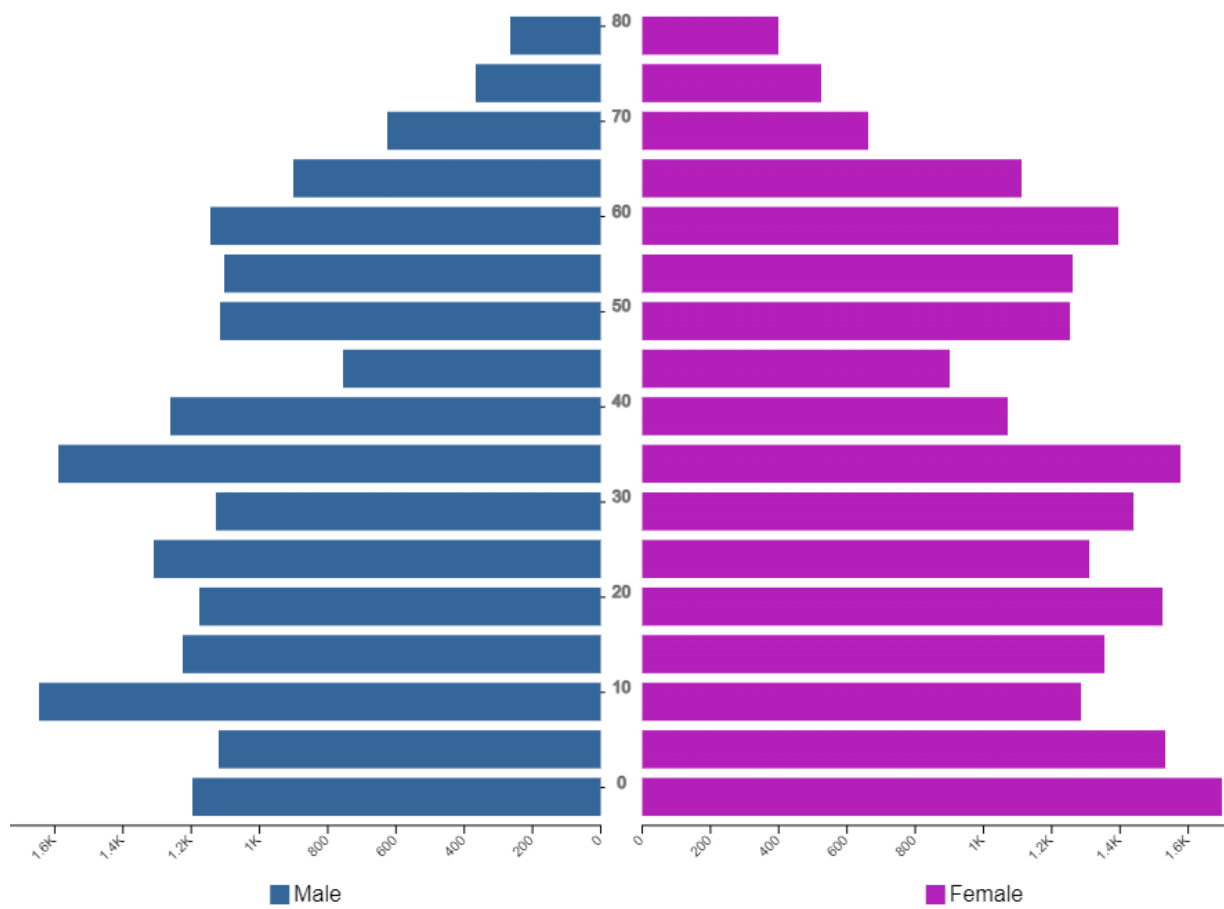
White Two or more races Other race Asian Native American
Black or African American Native Hawaiian or Pacific Islander

POPULATION BY RACE – HISPANIC

Race	Population	Percentage (of total)
White	3,492	8.93%
Two or more races	2,955	7.55%
Other race	3,258	8.33%
Asian	91	0.23%
Native American	125	0.32%
Black or African American	0	0%
Native Hawaiian or Pacific Islander	0	0%



KEIZER POPULATION PYRAMID 2023



Keizer Median Age

36.2 Total

36.3 Male

36 Female

Keizer Adults

There are 28,915 adults, (5,738 of whom are seniors) in Keizer.

Keizer Age Dependency

68.8 Age Dependency Ratio

24.8 Old Age Dependency Ratio

44 Child Dependency Ratio

Keizer Sex Ratio

Female	20,927	53.5%
Male	18,192	46.5%

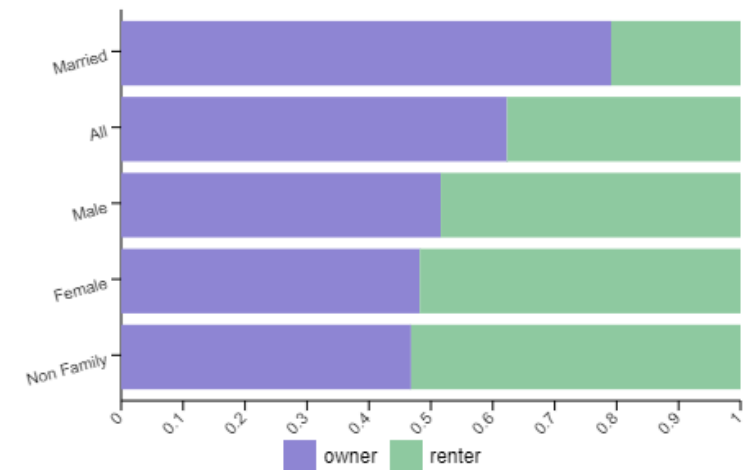
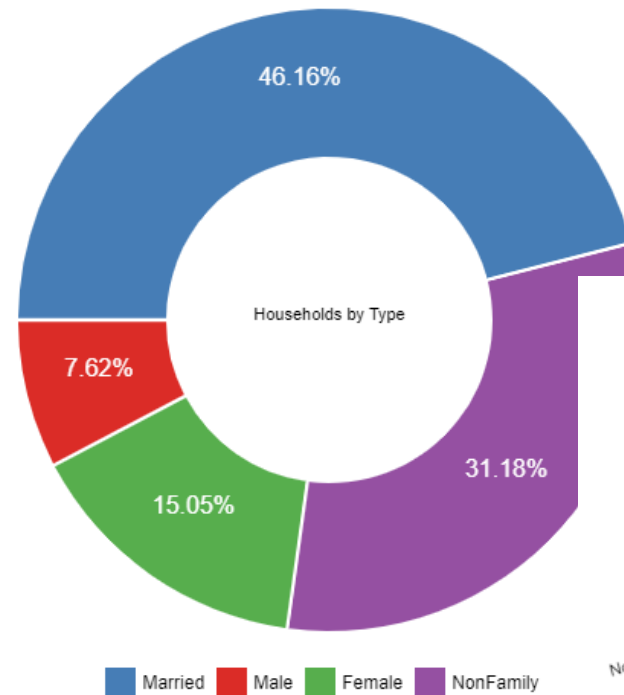
KEIZER RENTER VS OWNER OCCUPIED BY HOUSEHOLD TYPE

Household Type	Count	Average Size	Owner	Renter
All	14,024	2.77	62.3	37.7
Married	6,473	3.43	79.1	20.9
Male	1,068	3.4	51.6	48.4
Female	2,111	3.41	48.2	51.8
Non Family	4,372	1.32	46.8	53.2

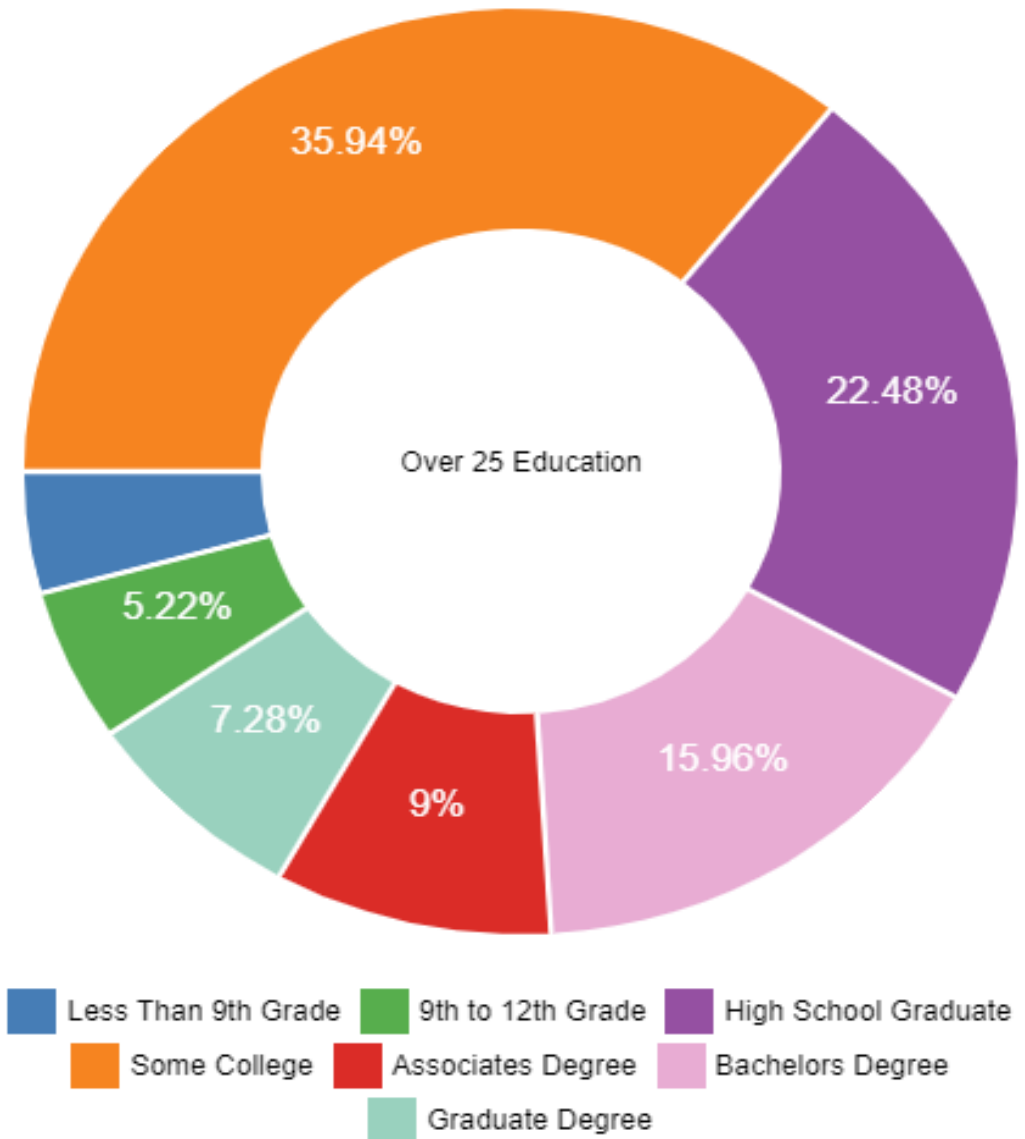
3.26 Average Family Size

2.77 Average Household Size

62.3% Rate of Home Ownership



EDUCATION – OVER 25



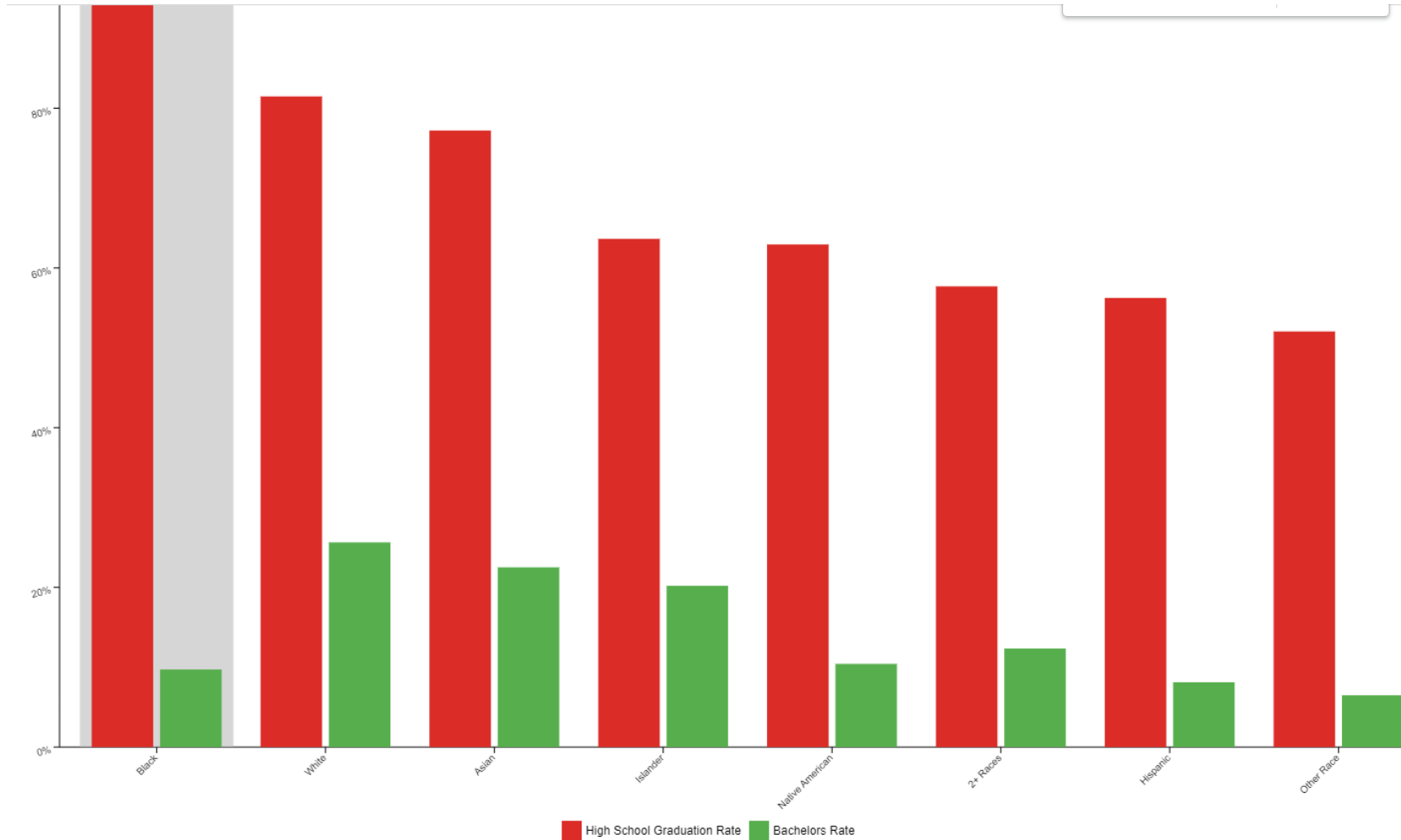
KEIZER EDUCATIONAL ATTAINMENT BY RACE

Race	Total	High School	Bachelors
White	21,897	17,839	5,614
Hispanic	6,380	3,588	518
2+ Races	3,094	1,785	382
Other Race	2,231	1,161	145
Asian	351	271	79
Native American	259	163	27
Black	144	144	14
Islander	99	63	20

The highest rate of high school graduation is among black people with a rate of 100%.

The highest rate of bachelors degrees is among white people with a rate of 25.64%.

KEIZER EDUCATIONAL ATTAINMENT BY RACE



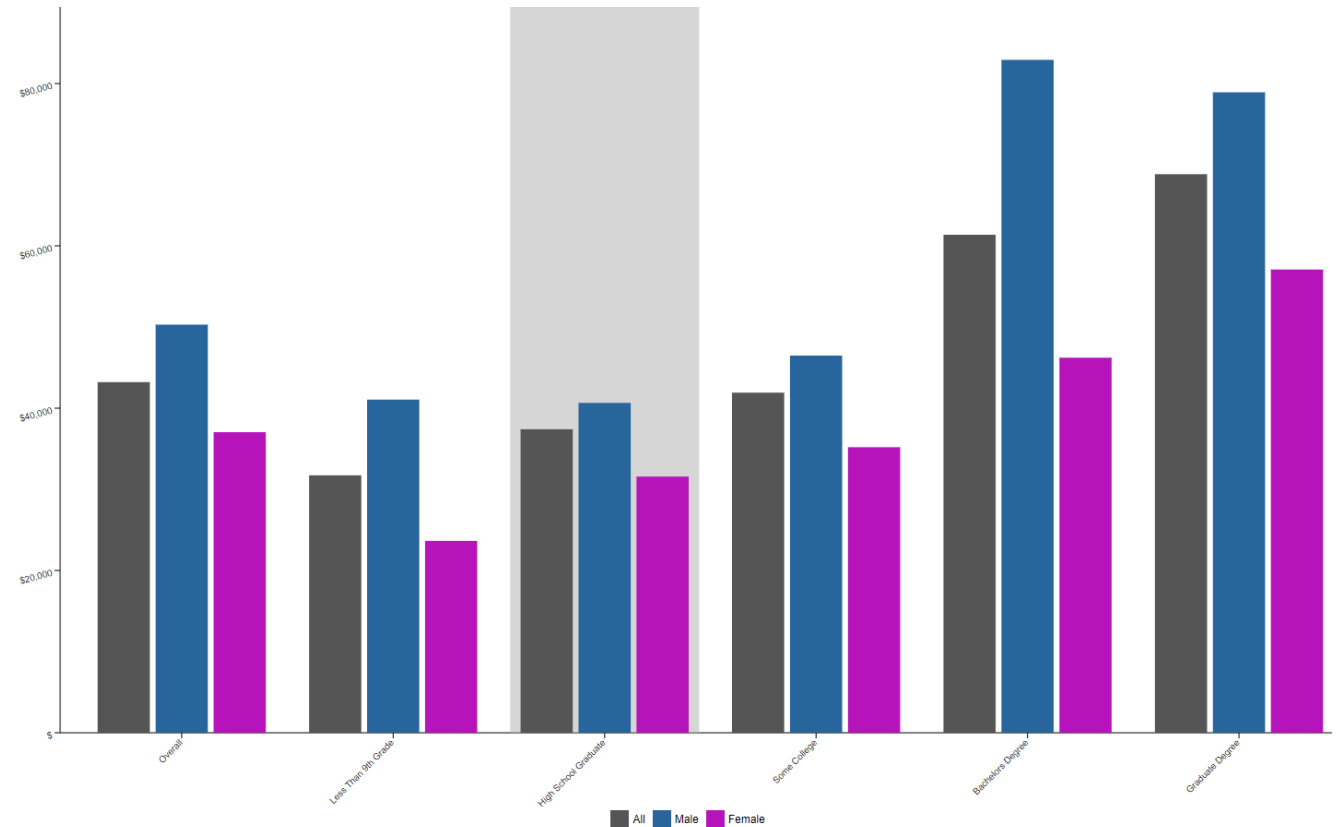
KEIZER EARNINGS BY EDUCATIONAL ATTAINMENT

Education Level	Average	Male	Female
Overall	\$43,207	\$50,291	\$37,041
Less Than 9th Grade	\$31,719	\$41,053	\$23,646
High School Graduate	\$37,401	\$40,647	\$31,569
Some College	\$41,909	\$46,479	\$35,189
Bachelors Degree	\$61,368	\$82,917	\$46,217
Graduate Degree	\$68,828	\$78,920	\$57,083

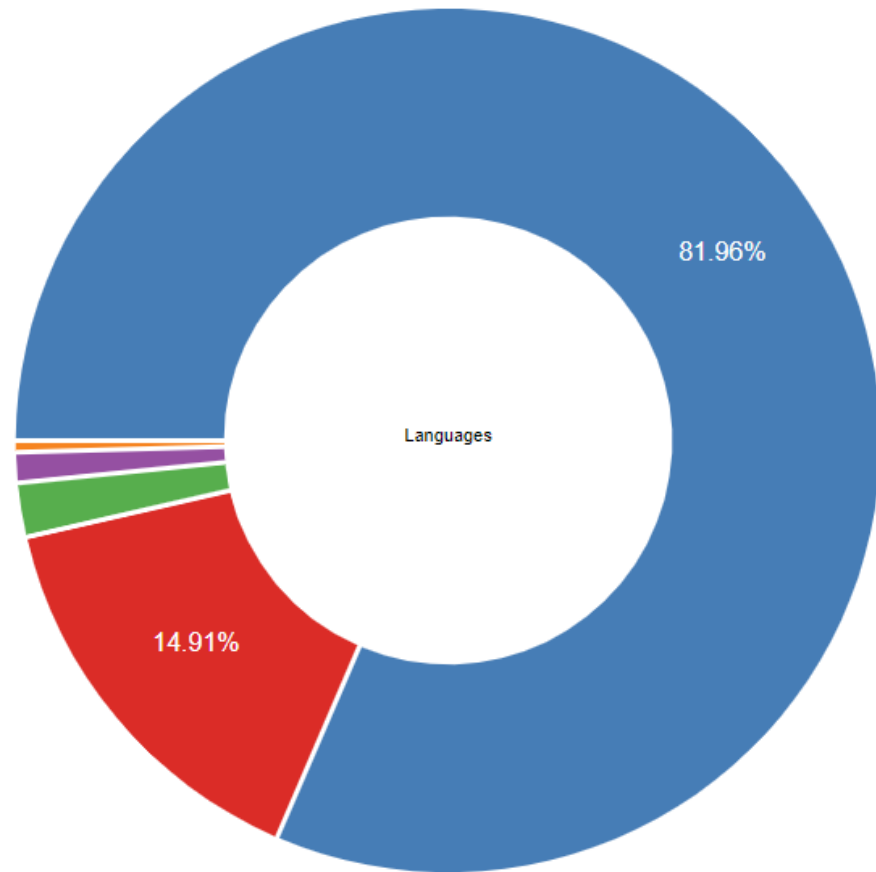
\$43,207 Average Earnings

\$50,291 Average Male

\$37,041 Average Female



KEIZER LANGUAGE BY AGE



81.96% of Keizer residents speak only English, while 18.08% speak other languages.

The non-English language spoken by the largest group is Spanish, which is spoken by 14.91% of the population.

KEIZER POVERTY BY RACE

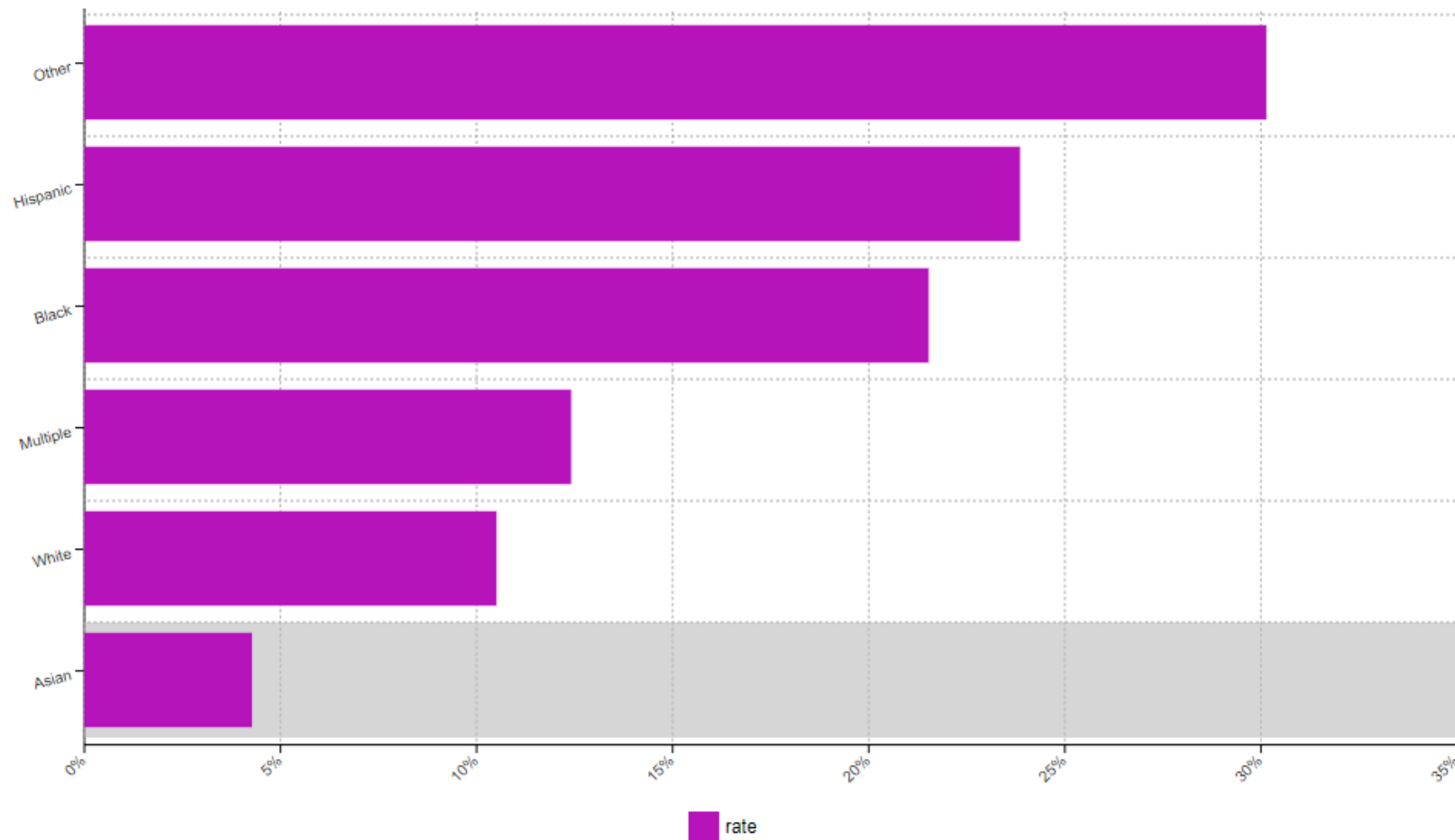
Race	Total	In Poverty	Poverty Rate
White	21,897	2,301	10.51%
Hispanic	6,380	1,522	23.86%
Other	3,275	987	30.14%
Multiple	3,094	384	12.41%
Black	144	31	21.53%
Asian	351	15	4.27%

The race most likely to be in poverty in Keizer is Other, with 30.14% below the poverty level.

The race least likely to be in poverty in Keizer is Asian, with 4.27% below the poverty level.

The poverty rate among those that worked full-time for the past 12 months was 3.11%. Among those working part-time, it was 10.42%, and for those that did not work, the poverty rate was 15.94%.

KEIZER POVERTY BY RACE



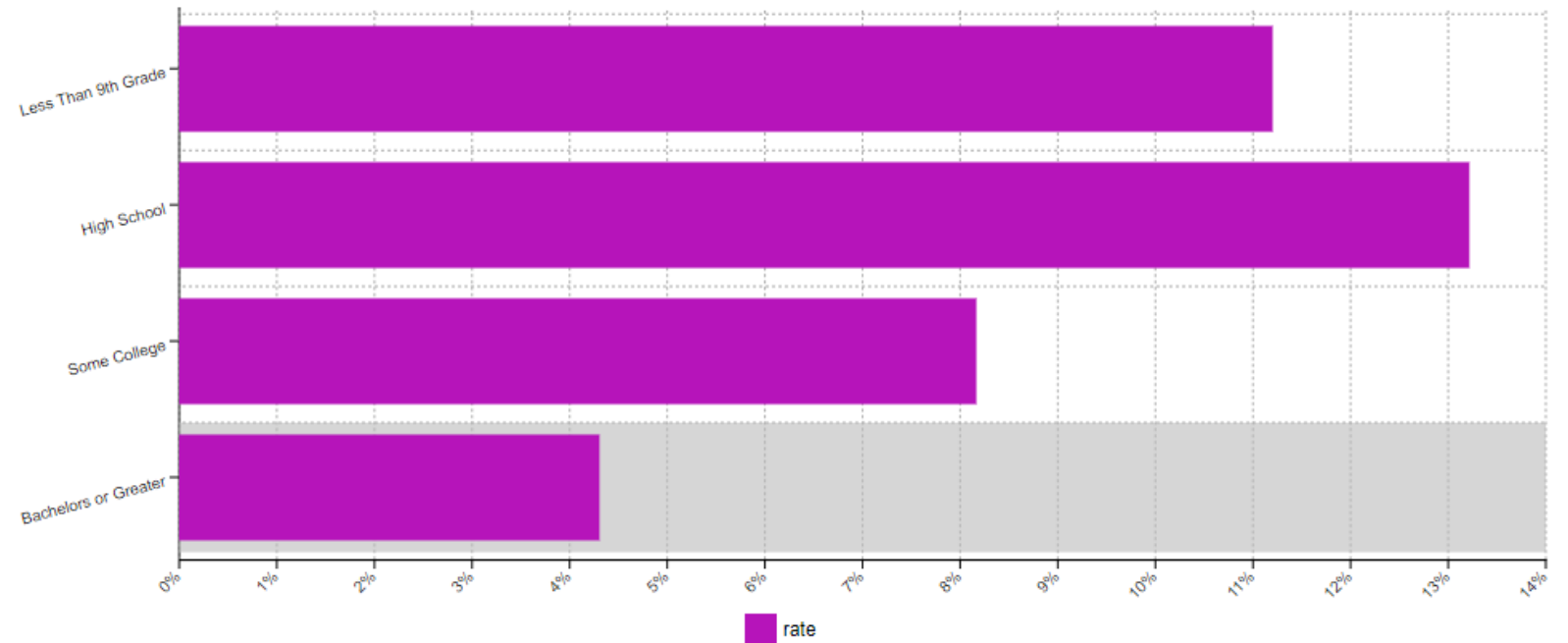
10.41% Overall Poverty Rate

11.07% Male Poverty Rate

9.83% Female Poverty Rate

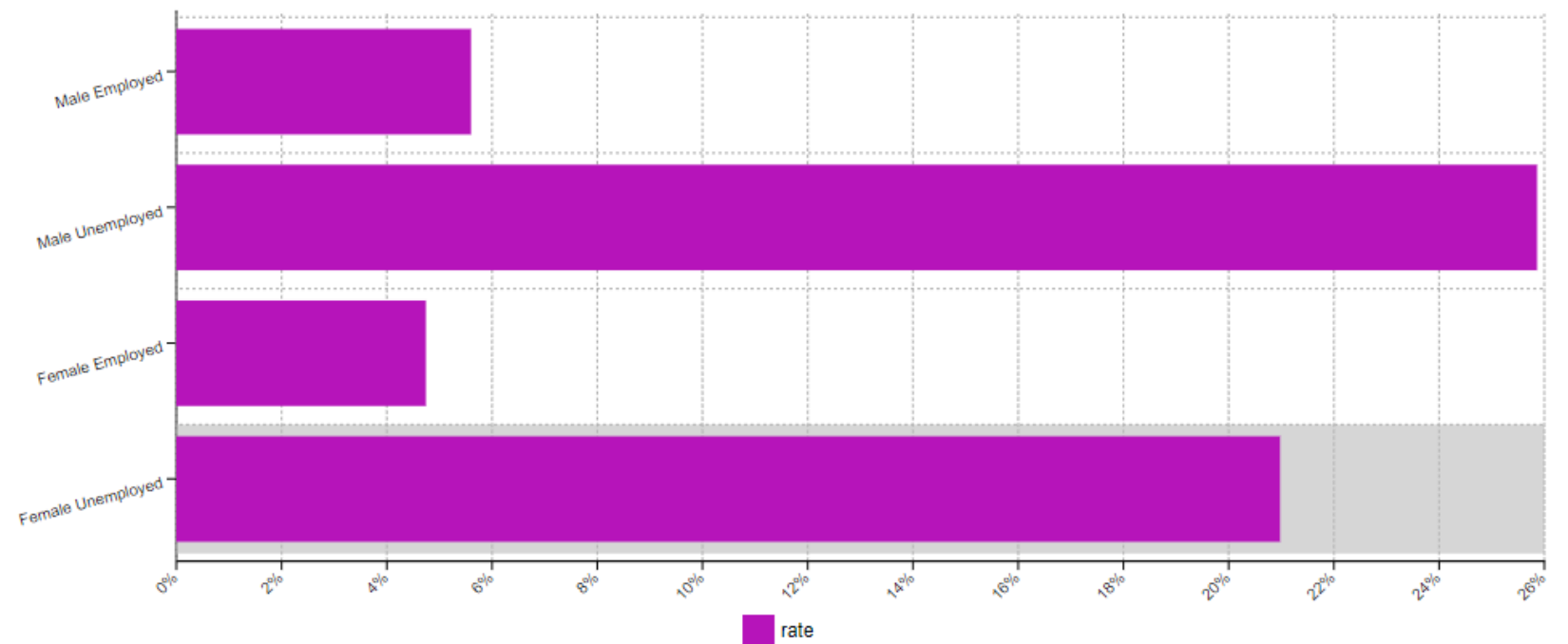
KEIZER POVERTY RATE BY EDUCATION

Education Level	Poverty Rate
High School	13.22%
Less Than 9th Grade	11.20%
Some College	8.17%
Bachelors or Greater	4.31%



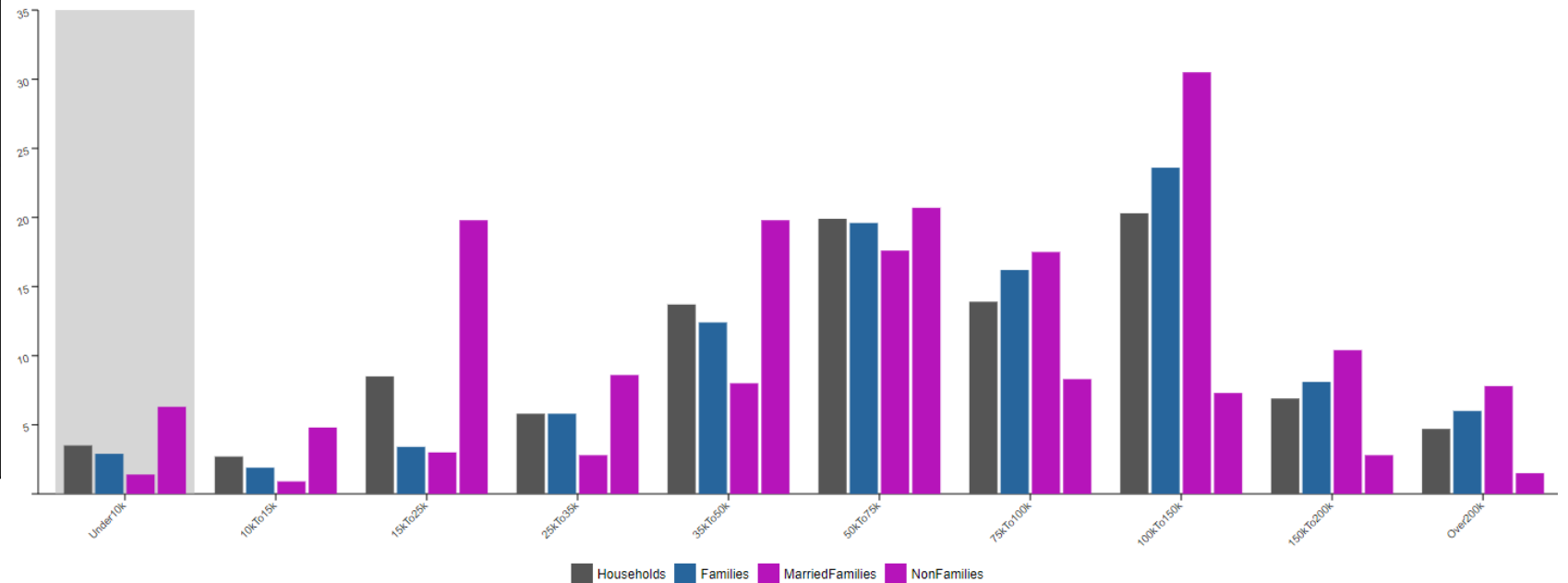
KEIZER POVERTY RATE BY EMPLOYMENT STATUS AND SEX

Sex & Status	Poverty Rate
Male Unemployed	25.86%
Female Unemployed	20.98%
Male Employed	5.60%
Female Employed	4.74%



KEIZER INCOME BY HOUSEHOLD TYPE

Type	Median	Mean
Households	\$68,460	\$85,364
Families	\$80,597	\$93,653
Married Families	\$98,924	unavailable
Non Families	\$42,784	\$57,926



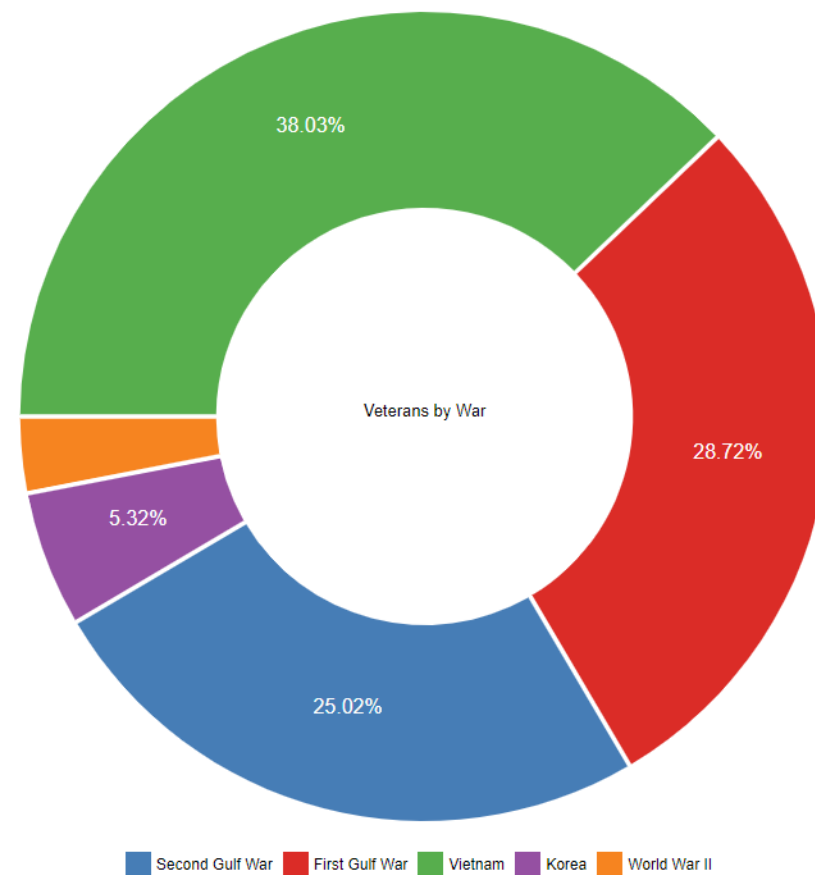
KEIZER VETERANS BY WAR

War	Veterans
Second Gulf War	508
First Gulf War	583
Vietnam	772
Korea	108
World War II	59

2,385 Number of Veterans

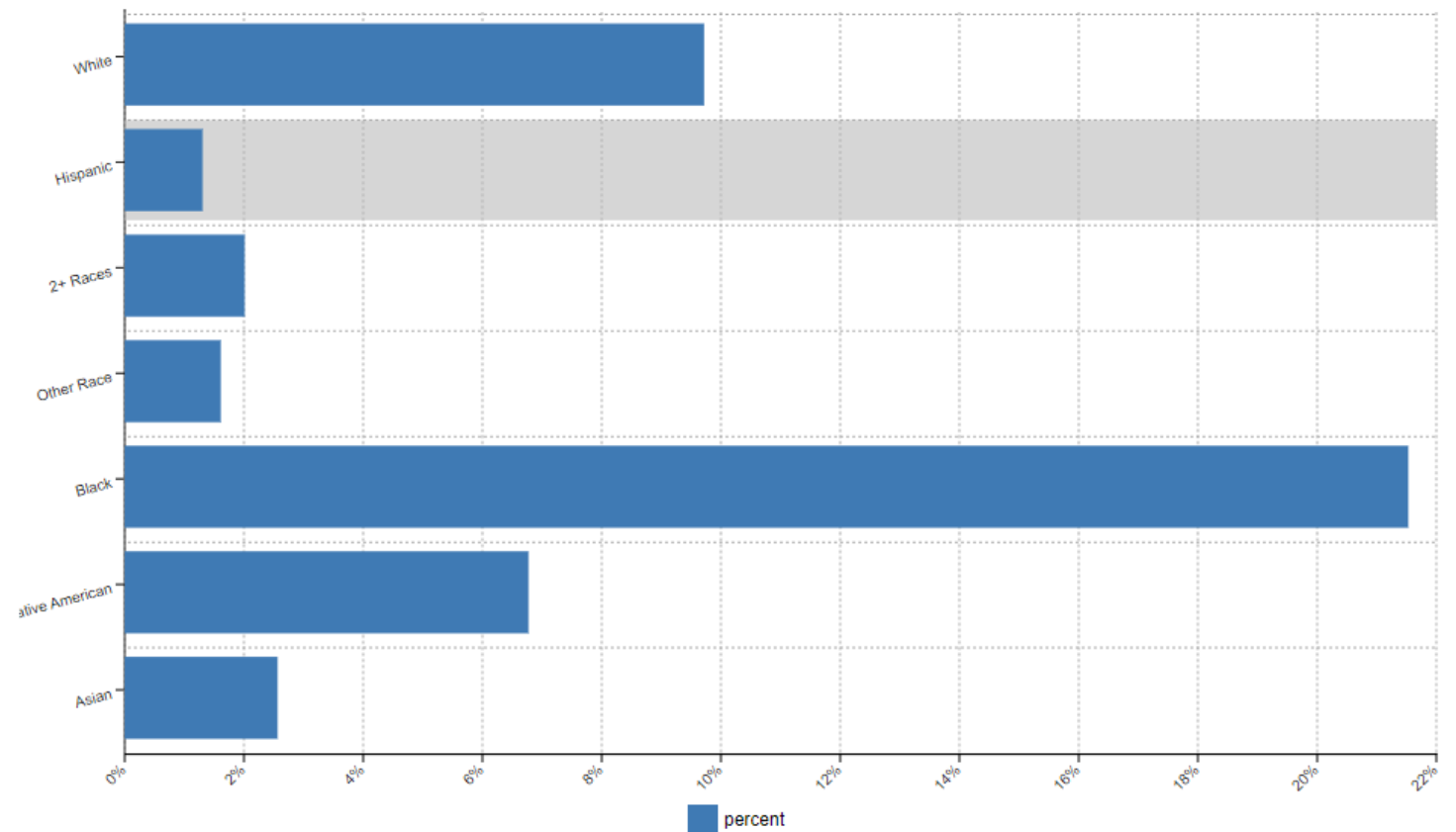
2,237 Male Veterans

148 Female Veterans

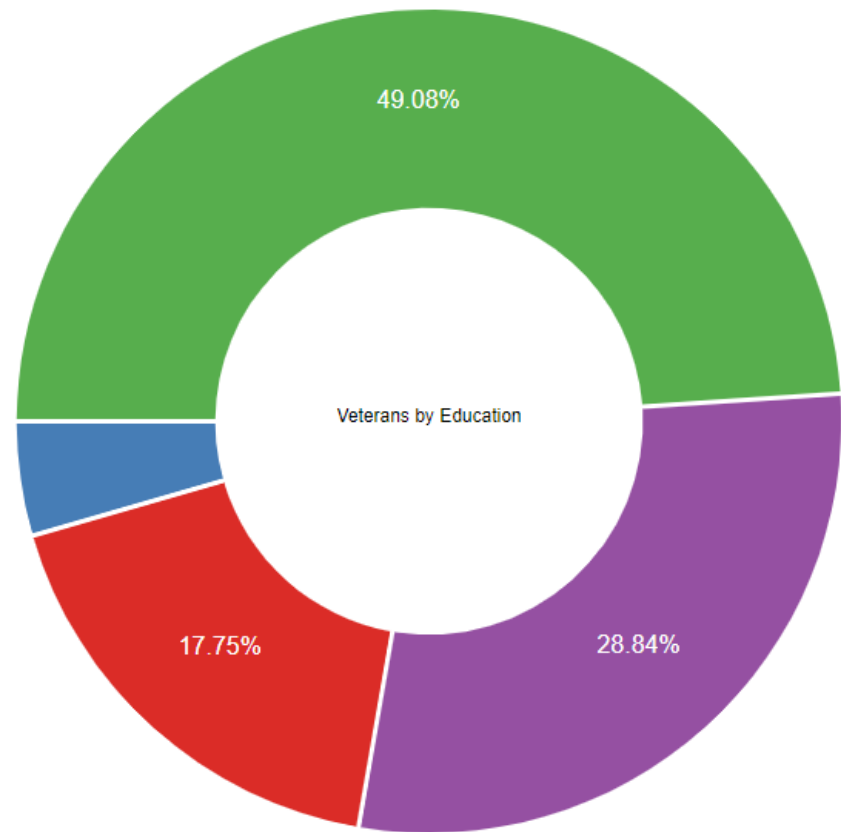


KEIZER VETERANS BY RACE

Race	Veterans	% of Total
White	2,235	9.72%
Hispanic	79	1.31%
2+ Races	58	2.01%
Other Race	35	1.61%
Black	31	21.53%
Native American	17	6.77%
Asian	9	2.56%



KEIZER VETERANS BY EDUCATION – POVERTY & DISABILITY

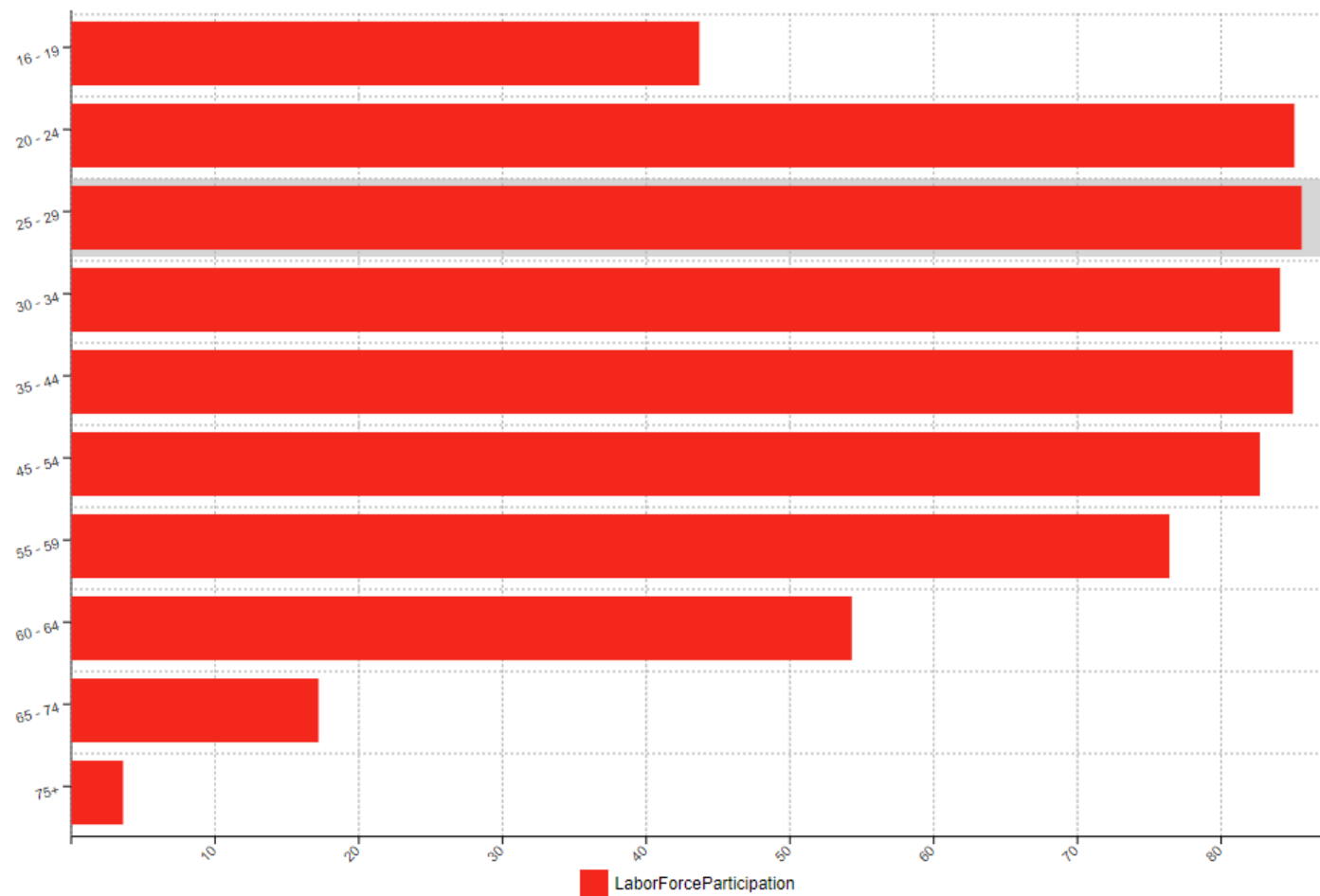


■ Less Than 9th Grade ■ High School Graduate ■ Some College ■ Bachelors or Greater

7.7% Veteran Poverty Rate

34.09% Veteran Disability Rate

KEIZER EMPLOYMENT BY AGE

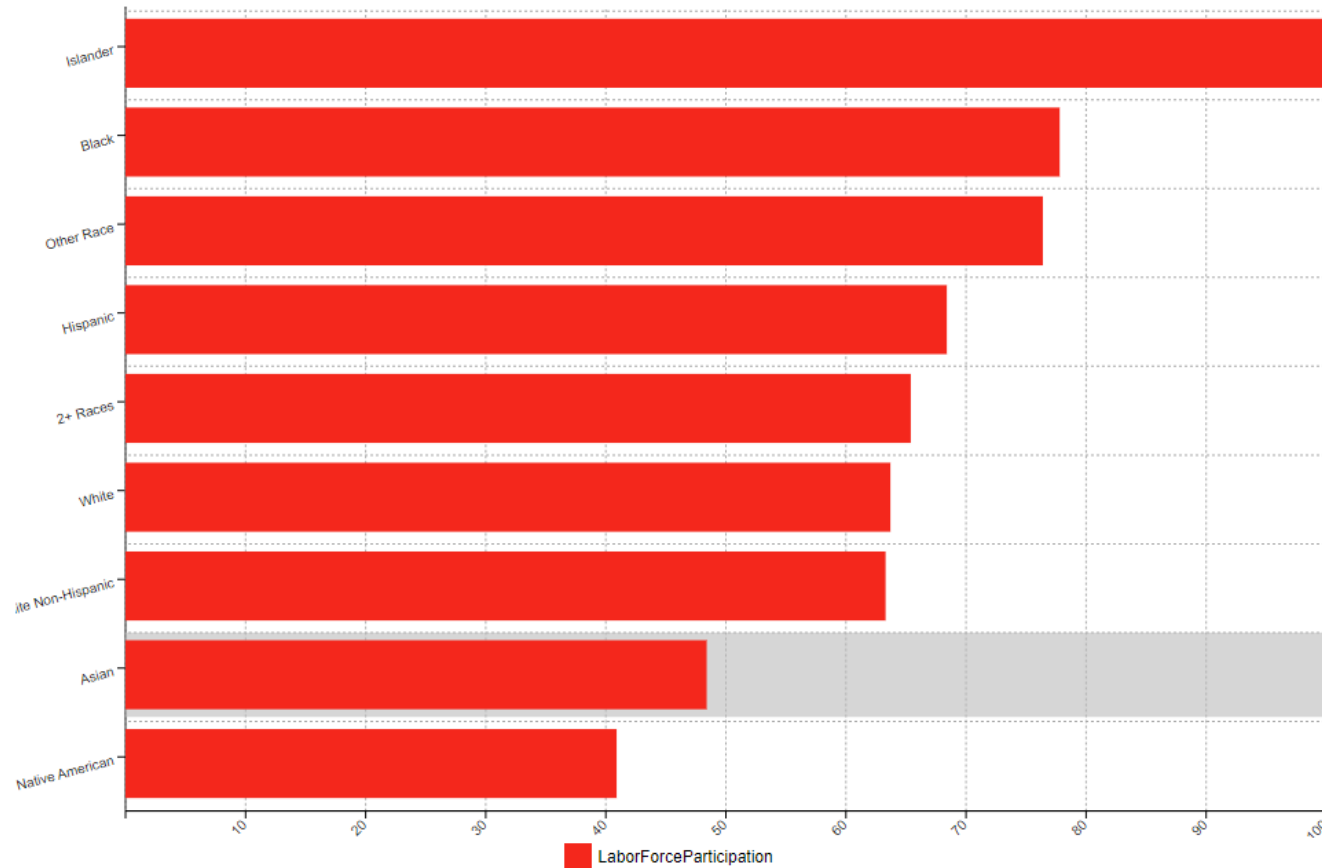


64.6% Labor Force Participation

61.6% Employment Rate

4.6% Unemployment Rate

KEIZER EMPLOYMENT BY RACE – LABOR FORCE PARTICIPATION



100% Islander

77.80% Black

76.40% Other

68.40% Hispanic

65.40% Two Races

63.70% White

63.30% White Non-Hispanic

48.40% Asian

40.90% Native American

KEIZER PLACE OF BIRTH

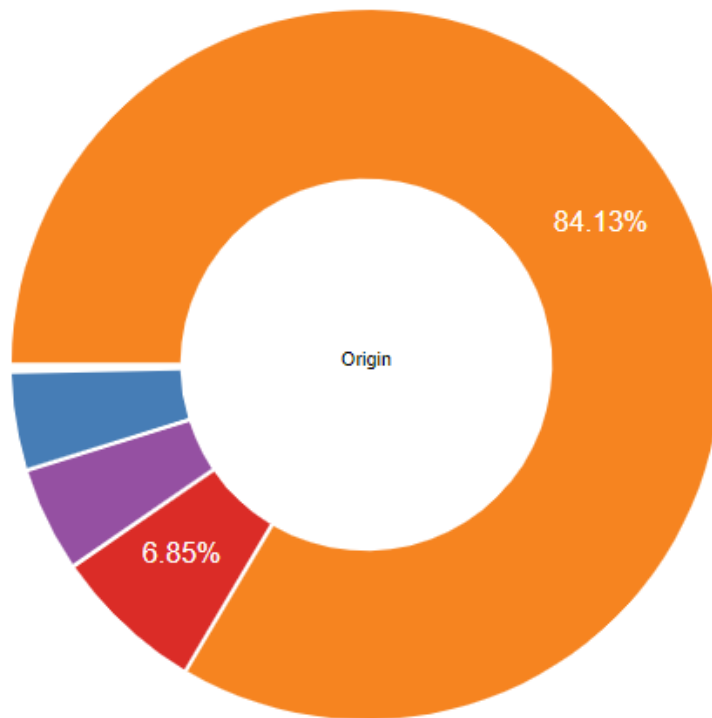
90.59% of Keizer residents were born in the United States, with 56.73% having been born in Oregon.

5.04% of residents are not US citizens. Of those not born in the United States, the largest percentage are from Latin America.

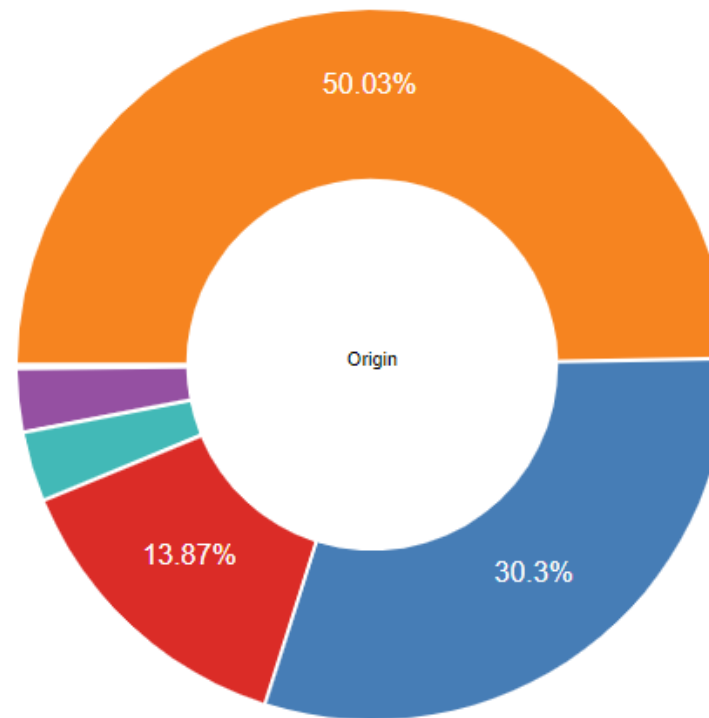
90.59%	Native Born
56.73%	Born in Oregon
9.31%	Foreign Born
5.04%	Non-Citizen
4.27%	Naturalized

KEIZER PLACE OF BIRTH

Origin of Non-Citizens



Origin of Naturalized Citizens



Non citizens include legal permanent residents (green card holders), international students, temporary workers, humanitarian migrants, and illegal immigrants.

KEIZER POPULATION BY YEAR - DATA AFTER 2021 IS PROJECTED BASED ON RECENT CHANGE

Year	Population	Growth	Growth Rate
2029	37,593	-192	-0.51%
2028	37,785	-193	-0.51%
2027	37,978	-194	-0.51%
2026	38,172	-195	-0.51%
2025	38,367	-196	-0.51%
2024	38,563	-197	-0.51%
2023	38,760	-198	-0.51%
2022	38,958	-199	-0.51%
2021	39,157	-200	-0.51%
2020	39,357	269	0.69%
2019	39,088	290	0.75%
2018	38,798	290	0.75%
2017	38,508	290	0.76%
2016	38,218	290	0.76%
2015	37,928	290	0.77%

Year	Population	Growth	Growth Rate
2014	37,638	290	0.78%
2013	37,348	290	0.78%
2012	37,058	290	0.79%
2011	36,768	290	0.79%
2010	36,478		0%
2000	32,203	10,319	3.94%
1990	21,884	3,292	1.64%
1980	18,592	7,192	5.01%
1970	11,400	6,112	7.98%
1960	5,288	-32,305	2.88%

REFERENCES

- Portland State University Population Research Center
- World Population Review: <https://worldpopulationreview.com/us-cities/keizer-or-population>
- US Census 2021 ACS 5-Year Survey (Table B03002) - Hispanic Origin
- US Census 2021 ACS 5-Year Survey (Table S0101)
- US Census 2021 ACS 5-Year Survey (Table S1101)
- US Census 2021 ACS 5-Year Survey (Table S1501)
- US Census 2021 ACS 5-Year Survey (Table S1601)
- US Census 2021 ACS 5-Year Survey (Table S1701)
- US Census 2021 ACS 5-Year Survey (Table S1901)
- US Census 2021 ACS 5-Year Survey (Table S2101)
- US Census 2021 ACS 5-Year Survey (Table S2301)
- US Census 2021 ACS 5-Year Survey (Table B05002)