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**CITY OF KEIZER**  
**TRAFFIC SAFETY/BIKEWAYS/PEDESTRIAN COMMITTEE AGENDA**  
**Thursday, April 21, 2022 @ 6:00 p.m.**  
**Keizer City Council Chambers**

1. **CALL TO ORDER**
2. **VOLUNTEER APPRECIATION – Larry Jackson**
3. **APPROVAL OF MINUTES – March 2022**
4. **APPEARANCE OF INTERESTED CITIZENS**
5. **CHAIR REPORT – LED Speed Sign, Speed Table, Stop Sign, Pedestrian Crossing (Lockhaven near McNary and Chemawa Road) Meeting with Public Works Director**
6. **STREET PAINTING – Keizerfest – Update (Davis/DeBlasi/Sangster)**
7. **BIKE SKILLS FAIR REPORT – Hersch Sangster**
8. **SALEM BIKE VISION: <https://saalem-bike-vision.mailchimpsites.com/> – Steven Wolf**
9. **REVIEW OF COMMITTEE PURPOSE**
10. **COMMITTEE MEMBER INPUT / NEIGHBORHOOD ASSOCIATION REPORTS**
11. **STAFF REPORT ~ *Mike Griffin***
12. **POLICE LIAISON REPORT ~ *David LeDay***
13. **COUNCIL LIAISON REPORT ~ *Elizabeth Smith***
14. **ADJOURN**

***Next meeting: May 19, 2022***

*Reporting to Council and Attending/Monitoring Planning Commission:*

**Jamie Davis**

*May 2, 2022 – Council | May 11, 2022 – Planning Commission*



**KEIZER TRAFFIC SAFETY, BIKEWAYS & PEDESTRIAN COMMITTEE MINUTES**  
**Thursday, March 17, 2022**  
**Keizer City Council Chambers**

**CALL TO ORDER**

Chair Davis called the meeting to order at 6:00 pm. Attendance follows:

**Present:**

Jamie Davis, Chair  
Michael DeBlasi, Vice Chair  
Hersch Sangster  
Steven Wolf (6:01)  
Rick Kuehn  
Tammy Saldivar

**Council Liaison/Staff Present:**

Martin Powel, Police  
Debbie Lockhart, Deputy City Recorder

**Absent:**

David Dempster

**APPROVAL OF MINUTES:** Hersch Sangster moved for approval of the February 2022 Minutes. Rick Kuehn seconded. Motion passed as follows: DeBlasi, Kuehn and Sangster in favor with Davis and Saldivar abstaining, Wolf absent at time of vote and Dempster absent.

**APPEARANCE OF INTERESTED CITIZENS:**

*Tammy Kunz*, Keizer, complained about dangerous sidewalks in the Cherry/River/Mandrin area near Bi-Mart and offered to help with the formation of the Northwest Keizer Neighborhood Association and the upcoming Bicycle Skills Fair. She also indicated that she would be contacting the School District to request a school crossing guard near the Verda/Chemawa roundabout to assist children crossing on their way to school.

*Jackie Green*, Keizer, asked what the NEKNA boundaries would be. Mr. Sangster responded that they would be Chemawa to the river/River Road to Lochaven/Lockhaven to the river and Windsor Island Road to the city limits. Mr. Sangster and Ms. Green agreed to work together to form two neighborhood associations for northwest and northeast Keizer. Responding to her question regarding distracted driving, Officer Powell stated that it seems to have declined somewhat. Responding to her question regarding getting repairs made on the bike path along Salem Parkway, committee members urged her to contact ODOT.

*Rhonda Rich*, representing the West Keizer Neighborhood Association, requested that the following traffic calming devices be put in place:

1. Speed Table on Cummings
2. Stop sign at Dearborn and Shoreline

Chair Davis noted that she knew Chief Teague was in favor of these projects and she was planning to contact Public Works Director Bill Lawyer to relay this request and find out if they could be done. She noted that she was hoping the 2009 Transportation System Plan could be

updated soon and urged Ms. Rich to review the Neighborhood Traffic Management Plan to learn how projects are funded.

Ms. Rich added that the flashing LED lit speed signs were discussed at the last board meeting and board members were in favor of giving these a try but it had not yet been discussed at a regular meeting.

*Jack Dorsey*, Keizer, explained that he lived on Chemawa and 8<sup>th</sup> and requested that a pedestrian activated crosswalk be placed at Bailey and Chemawa so that he wouldn't have to walk all the way down to the crosswalk at Rickman. He noted that many people cross without the benefit of a crosswalk. Chair Davis indicated that she would bring this request to Mr. Lawyer. Hersch Sangster interjected that one should be placed on Lockhaven near McNary as well.

*Don George*, Keizer, requested that a barrier between cyclists and automobiles be included on Wheatland Road when the proposed work is done. Mr. Sangster explained that early design work is all that has been done but that a large multi-use plath along with bike lanes with rumble strips between automobiles and cycles is planned.

**SAFE ROUTES TO SCHOOL PROGRAM APPLICATION:** Hersch Sangster reported that Bill Lawyer has submitted the preliminary application and will do more in July. The Committee, Safe Routes to School Coordinator and the school district also submitted letters of support.

**LED FLASHING LIGHT PROJECT MEMO TO COUNCIL 2/22:** Chair Davis indicated that she would be meeting with Bill Lawyer to share information with him and that this would be the first step before bringing the recommendation to Council.

**KEIZERFEST STREET PAINTING:** Mike DeBlasi reported that the event will be in August at Keizer Rapids Park.

**BIKE SKILLS FAIR REPORT:** Hersch Sangster reported that the fair is planned for May 14, from 1 to 3 p.m. at the Community Center south parking lot. He shared details about set up and planned events.

**PLANNING COMMISSION REPORT:** Steve Wolf reported that the Planning Commission did not address anything to do with traffic. Chair Davis asked committee members to check the Planning Commission agenda to see if there is anything that concerns traffic safety, to consider possible concerns that the committee should bring to the Commission and to get a substitute if they are unable to fulfil their assignment.

**COMMITTEE MEMBER INPUT / NEIGHBORHOOD ASSOCIATION REPORTS:**

*Chair Davis* reported that Southeast Keizer Neighborhood Association is struggling with adequate participation. They have a representative from Weddle who attends. She suggested that the neighborhood associations include members of the Traffic Safety-Bikeways-Pedestrian Committee when distributing their minutes.

*Mike DeBlasi* urged committee members to provide comments to the DLCD on the Rules for Climate Friendly and Equitable Communities and suggested that perhaps bollards at strategic intersections would protect cyclists and prevent traffic from using bike lanes for right turns.

*Hersch Sangster* shared information about the Northwest Keizer Neighborhood Association that is being formed, announced that he is now serving on the Marion County Parks Commission and shared detailed information about the most recent meeting.

**STAFF REPORT:** None

**POLICE REPORT:** None

**COUNCIL LIAISON REPORT:** None

**OTHER BUSINESS**

**Planning Commission/Council Report:** Steven Wolf will report to Council in April and monitor the April Planning Commission meeting.

**ADJOURN:** Meeting adjourned at 6:58 p.m.

***Next Scheduled Meeting ~ April 21, 2022, 6 p.m.***

*Minutes Approved:* \_\_\_\_\_

## PRESS RELEASE

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**FOR IMMEDIATE RELEASE**

March 24, 2022

### **Community Leaders Unveil Vision for Unified Bike System in Salem**

*The comprehensive system would provide more than 55 miles of new protected bike lanes and paths including a North-South and East-West bike routes with connections for all residents to safely travel throughout the city.*

**Salem, OR** - Community leaders serving on the City Council, the Cherriots Board of Directors, and the Parks and Recreation Advisory Board have jointly released a new vision for an interconnected bike system for the future of Salem. The comprehensive bike network would utilize existing infrastructure in a way that will provide unprecedented access and direct routes for residents traveling by bicycle. Most importantly, the vision would ensure protected bike lanes that allow riders of all ages and skill levels to feel safe and comfortable.

By 2035, estimates show as many as [60,000 new residents](#) will move to Salem. Meanwhile, new housing developments are pivoting away from car infrastructure and encouraging residents [to use bikes](#) and public transportation. Community leaders say it is imperative that the City plan for this growth with a safe and efficient system for all residents to travel the city.

“I constantly hear from residents and Neighborhood Associations that they want more bike lanes in Salem,” says Salem City Councilor Virginia Stapleton, who represents Ward 1. “This plan provides a unified and safe way to connect the entire city.”

The City of Salem is currently exploring a \$300 million [Community Improvement Bond](#) and building their list of projects, which presents a unique opportunity to place a down payment on the transportation system of the future. This plan coincides with historic increases in gas prices, leaving many residents unable to affordably travel throughout the city. A comprehensive bike system would offer a safe, affordable, and carbon-free mode of transportation that is unaffected by fluctuating gas prices.

The plan would establish designated North-South and East-West bike routes throughout the city, with numerous connecting routes leading to businesses, neighborhoods, parks, and other landmarks. The new protected bike infrastructure could be built affordably by avoiding costly land acquisition needed to widen roads. Instead, by right-sizing travel lanes the City will have room for protected bike lanes. The end result will be safer streets for all modes of travel, including car traffic.

“Cherriots has many exciting projects in the works to increase public transit options in Salem,” said Ian Davidson, President of the Board of Directors for Cherriots. “But a truly integrated

transportation system means we must also invest in bike infrastructure that both an 8-year-old and an 80-year-old are comfortable riding in. This plan achieves that.”

The City of Salem is also considering the [Our Salem Plan](#) and recently adopted a [Climate Action Plan](#). Both of these strive to make Salem more livable and climate friendly in preparation for the future. Transportation remains the largest source of planet-warming pollution in Salem as well as the whole state of Oregon. Increasing residents' access to carbon free transportation options will help significantly reduce emissions.

“The past two years of the pandemic have shown us the importance of making long-term investments in our community,” said Dylan McDowell, Vice Chair of the Salem Parks and Recreation Advisory Board and a member of the city’s Climate Action Task Force. “Salem has an abundance of parks and green spaces, and a unified bike system will mean that residents can safely go from home to work to natural areas without worrying about traffic or parking.”

Salem residents are encouraged to visit [Bit.ly/salembike](https://bit.ly/salembike) for more information about the proposed bike system and to sign in support of this vision. City Council is expected to consider a list of bond projects at its April 4th work session and April 11th Council meeting. Residents can send written comments to [citycouncil@cityofsalem.net](mailto:citycouncil@cityofsalem.net) or sign up for [verbal public comment](#) at both meetings.

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### **About the Authors**

Virginia Stapleton is the City Councilor for Ward 1

Ian Davidson is the President of the Board of Directors for Cherriots

Dylan McDowell is the Vice Chair of the Parks and Recreation Advisory Board

**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 powers and duties of the Committee shall include, but are not limited to:

1. To develop, prioritize, and recommend coordinated traffic safety programs.
2. To develop and maintain a Master Bikeway Plan to include an assessment of the need for bikeways, recommended routes with costs and priorities, proposed funding sources, and implementation program.
3. To recommend traffic safety priorities for the City.
4. To review and recommend project applications for funding.
5. To serve in a liaison capacity between the City and the Oregon Traffic Safety Commission in developing the statewide highway safety program and in meeting National Highway Safety Program Standards.
6. To provide traffic and transportation-related research and information to official agencies of the City.
7. To coordinate and disseminate information to the public on routes and rules for bicyclists, pedestrians, and transit.
8. To promote public knowledge and compliance with traffic safety programs and laws.
9. To promote expanding transportation options that increase safety, efficiency, health, and independence.
10. To provide an annual written or oral report of its activities to the Council and other reports which the Council may request from time to time.