



Keizer Revitalization Plan

Revised Memorandum #6: Public Investments

Submitted to: City of Keizer
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Prepared By: Otak, Inc., Angelo Planning Group, Johnson
 Economics, and Kittelson & Associates
 Project No. 17428.A



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Introduction

This document describes a series of potential investments that may prove helpful in fulfilling the project goals identified in Memo #1 Goals and Vision for Revitalization. It represents one component of a collective set of documents that together form the implementation portions of the Keizer Revitalization Plan (KRP). This memo builds off the Gap Analysis Addendum dated October 26, 2018. It focuses specifically on fiscal investments, largely related to public infrastructure or agency programs.

Some of the proposed investments are detailed and specific, while others are more conceptual. This memorandum has been revised to incorporate discussions with City staff, the Planning Commission, City Council, the Citizen Advisory Committee (CAC), and members of the public in early 2019. Opportunities for review and comment occurred at the January 15, 2019, CAC meeting #3; January 28 and 29, 2019, Stakeholder Outreach meetings #2; and February 12, 2019, Public Event #2. See Appendices for details. The focus of the public event was those items that would resonate most with members of the public, so not all of the public investment initiatives were presented.

Public Investment Initiatives

The following investment initiatives are accompanied by references to the Gap Analysis Addendum goals and objectives they target.

1. Establish a Main Street Program

Gap Analysis Addendum Goals A, B, C; Objectives 1, 5, 8, 11, 16

Main Street programs or organizations are set up to support business districts, often historic main streets, in many cities. It is not uncommon for large cities to have multiple organizations focusing on different corridors or commercial neighborhoods. Some programs are administered by a municipality while others are non-profit organizations operating independently. Main Street programs may act similarly to chambers of commerce but with a focus expanded beyond business success to include additional community values ranging from aesthetics and cleanliness to wayfinding and event hosting.

The State of Oregon provides program assistance through its Main Street America™ Coordinating Program. The program follows the nationally-recognized Main Street Approach™, which was created by the National Main Street Center. The Main Street Four Point Approach includes:¹

- **Economic Vitality:** Analyzing market forces and create long-term sustainable initiatives
- **Design:** Understanding and supporting quality design to enhance the district. Design includes permanent features such as streetscape and architecture and includes other amenities such as banners, ornamental flowers and clean-up programs.
- **Promotion:** Using promotion to create excitement, attract customers and entice investors.
- **Organization:** Developing and supporting an organization representing broad contingents of the community.

Oregon provides grants, technical assistance, and hosts workshops and conferences periodically whereby cities can learn new skills. The Oregon Main Street program has four membership levels, requiring various levels of commitment:

¹ More detail available at <https://www.mainstreet.org/mainstreetamerica/theapproach>

Table 1— Oregon Main Street Program Levels

Participation Levels	Details	Assistance
Performing Main Street	Communities with advanced downtown programs utilizing the Main Street Approach ² .	Annual grants. Applications open January.
Transforming Downtown	Communities that are committed to revitalizing, are using the Main Street Approach, and need technical assistance.	Annual grants. Applications open January.
Exploring Downtown	Communities demonstrating an interest in revitalization that want to learn more about the Main Street Approach.	Join anytime via “ Exploring Downtown level application ”
Affiliate Level	Communities looking for an opportunity to learn more about revitalization	Inquire at any time using the “ Associate level application ”

Detailed information is available at: <https://www.oregon.gov/oprd/hcd/shpo/pages/mainstreet.aspx>

Generally, Main Street programs are operated by a volunteer board of directors and four committees representing each of the four points of the Four Point Approach.™ The City would likely need to provide staff support for the launching and operation of a Main Street Program, at least in the short term.

Input Received

The CAC discussed the creation of a Main Street Program and were generally supportive. However, the establishment of such a program is reliant on identifying a responsible entity (public, private, or non-profit) and a funding mechanism. Neither of these resources has been identified.

Attendees at the stakeholder meetings and public events did not state an opinion on this recommendation but did express a desire for a well-established main street hub that would act as a downtown center for business and leisure.

2. Create an Economic Development Department/Position

Gap Analysis Addendum Goals A, B; Objectives 3, 5, 11

With an ever-changing economy and frequently shifting industries, it can be difficult for smaller to medium-sized cities to harness and maintain steady economic growth. Many Oregon communities are still feeling the effects of the reduced timber harvests and associated mill and other supporting industries. In Keizer, flooding has also played a major role in limiting the early economic development that mid-valley cities were based on. Farmers settled in Keizer during the 1840s, with major floods devastating the Keizer area as early as 1861 and continuing through the 1950s, until dams were constructed along the Willamette and its tributaries. Developers largely stayed away from the lower lands within the Keizer area until this time, as investment in such a flooded area would be risky for most businesses.

In order to overcome growth challenges, it isn't enough to simply attract major employers to offer jobs to the local community. To foster smart, lasting economic growth, it is helpful for small cities to shift toward a “place-based” approach for development.³ Place-based economic development refers to a strategy that builds upon the existing assets of the city, takes gradual steps to strengthen and empower communities,

³ *Framework for Creating a Smart Growth Economic Development Strategy: A Tool for Small Cities and Towns.* Office of Sustainable Communities, Smart Growth Program, EPA, EPA 231-R-15-003, January 2016

and focuses on long-term value to attract not just one business or industry but a multitude of investments from a diverse range of business and industry.

Some examples of place-based economic strategies include fostering an advantage for a city based on its local talent, historic architecture and infrastructure, academic institutions, cultural and natural resources, and the general quality of life that the city has to offer.

The three fundamental components of a place-based economic growth plan are:

- **Supporting Business:** Bolstering and expanding existing local business, while attracting new business, is crucial to not only the creation of jobs, but encouraging financial sustainability, inspiring entrepreneurship, and diversifying the city's tax base. Identifying key economic sectors of the city's growths allows development efforts to remain focused and direct, which helps city staff use their limited resources wisely.
- **Supporting Workers:** Developing a strong, competitive workforce with equal employment opportunity benefits not only for individuals, but the entire economy. Supporting a diverse range of skills and education backgrounds creates a resilient economy that attracts new businesses and offers the residents opportunities to learn new skills and pursue new careers.
- **Supporting Quality of Life:** A city's quality of life is important for both its residence and businesses. There are many contributors to the quality of life of a city, including a healthy downtown commercial district with neighborhood-serving shops and restaurants; access to green and open space throughout the city; a variety of transportation options that include public transit, bike lanes and trails, walking, etc.; access to artistic, cultural and community resources like museums, public art, religious institutions and other areas that facilitate community gathering; academic institutions; and updated medical facilities. Emphasis on updated aesthetics across the city, as well as green infrastructure, can work effectively to provide a welcoming feel to the city while also benefiting the environment by way of trees, vegetation and collection ponds.

With a relatively young economy, the City of Keizer has a chance to redefine its strategy for an economic future that will revitalize its community. Creating this strategy often requires effort from all parties involved, including the local government, private stakeholders, nonprofit organizations, and others and will benefit the city for decades to come.

Input Received

The CAC discussed the creation of an Economic Development Department and determined that this effort would require at least one full-time staffing position. As no funding for a new staff position has been identified, this initiative is not likely in the near-term.

Attendees at the stakeholder meetings and public events did not state an opinion on this recommendation.

3. Develop Public Parking Lot(s)

Gap Analysis Addendum Goal A; Objective 5

Parking influences place-making more than many realize. Businesses and business districts live and die because of parking. Insufficient parking will limit customers access and hurt sales. However, too much parking can create a sense of emptiness, signaling to potential customers that a place isn't worth visiting.

A first step, described in memo #5 Development Code and Comprehensive Plan Amendments, is to "right- size" the parking standards within the development code. Reducing minimum standards and

allowing the property owner the build parking to match their business needs can result in smaller parking lots with more space being used for businesses.

A bigger step includes the City acting as an active partner in the provision of parking. This will require significant investment in both staff time and capital outlay. Under this initiative Keizer would purchase land in areas where parking could be provided for shared public use. In the early years public lots would take the standard form of surface parking. In the longer-term, surface parking could be converted to a parking structure. Public parking can become a key anchor for a “park once” district. It would allow for property owners to increase the use of their lands, bringing more business to the area. As the mix and variety of uses increases visitors can park their car in one location and visit several shops or offices close by rather than driving and parking for each individual visit they make.

This public parking should not front key arterials or collectors directly, as these are the streets for which active storefront style development is most desired, and the lands are most expensive. It should instead be located one-half to two blocks off the major streets. Parking specialists generally assume that the average person will be willing to walk approximately 800 feet to reach their primary destination. The following diagram highlights the areas within 800 feet of River Road.

Figure 1 shows the land along the arterial corridors matching that distance, plus three focal points where this plan is prioritizing quality walking environments. Public parking facilities, if desired, should be located within the shaded areas on the map.

The most obvious barrier to development of a public parking facility is the need for money. Some common options include:

- **Urban Renewal:** Urban Renewal funds are often used to develop parking. This is a prime example of how funds generated through tax increment financing can be spent within the area to improve economic conditions and generate private sector investment. Surface parking spaces often cost more than \$7,000 each to create. At the same time, parking often consumes more of an owner's property than the building itself. Reducing, or eliminating the need for onsite parking can open the door to expanded investment and subsequent business transactions. Bringing Urban Renewal back to Keizer however may not be feasible.
- **Local or Business Improvement Districts (BID):** BIDs can be formed to share the costs of a future parking lot facility. This model could be used solely with private owners, or with City involvement. It would also likely require City support through the entitlement process and perhaps legal support in developing the appropriate shared parking and maintenance agreements. A locally-developed BID would place most of the responsibility and costs in the hands of some self-motivated property owners.
- **Parking Management Fund:** A parking management fund would be supported through charges applied to on-street spaces. This type of activity is common in cities with significant stores of on-street parking. It may not be applicable to Keizer due to the prevalence of private off-street parking and limited amount of on-street spaces. These funds are also supported through charging for parking at public sites, but such a charge may limit the parking lot's ability to attract parkers.
- **Planning:** The City can also develop a long-term plan whereby existing revenue streams are budgeted for future acquisition and development of parking lot(s)

4. Construct a Modified Streetscape Design

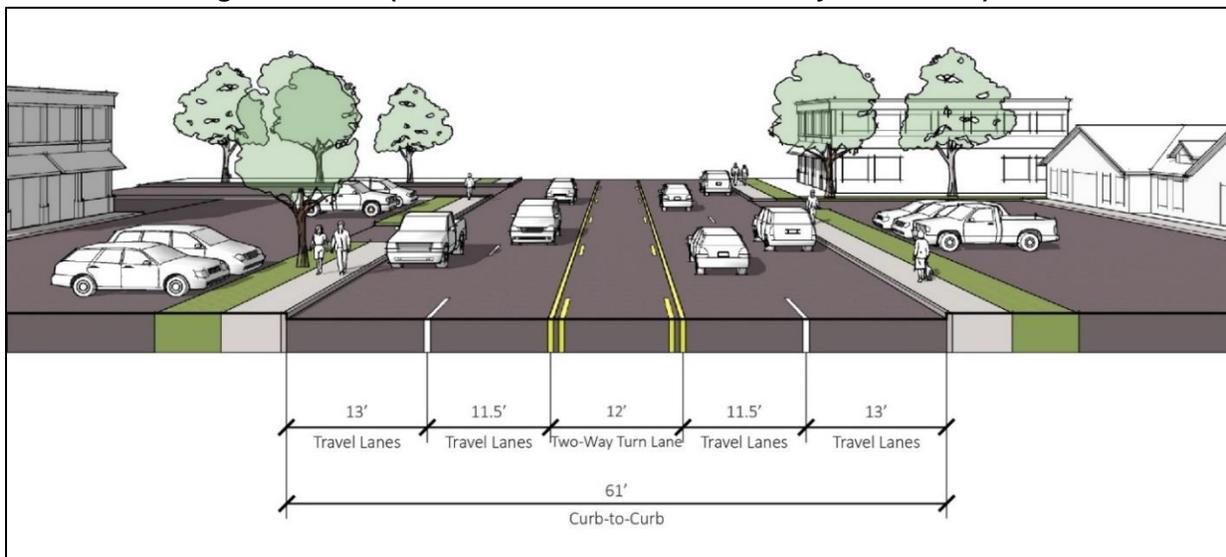
Gap Analysis Addendum Goals A, B, C; Objectives 5, 11, 12, 13, 14, 17

River Road and its three primary nodes are positioned to become more walkable and vibrant. The corridor provides access for many cars each day and is encumbered with safety issues, congestion, and property access, as it performs the job of being the sole north/south travel way through the City. Modified streetscape designs for River Road and Cherry Avenue could transform the corridor with multi-modal design treatments. These may include items such as improved sidewalks, bike lanes, improved pedestrian crossings, consolidated driveways, removal of center turning lanes and several intersection improvements.

Draft Memo #8 Multimodal Transportation Assessment included a detailed analysis of the arterial corridor. It divided River Road into two parts: Segment #1 is north of Chemawa Road; Segment #2 continues southward. Analysis resulted in qualifications of “Fair” for walking, biking and transit use north of Chemawa Road and the same for Segment #2 with the exception of biking where the lack of lanes led to a “Poor” determination. The memo goes further into details on proposed improvements. There are four alternative approaches summarized in the following images taken from the Memo #8.

South of Chemawa Road, the curb-to-curb distance shrinks from 70 feet to 60 feet, eliminating the bike lanes on each side of the road. See Exhibit 1 below.

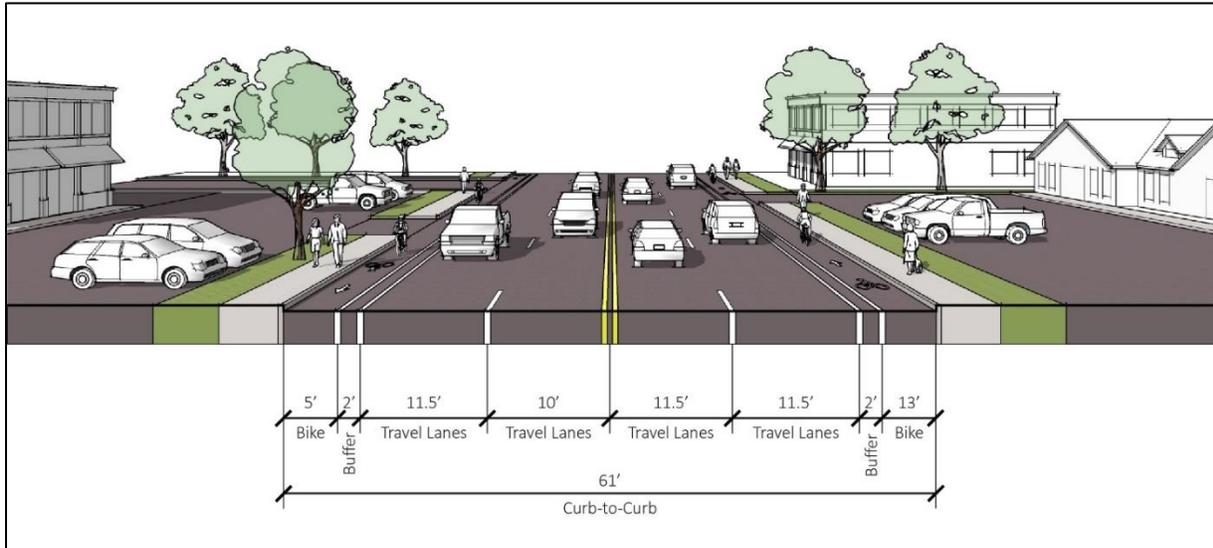
Exhibit 1: Existing River Road (Chemawa Road to Southern Study Area Limits)



Source: Kittelson & Associates, Inc.

The first option presented, to provide bike lanes on the southern section, removes the existing Two-Way Travel Lane (TWTL), also known as a center turn lane, to make room to buffered bike lanes on each side. Buffered bike lanes will support bicycle commuters but may be too close to vehicle traffic for some users to feel comfortable. See Exhibit 2 below.

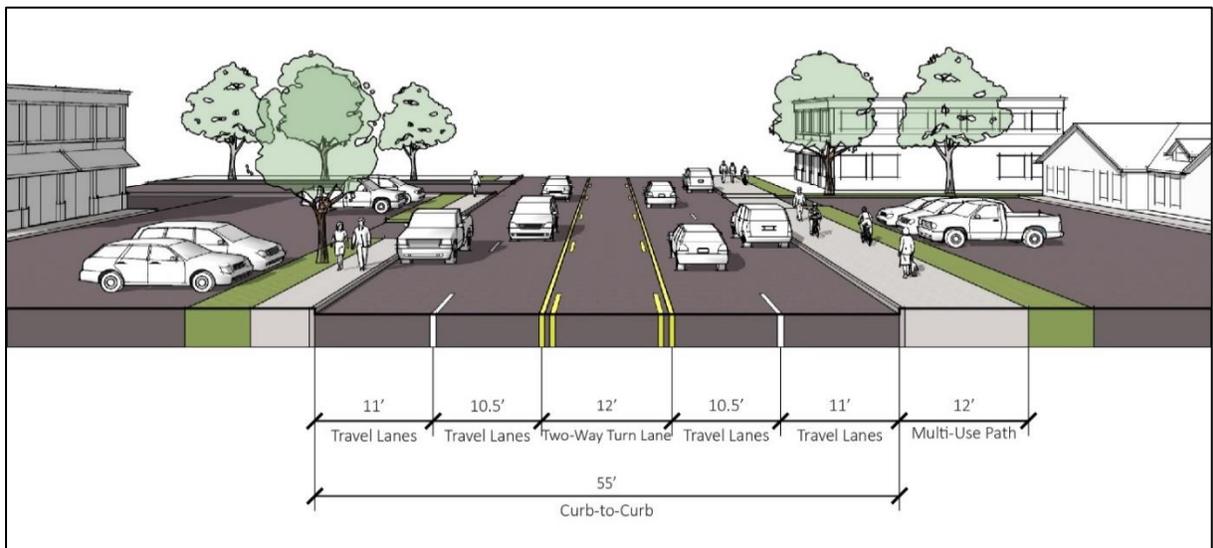
Exhibit 2: River Road TWTL Removal –Buffered Bike Lanes (Chemawa Road to Southern Study Area Limits)



Source: Kittelson & Associates, Inc.

The second option proposed includes a shared use bi-directional bike and walking path, or sidewalk, on the east side of River Road. To make room for the path, lane widths would be decreased from 12 to 10 feet. The separated shared path would be inviting for cyclists of all ability and age levels. See Exhibit 3 below.

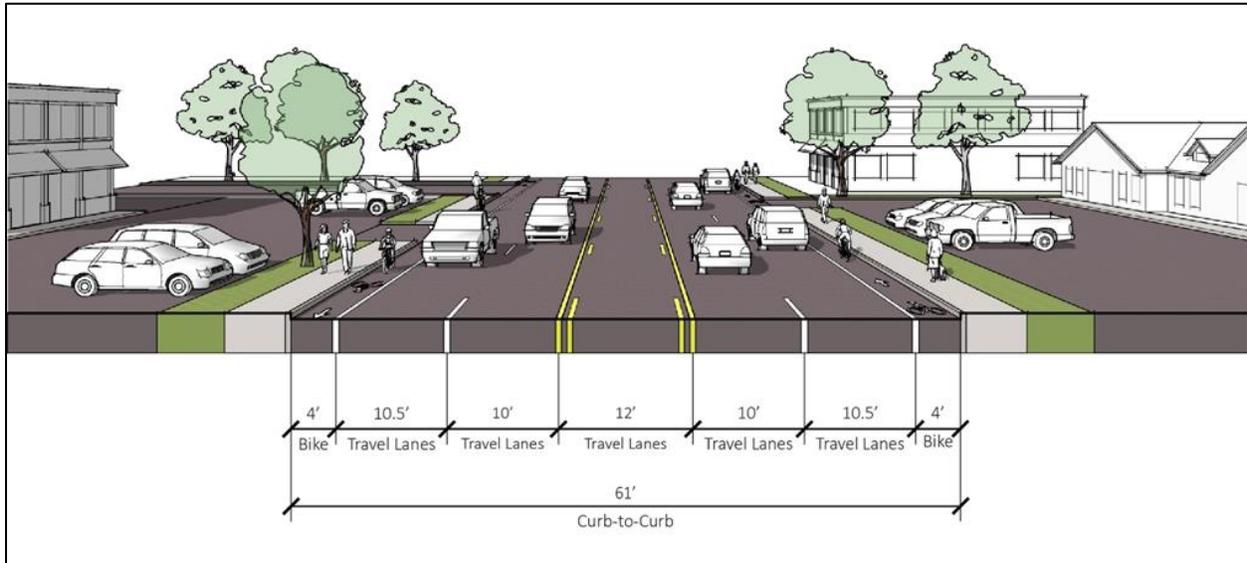
Exhibit 2: River Road Multi-Use Path (Chemawa Road to Southern Study Area Limits)



Source: Kittelson & Associates, Inc.

The third option retains four travel lanes and the center turn lane. It creates bike lanes by shrinking the lanes to 10.5 feet and introduces narrow, 4 foot wide bike lanes. This solution would impose minimal change on automobile traffic but the narrow bike lanes would not be suitable for all users. See Exhibit 4 below.

Exhibit 3: River Road TWTL Maintained – Bike Lanes



Source: Kittelson & Associates, Inc.

Input Received

Overall, the concept of adding bike lanes to River Road had more support than the current condition from attendees at Public Event 2. Additional discussion with the CAC and Stakeholder Groups reinforced these opinions.

- Exhibit 1, the existing configuration, was very popular as many suggested that bikes did not belong on such a congested road in the first place.
- Exhibit 2 was unpopular, as it would eliminate left hand turns, create confusion, and encourage more dangerous U-turns and 4-lane crossings from driveways. Respondents expressed concerns about business access due to limited left-hand turns.
- Exhibit 3, multi-use path was the preferred option. Most agreed that the slight narrowing of the lanes would be a worthy investment to allow for a wide, multi-use path along River Road for both north and south-bound traffic. Respondents expressed concerns about cost and business access due to combined driveways. This option would need to be paired with access management.
- Exhibit 4 received very little support, as it would severely limit safety for cyclists and motorists alike with its sub-standard lane configurations.

Draft Memorandum #8: Multimodal Transportation Assessment has been updated to reflect these preferences.

5. Enhance Claggett Creek Near Lockhaven Intersection

Gap Analysis Addendum Goals A, B, C; Objectives 3, 11, 18

As Claggett Creek flows toward the Intersection of Lockhaven and River Road it is contained within a roughly 65-foot-wide cement channel. It is largely hidden from view, faced by parking and the windowless sides of the adjacent buildings. See Figures 2 and 3 below.

Figure 2 – Claggett Creek



Source: Google Earth

Figure 3 – Claggett Creek looking SE



Source: Otak, Inc.

The current treatment of the creek leaves it fenced off from public view. Natural features, especially waterways, can be harnessed to transform places. The example shown in Figure 4 below shows a Seattle project known as the Thornton Creek Water Quality Channel, which was completed in 2009.

Figure 4 – Thornton Creek Water Quality Channel, Seattle



Source: http://www.seattle.gov/util/cs/groups/public/documents/webcontent/spu01_006146.pdf

The project was completed by Seattle Public Utilities (SPU). The Utility bought the 2.7-acre property and used grant funding to remove a 60-inch stormwater pipe and replace it with a daylighted stream and surface stormwater facility that became the centerpiece of a future development. For context, the size of parcel and length of the creek is similar.

The Seattle project rebuilt the entire 8.5-acre site. Even without changing the existing large buildings however, the Clagget Creek site could still be transformed. Imagine a more natural looking stream channel with trees, shade and water tumbling over rocks into small pools. It could have public plaza space and outdoor dining up against the creek instead of just parking lots. The development concept also includes a wide pedestrian promenade in front of the Rite Aid and Waremart buildings. Together, these changes could reinvent the site, creating a destination that caters to many daily needs that is a pleasant and desirable destination in and of itself. See Figure 5 below.

Figure 5 – Potential Development Concept



Source: Otak, Inc.

This opportunity would not be expected to be realized completely through public funding sources. The Thornton Creek project was funded through a State grant for stormwater and habitat upgrades. If a similar source is available for the creek restoration, it could be used in combination with private resources.

Projects such as this sometimes take the form of a public private partnership (PPP) where the public invests in an area for the benefit of both the property owner and the public at large. In return the property owner invests in the property with new development that meets public goals such as new housing, offices, or mixed-use buildings.

Input Received

The CAC and Stakeholder Meetings did not include discussions of this option, and it was not presented at the public event. No clear direction has been received.

6. Improve Wheatland Road Intersection

Gap Analysis Addendum Goal C; Objectives 14, 15, 17

The 2009 Transportation System Plan (TSP) includes a significant redesign of the intersection of River Road and Wheatland Drive at the northern end of the project area. The intersection is expected to operate near capacity within the next decade or so. Additionally, a potential safety issue was revealed related to north-bound travelers turning left onto Wheatland Drive.

A conceptual intersection design is shown in Figure 6.

Figure 6 –Wheatland Road Intersection Concept



Source: Figure 4.9 from Keizer TSP

Input Received

As evidenced by its inclusion in the TSP, the planned Wheatland Road modifications have been identified as important improvements. However, respondents indicated that the realignment of the Manzanita/McNary intersection (Initiative 7) should take priority over this initiative.

7. Re-Align Manzanita Street and McNary Road intersection with River Road

Gap Analysis Addendum Goals A, B, C; Objectives 3, 5, 6, 11, 15, 16, 18

The River and Wheatland Road intersection is just over 300 feet from the intersection with McNary Road and River Road. According to City standards, intersections on arterials should be spaced at least 250

feet apart, however experts suggest that this is less than the desired distance for signalized intersections of this scale. Re-aligning the Manzanita Street / McNary Road intersection to accomplish the desired spacing could be a catalyst for unlocking the development potential of the vacant lands in the vicinity. Moving the intersection southward and aligning or re-routing Trail Avenue traffic along a Manzanita Street realignment can provide access and frontage to several new developable city blocks.

The potential development around this new intersection would enlarge the northern activity area, connecting this area economically with the intersection of Lockhaven Drive and River Road. The site is currently vacant. Public investment in the roadway could entice private investment in the newly accessible parcels. Further, it can provide a proving ground for building in accordance with the walkable standards described in Draft Memorandum #8 and the access management policies of the TSP.

Figure 7 below shows how a combination of commercial and residential uses could be in this area. The dead-end Trail Avenue segment provides access to what is shown as two 3-story apartment or condominium buildings. The largest of the new sites is shown with a 3-story mixed-use building and two accompanying multi-family residential buildings. Sharing a site such as this allows for businesses and residents to share the parking, allowing a smaller than standard parking lot to effectively serve uses that occupy the lots at different times of day.

Moving south, a parallel street provides access to additional residential and office or retail sites. On the west side of River Road, the land occupied by the relocated McNary Road segment could be used for an office building like those that are just to the north. Responding to input received from the public, this concept also includes a possible community center.

Figure 7 –Manzanita Street Development Concept



Source: Otak, Inc.

Input Received

This initiative was generally well-received by business owners and community members. Several business owners located near the intersection agreed realignment would create a great entrance into the downtown area, and the conceptual redevelopment had the potential to support their adjacent

businesses. In addition, it was felt that the intersection re-alignment would bring some order to the traffic in this area.

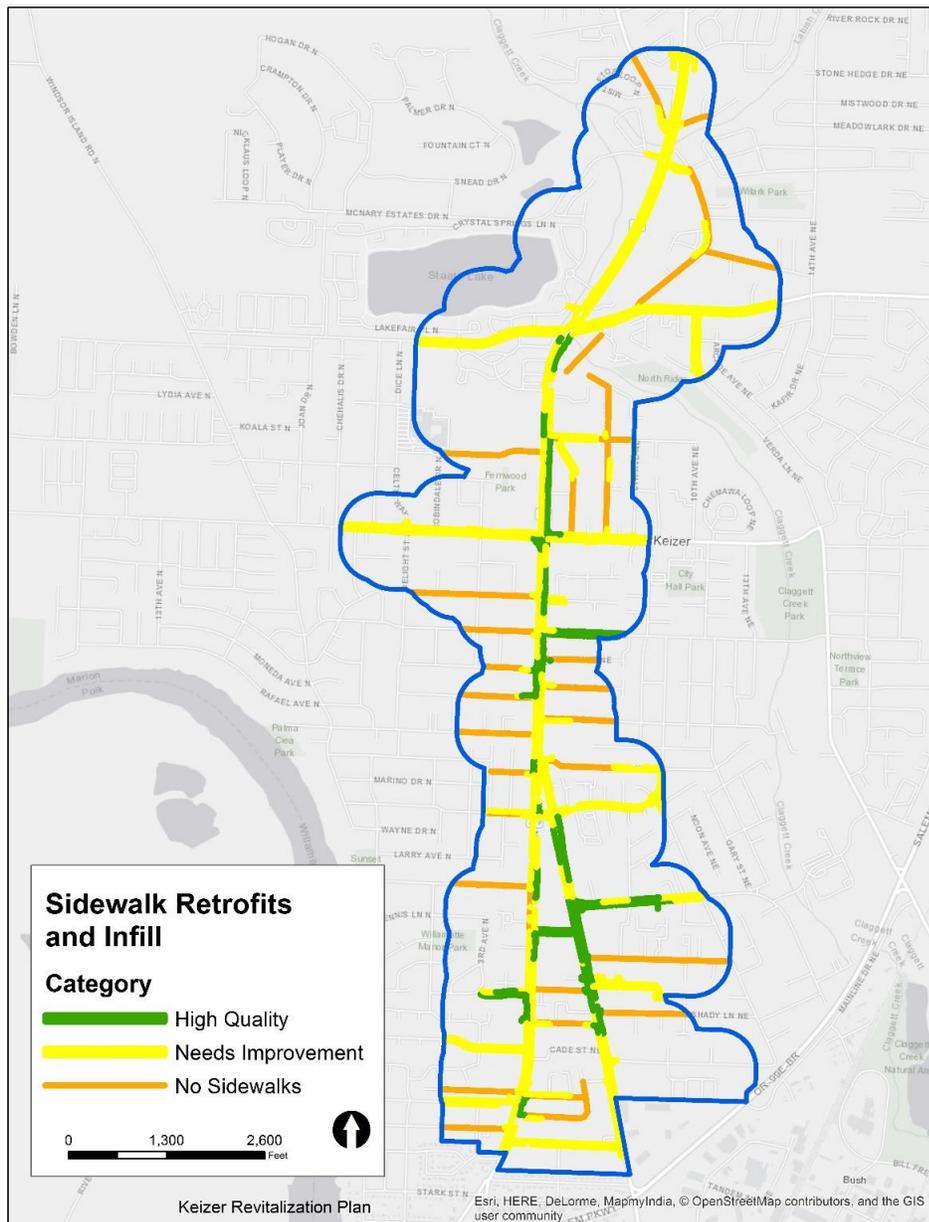
The CAC noted that the community center proposed as part of this concept does not have an identified funding source, but other active uses, such as a microbrewery, were likely to be well-received by the public.

8. Develop Sidewalk Upgrade and Infill Program

Gap Analysis Addendum Goal C; Objectives 12, 14, 16

This initiative is divided into two components: sidewalks along arterials; and sidewalks along the many streets that connect the neighborhoods to those arterials (“Connector Sidewalks”).

Figure 8 – Sidewalk Retrofits and Infill



Source: Otak, Inc., City of Keizer, ESRI

“High Quality” sidewalks are those that have been upgraded to provide buffering between pedestrians and adjacent traffic. “Needs Improvement” sidewalks are those that are substandard and do not provide buffering for pedestrians. Figure 8 indicates the locations of “High Quality” and “Needs Improvement” sidewalks, as well as unimproved sidewalks.

Sidewalks Along Arterials

The majority of the “High Quality” sidewalks on River Road were developed with the City’s now-defunct urban renewal program. The yellow segments on the map, labeled “Needs Improvement,” do not include planter strips and therefore are not up to City standards.

River Road and Cherry Avenues, arterial streets, include sidewalks for their full lengths that allow for pedestrian mobility. In some places, planter strips have been installed to separate or buffer pedestrians from the traffic streaming by. This treatment dramatically enhances the walking experience and provides additional pedestrian safety. See Figure 9 below.

Figure 9 – “High Quality” Sidewalk



Source: Otak, Inc.

Figure 10 below shows existing sidewalks that have not been upgraded. These sidewalks are curb-tight and do not include buffering between pedestrians and traffic.

When development occurs, property frontages are typically upgraded by the developer to include the required planter strips. Beyond waiting for development to occur however, the City does not have a funded project set up for upgrading the sidewalks adjacent to the project area’s two arterials.

Figure 10 – “Needs Improvement” Sidewalk



Source: Otak, Inc.

Connector Sidewalks

The second component of the project involves upgrading the streets that connect nearby neighborhoods to River Road and Cherry Avenue. Goal #1 of the TSP calls for the City to “*Increase miles of sidewalks along streets that connect to transit routes and neighborhood trip generators (i.e. schools, parks, community centers, shopping centers, etc.)*.” River Road and Cherry Avenue provide the locations for many of the City’s trip generators, with River Road also being the road with transit stops. Figure 8 above identifies the streets that connect to River Road or Cherry Avenue that currently do not have sidewalks. They are orange on the map.

Table 4.1 of the TSP declares that the standard designs for all street types within the City include sidewalks. When development occurs on any of the streets within the study area, property owners are charged with building or upgrading the street and sidewalks to the current standard. Some of these upgrades are included in the TSP’s Table 1.9 with target time frames and costs. For the others, beyond waiting for development to occur however, the City does not have a funded project set up for building sidewalks on all these streets.

The TSP determined that approximately \$24 million in 2009 dollars would be needed to accomplish the plan’s 20-year goals. It included a discussion of potential funding sources, a number of which could apply to a sidewalk upgrade and infill program. The four most applicable funding sources are:

- State Transportation and Enhancement funds and Bicycle/Pedestrian Grants
- Stormwater grants for green street treatments that could be done through planter strip swales
- Local Improvement Districts (LID) whereby adjacent property owners contribute to cover the cost of upgrades.
- Tax Increment Financing – also known as Urban Renewal (if it were to be re-initiated)

Input Received

Both the Sidewalk along Arterials and Connector Sidewalk initiatives received strong report. Overall, respondents felt that safe and attractive sidewalks should be a priority.

Issues identified by respondents include minimal distinction between the road and sidewalk. Many areas along River Road have sidewalks that have been confused by motorists as road due to their low-rise construction, as well as ambiguity between what is a driveway vs. walkway. Proposed solutions included creating landscaping buffers along sidewalks and raising curb heights to reduce the risk of cars driving onto sidewalks, or people walking in the road.

Respondents generally agreed that sidewalks connecting neighborhoods to the River Road corridor would greatly benefit the City by providing safe, direct access from those areas.

9. Create Parallel North-South Bicycle Network

Gap Analysis Addendum Goal C; Objectives 12, 14, 16

As described in Draft Memorandum #8: Multimodal Transportation Assessment, the entire length of River Road within the study area is rated for a Bicycle Level of Traffic Stress (BLTS) of 3 or above. This is mainly due to the lack of bicycle facilities, the relatively high speed of travel and the number of vehicle travel lanes. While the proposed upgrades could lower this to a level of 2, many riders would still not choose River Road if there were lower-stress options.

In the memo, two parallel routes were identified that would be within 0.4 miles of River Road. These options could facilitate bicycle travel by riders with a large range of skill and confidence levels. These potential Neighborhood Greenways are described as:

- **Parallel Routes West of River Road:** An opportunity exists to provide a relatively direct north-south low stress parallel bicycle route via Celtic Way, Delight Street, Menlo Drive, and Rivercrest Drive. This parallel route has a rating of BLTS 1 and is suitable for bicyclists of all ages, abilities, and skillsets.
- **Parallel Routes East of River Road:** An opportunity exists to provide a parallel low stress bicycle route via Brooks Avenue, Thorman Avenue, Lawless Street, Clark Avenue, and Bailey Road. This parallel route is less direct in comparison to the parallel route west of River Road and requires two-stage turning maneuvers at Dearborn Avenue from Bailey Road to Thorman Avenue and at Chemawa Road from 8th Avenue to Bailey Road.

In addition to the parallel routes, a series of secondary routes have been identified to facilitate bicycle travel from the north-south Neighborhood Greenways to area attractions and the River Road / Cherry Avenue corridor. See Figure 11.

Figure 11 –Proposed Neighborhood Greenway



Source: Otak, Inc.

Input Received

This initiative received strong report. Many respondents identified it as an alternative to, rather than companion to, improving the bicycle facilities on River Road. However, neighborhood residents expressed concerns about increased traffic and crime that could arise if additional bicyclists and pedestrians were routed through their neighborhoods. Finally, attendees of Public Event #2 strongly supported the concept of parallel neighborhood greenways.

10. Perform a Road Safety / Mobility Audit

Gap Analysis Addendum Goal C; Objectives 12, 14, 15, 16, 17

The Federal Highway Administration (FHA) describes a Road Safety Audit (RSA) as a multi-disciplined approach, evaluating transportation facilities' safety and performance for all potential road users. Mobility and safety concerns are ever present for arterials such as River Rd and Cherry Avenue. The multimodal analysis presented by Draft Memo #8 identified a series of improvement concepts. An audit could be performed prior to detailed design of the improvements.

The safety or mobility audit would typically involve three primary components:

- **Synthesis of information** from plans such as Keizer's TSP, accident data, transit records and user feedback through a kickoff meeting. A diverse group of users and experts should comprise the study team. Be sure to include planners, engineers, urban designers, representatives from non-auto groups such as Oregon Walks and possibly groups such as the Mid-Valley Bicycle Club, and Northwest Senior and Disability Services.
- **Field visit** –travel the corridor with selected members of the team documenting issues such as functional sidewalk widths and conditions, barriers to those using mobility devices, driveway slopes exceeding ADA standards, operation of pedestrian operated facilities including timing of walk cycles, intersection curb radii and cross-traffic turning movements that could cause conflicts.
- **Documentation** of the review materials, field visit, and suggested remedies should be detailed in a final report that can be used to guide future repairs and upgrades.

Figure 12 – Example Safety / Mobility Audit Documentation

Below: Uneven pavement



Below: No ADA treatment



Below: Overly wide curb radii



Source: Otak, Inc.

Below: High-quality facility



The result of the Safety / Mobility Audit would be incorporated into the City's next TSP and Capital Improvements Plan and used as the basis for development of refined street designs.

Input Received

It was generally agreed that accessibility and mobility should be a major priority for the development of future sidewalks and the improvements of existing ones. Many respondents had stories of individuals using wheelchairs, pushing baby carriages, and facing other mobility challenges when attempting to use the River Road sidewalks.

11. Create an Accessible Public Plaza

Gap Analysis Addendum Goals B, C; Objectives 11, 18

The Keizer Revitalization Plan suggests that the City invest in two plazas during the next 10 to 20 years. One potential opportunity site is already in public use. Walery Plaza, at the intersection of Cherry Avenue and River Road, is known by many simply as "Christmas Tree Plaza" because of the annual tree lighting ceremony. See Figure 13 below.

Figure 13 –Walery (Christmas Tree) Plaza



Source: Otak, Inc.

The existing City-owned property could be expanded through potential purchase of some of the adjacent property that houses the Domino's Pizza. The enlarged site could be reconfigured. The northern end of Cherry Avenue could still support vehicle travel, but in a rebuilt configuration as a festival street that is a combination street and public space that can be closed for parades, festivals and markets.

The land just behind the tree could be rebuilt into a public plaza with shade trees. The entire block could include an updated sidewalk that incorporates planter strips that separate walkers from vehicle traffic. The site currently hosts more parking than is warranted by demand. A new building could be developed, perhaps as a public private partnership that capitalizes on the new plaza. See Figure 14 for a design concept for Walery Plaza.

Public plazas, such as the one shown in Figure 14, can become focal points within a community, enhancing people's appreciation of their city and boosting commercial viability of nearby properties. These types of projects are often funded through bonds, tax increment financing or through Parks System Development Charges (if the City were to choose to add them at some time).

Figure 14 –Design Concept for Walery Plaza



Source: Otak, Inc.

Input Received

Respondents were strongly supportive of this initiative.

Next Steps

The Draft Keizer Revitalization Plan will continue to be refined through discussions with City staff, work sessions with decision-makers, review by the CAC and stakeholders, and public comment and review.

Appendices



Meeting Notes

To: Nate Brown, Shane Witham, Dina Russell – City of Keizer
From: Glen Bolen – Otak Inc.
Matt Hastie – Angelo Planning Group
Nicholas Gross – Kittelson Associates
Date: January 15, 2019
Subject: Keizer Revitalization Plan – Meeting Summaries CAC #3
Project No.: 17428A

This memo summarizes the discussion and input received from the Meeting on January 15th for the purpose of reviewing the draft memos from Phase 4.

The CAC #2 meeting was held 3:00 until 5:00 pm. Consultants Glen Bolen, Matt Hastie and Nicholas Gross delivered a PowerPoint presentation and led the discussion. The focus of the meeting was three draft memos that had been sent out previously. The presentation hit on the main points. Glen Bolen began the meeting with a recap of input received since CAC #2.

Memo: Code and Policy Recommendations

Matt Hastie led the discussion of this section. There was general support for the proposals that were put forth. The following captures the Committee's expressions:

- A. General Zoning Discussion
 - 1. Rezone depth should be consistent north of Chemawa Rd.
 - 2. Chemawa focus area should be extended further south, possibly to Dearborn
 - 3. The size of the Cherry Ave center could result in issues with non-conforming uses
 - 4. Some feeling that all land along River Road could be designated for Mixed Use. Consultants wondered aloud if there would be a risk to meeting housing need.
 - 5. General concern about large big box users, but existing lot pattern will general prohibit them due to costs of assemblage.
 - 6. Overall understanding of negative impacts from drive-through uses in walkable areas, but also a desire to allow uses such as banks.
- B. Mobile Home Park Parcel
 - 1. Mobile home parcel should be treated as part of the entire corridor with discussion of rezone
 - 2. Serves as "gateway" to the City
 - 3. There are currently no protections for tenants and the owner could redevelop at any time.
 - 4. Rezoning could help steer redevelopment to this parcel and the corridor generally.
 - 5. Would the property be split zoned as a result? No clear consensus.
 - 6. Suggest zoning overlay so that if developed, overall affordable housing does not result in net-loss
 - 7. Require affordable housing to be built elsewhere within City
 - 8. Staff/consultants noted that this could be an issue in terms of either creating a non-conforming use, impacting the city's supply of residential land, and/or having fair housing implications. These issues should be explored and addressed when considering zoning for this property.
- C. Off-street parking requirements
 - 1. Reductions could result in congestion of on-street parking and impacts on adjacent neighborhoods
 - 2. Reducing requirements makes sense in terms of development cost and feasibility, lowering monthly rents

3. Reducing requirements is good if it helps stimulate multi-family housing development in the corridor by making more land available for housing units.
 4. Shared parking (already allowed) can be a great way to allow increased mixed use intensity via building less parking than otherwise needed.
- D. New Clean Water Act – Matt Hastie to follow-up with Bill (?)
1. EPA Safe Drinking Water Act – Phase 2 Communities
 - a. New requirements to reduce overall water to waterways
 - b. These requirements may run counter to reducing minimum landscaping requirements; the consulting team will review and address this issue

Memo: Multimodal Discussion

Nicholas Gross led the discussion on Kittelson's multi-modal analysis.

- A. The primary issue of the discussion was the potential re-design of River Road from Chemewa south for the purpose of adding bicycle infrastructure.
- B. Three cross-sections were examined. Concerns about all River Road alternatives in terms of cost, congestion/mobility impacts, safety, and access issues and conflicts
 1. #1 removed center turn lane added bike lanes. Group was concerned about business access due to limiting left turns.
 2. #2 narrowed lanes and added a shared use path on east side of River Road. This was the most popular. Concerns were primarily about cost, and the need to combine driveways
 3. #3 narrowed all lanes and added substandard bike lanes. Nobody seemed to support this option.
- C. #2 with the shared multiuse Path was the preferred alternative; explore which side of the road is best suited for the pathway
- D. The group discussed a road diet (two travel lanes, one center turn lane, on-street bike lanes); Decided that with approx. 35,000 VDT it would not be feasible
- E. Parallel bike routes should be included in Plan, in addition to providing accommodation along River Road
- F. East/west bike/ped connection through school may not be feasible
- G. Make sure the existing Cherry Ave bike route designation is reflected on maps
- H. Is it possible to reduce traffic speeds on River Road? There are a number of potential benefits to slowing traffic on River Road for local businesses and residents.
- I. It is important to get feedback from the Traffic Safety Committee on these options

Memo: Public Investments

Glen Bolen led the discussion on investments. Concepts included construction, land acquisition and program development.

- A. Realignment of Manzanita/McNary Intersection (as shown in consultant's drawings) should be a priority over planned Wheatland Road modifications
- B. Proposed community center might not be possible (funding) but other uses such as a microbrewery would also be well received by the public
- C. Strong support for the public plaza concept at Warely Plaza (AKA Christmas Tree)
- D. Some support for one or more public parking lots, but no sites were identified, no funding known to be available
- E. Items such as an economic development department or Main Street Program would require full-time staffing position and therefore not likely to fit in near-term priorities.



Meeting Notes

To: Nate Brown, Shane Witham, Dina Russell – City of Keizer
From: Glen Bolen, Nathan Jones – Otak Inc.
 Kate Rogers – Angelo Planning Group
Date: February 12, 2019
Subject: Keizer Revitalization Plan – Stakeholder Meeting Summaries #2
Project No.: 17428A

This memo relays what the consulting team heard from six stakeholder meetings held on January 28 and 29, 2019. Each meeting involved a PowerPoint presentation to review the draft memos from Phase 4 which focus on implementation actions. A total of 23 community leaders, property owners, business owners, and community members attended.

Session #1

Attendees:

- Tim Wood, City of Keizer Finance Director
- Michelle Adams, owner of Copy Cats
- Ken Gierloff, SE Keizer Neighborhood Assn
- Hersch Sangster, former Planning Commissioner, Traffic Safety-Bikeways-Pedestrian (TSBP) committee
- David Bauer, owner of Bauer Insurance

Memo: Code and Policy Recommendations

Kate Rogers of APG used a series of slides to describe the suggested code changes. Following are notable comments or conclusions.

- Agree with proposal to encourage going taller and increasing activity (i.e. density) close to River Road.
- Streamlining the MU zone by incorporation other commercial zones resonated well
- Mixed-use is good for people who want to live near and walk to businesses
- River Rd expansion took half my parking lot; concerned about access and safety
- Re: reduced parking requirements – concerned about access to businesses for those who can't walk or bike
 - Glen: market tends to right-size parking. They can build more than the minimum
- Re: building materials – we worked on standards to make sure development on River Rd is attractive, and don't want to see those go away
- Suggest design standards for single-family areas, not just mixed-use or multifamily
- What is the likelihood of residential development if the RM properties were MU and therefore allowed commercial?
- Should/could we possibly add a residential requirement to RM properties:
 - (Note from author – consider allowing ground floor residential in the RM zone)
- Some were concerned that Mixed Use would generate more traffic along the corridor. Conventional wisdom is that traffic will increase as the city grows, but that Mixed Use generates less travel per s.f. or unit than separate use development.
- Much discussion focused on driveways. Many businesses rely on driveway access directly to River Road. Some driveways and parking areas were compromised during earlier road widenings. The recommendations suggest that over time driveways are consolidated and/or moved to the side or rear streets. This will be difficult on some properties, especially smaller commercial lots.
- General support for the idea of directing auto service and drive-throughs away from centers

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- Concern was about the interface between high density and neighborhoods.

Memo: Multimodal Discussion

Nick Gross from Kittelson led the discussion. Following are notable comments or conclusions.

- Note: biking on River Road is not advised currently. Cherry is one common alternate
- Re: Road cross section options
 - We discourage cyclists from using the right lane because utilities are there (sewer grates, manholes) and very dangerous
 - Between Chemawa and the south end of the corridor, very few cyclists use this stretch
 - For commuting into the core area (Salem), most use Cherry Ave
 - Concerned about commercial vehicles, speeds, turning – very unsafe
- Re: option 1, buffered bike lanes
 - Could you have turn lanes in certain spots?
 - If you have turn lanes suddenly disappear, it creates confusion for cyclists
- Re: option 2, multi-use path
 - Multi-use path is ok, but concerned about business access
 - Multi-use path is unsafe for bikes/peds because of driveway crossings
 - Shane: this would need to be paired with access management
- Re: option 3
 - Doesn't appear to work great for anyone
- Re: Parallel routes
 - If we improve parallel routes, can we simply leave River Rd alone?
 - No matter the design, I will continue to avoid River Rd; Cherry is the way downtown (to Salem)

Memo: Public Investments

Glen Bolen of Otak led the discussion of potential investments. Following are notable comments or conclusions.

- North end of corridor near Lockhaven has adequate bike facilities
- Manzanita center looks great.
- Re: Parcel assemblage
 - I like the McNary/Lockhaven concepts, but those are undeveloped parcels; Cherry Ave is already developed – do you have ideas for private property owners?
 - Parcel assemblage is a key piece – a real problem for other parts of the corridor
 - For SE Keizer, the only way you're going to see any redevelopment is through lot consolidation
- Desire for incentives to help with redevelopment.

Session #2

Attendees:

- Laura Reid, Keizer City Council
- Mike Erdmann, President of Homebuilders Association
- Paul Elliott, owner of Uptown Music
- Kathy Lincoln, Transit committee and TSBP committee

Memo: Code and Policy Recommendations

Following an introduction and description of the overall process by Glen Bolen, Kate Rogers of APG used a series of slides to describe the suggested code changes. Following are notable comments or conclusions.

- Mixed-use – would it be a mandate or allowance?
 - Kate: current recommendation is to allow mixed-use, but a mandate is possible

- Incentives are great; a mandate wouldn't work for the market
- Re: RM to MU rezone
 - Concerned about losing multifamily and needed housing
 - What are you going to get with all the existing multifamily development? There's not much vacant land.
 - Mixed-use is very tough to do
- Re: special standards for centers
 - Concerned about too many different standards
 - Kate: for the most part, all the centers would have the same set of standards
 - Why not extend the geography of the centers so they connect?
 - Kate: if there weren't separation between the centers, it would just be the whole corridor; don't necessarily want the restrictions in centers to apply corridor-wide
 - Where would auto-oriented uses go, if not in this corridor?
- We need opportunities for homeownership, in addition to rental

Memo: Multimodal Discussion

Nick Gross from Kittelson led the discussion. Following are notable comments or conclusions.

- Re: Road cross section options
 - Option 1, buffered bike lanes is bad for traffic
 - Option 1 is my favorite – better for bikes
 - I like option 2, multi-use path – would help get people to ride bikes
 - Could the shared path be striped?
 - Re: option 3, bike lanes with center turn lane
 - Why couldn't there be an option with raised multi-use paths on both sides, instead of bike lanes?
 - Glen: that would be 9' on both sides; 10' is typically the minimum for multi-use; we'll ask Kittelson to look into this
- Re: Parallel routes
 - I use those all the time; the trouble is getting across River Rd – need help with sensors to cross; I would take Cherry Ave, maybe not Verda Ln
 - Nate: Verda is being improved through the STIP process

Memo: Public Investments

Glen Bolen led the discussion of potential investments. Following are notable comments or conclusions.

- Re: McNary/Manzanita realignment
 - What is the legal use for SDCs?
 - Nate: they must be used in conjunction with improvements to increase capacity, which is the case for this project
- You haven't mentioned transit at all – what have you been hearing about how it's working?
 - Nate: we've initiated a conversation with the transit district
- My understanding of this project is that the point is to promote growth and update how the corridor looks?
 - Nate: we want to remove barriers to development
 - Glen: we're also trying to meet housing and job needs
- We need outdoor plazas in all the nodes
 - Glen: the concept near Lockhaven is for a private plaza that could be used by the public

Session #3

Attendees:

- Chris Lord, owner of 4190-4198 River complex
- Jon Eggert, owner of Creekside Veterinary Clinic
- Randy Miller, citizen at large (past business owner)
- Nigel Guisinger, owner of WV Appliance
- Carolyn Homan, West Keizer Neighborhood Assn

Memo: Code and Policy Recommendations

Following an introduction and description of the overall process by Glen Bolen, Kate Rogers of APG used a series of slides to describe the suggested code changes. Following are notable comments or conclusions.

- Why not expand out the mixed-use zone? All properties within a certain distance of River Rd? In some places, this could facilitate assemblage.
 - Re: concerns over rezoning single-family areas – All this land used to be residential, and it's been redeveloped over time. Why not think of it that way?
 - I agree that the difference between MU and commercial zones isn't that great. I like the idea of a wider commercial space along River Rd, but if you move that boundary, you'll be right up against single-family homes.
 - Nate: are there design standards that could ease that transition?
 - Thinking long-term – we need to have the lots that accommodate the growth
- Re: reduced landscaping requirements – what about beautification? If we're reducing the amount, we should make sure it's attractive.
 - Kate: we agree – it's one of the recommendations

Memo: Multimodal Discussion

Following are notable comments or conclusions.

- Re: Road cross section options
- Re: option 1, buffered bike lanes
 - I don't like that there's no turn lane
 - (agreement from 3-4 others)
- Re: option 2, multi-use path
 - Why is the turn lane so wide?
 - Glen: for safety related to turning movements, that's pretty standard
 - Need makings for the multi-use path
 - Why not use asphalt millings to build up the curb, instead of concrete? Could be more cost-effective.
- Re: option 3, bike lanes with center turn lane
 - What is the percentage of people who bike instead of drive in Keizer?
 - Nate: we don't have a targeted mode split in our TSP

Memo: Public Investments

Glen Bolen led the discussion of potential investments.

- Re: public parking
 - Is there data for how much the land is owner-occupied vs. owned by investors? Real estate investors would make very different decisions than business owners.
 - Nate: many business owners lost portions of their parking when River Rd was improved
 - How far out are we looking with these investments? Nate: many years out

- Would like to see some more shared parking near the McNary realignment – would help my business. We have trouble with wayfinding for our office.
- Nate: would placemaking signage be helpful? Yes.
- I heard Cathy Clark say a lot of issues are with absentee owners – how can we address this?
 - Glen: if they see the opportunity to make money, that could help
 - Owners with Keizer addresses are few and far between on River Rd

Session #4

Attendees:

- Mike DeBlasi, Planning Commission and TSBP committee
- Richard Walsh, Walsh Law Offices
- Marlene Parsons, Keizer City Council
- Gary Blake, West Keizer Neighborhood Assn
- Nick Stevenson, business owner

Memo: Code and Policy Recommendations

Kate Rogers of APG used a series of slides to describe the suggested code changes. Following are notable comments or conclusions.

- Re: rezoning
 - Why not upzone the mobile home park property to MU?
 - The mobile home site could be very valuable
 - We do have a shortage of housing.
 - I would support widening the MU area, especially in centers; give property owners the ability to consolidate
 - I like what I see, but I want to make sure that property owners are brought to the table with any rezoning
- Re: Centers
 - What about redesigning the roadway/intersection at Lockhaven? Getting off bike lanes is challenging.
- Re: Design standards
 - When I compare Keizer Station to other mixed-use areas, the design isn't great.
 - It depends on what we're trying to accomplish. We need to create pedestrian-friendly design.
- River Rd is a highway – are we really going to have people walking on both sides and crossing River?
 - Shane: that's why the centers are wider at the intersections; development can happen on the cross streets

Memo: Multimodal Discussion

Nick Gross presented concepts and the group shared in discussion. Following are notable comments or conclusions.

- Re: Road cross section options
 - Re: option 2, multi-use path
 - I like it because I like separated paths, but it would destroy businesses if it blocks driveways. It's also a huge hazard to people on bikes because cars don't look for them when pulling out.
 - In the images, it looks like the driveways are gone.
 - Nate: we want to reduce driveways wherever we can. That will happen over time.
 - Re: option 1, buffered bike lanes
 - Could have turn lanes at intersections
 - With right-in, right-out access – if there's a good solution for turning around, this might work.
 - Between Cummings and Chemawa, this wouldn't work. Could only work south of Cummings
 - Removing the turn lane is a signal to property owners

- Could we have different sections along the corridor?
- Might need to lower the speed limit on River Rd
- What about wide vehicles in the narrowed lanes? There's no space.
- One said, I like options 1 and 3
- Re: parallel routes
 - You get a similar result without having to have bikes on River Rd

Memo: Public Investments

Glen Bolen led the discussion of potential investments. Following are notable comments or conclusions.

- RE: public parking
 - Is it possible to levy a citywide parking fee?
 - Glen: the public parking would be a benefit to the property owners in that area
 - Public parking removes the driveways; it's better for pedestrians
 - My business pays for shared parking near Staats Lake; it may be hard to take if these areas get public parking
- Re: Lockhaven Center concepts
 - There was a plan for a bike path along Claggett Creek; several parcels of city-owned and undevelopable (flood plain) land; ties into major bike path around city
 - Nate: this could tie into to that path network
 - Keizer Compass recommended a bike overcrossing at Lockhaven
 - This intersection is still safer for pedestrians than Chemawa and River
 - River and Lockhaven need a road diet – so you want to walk/run along it
 - Glen: traffic consultants looked at a road diet, but the traffic volumes don't warrant it
- Can the TSBP be involved in the safety/mobility audit?
 - Nate: yes, you're not the first to suggest it
- Re: urban renewal
 - My suggestion is that urban renewal needs to be reintroduced to the district; it's painless to property owners
 - That won't be popular; the street tax proposal didn't go over well
 - If you do urban renewal, you need to push the boundary back to include more properties

Overall Comments

- like it – the plan has gotten better over time
- It's always easier when there's a shared vision
 - Nate: there are still going to be hard choices to make

Session #5

Attendees:

- Olga Loria
- Arturo Loria (SP?)

Memo: Code and Policy Recommendations

Following an introduction and description of the overall process by Glen Bolen, Kate Rogers of APG used a series of slides to describe the suggested code changes. Following are notable comments or conclusions.

- Related to centers and possible up-zoning there is concern about creating non-conforming uses.
- Feel concerto to protect homeowners as well.
- Parking, what happens if low parking is near neighborhoods – concern about neighborhood spill over.
- Also understand the tradeoff though in terms of saving money on rent for building with less parking.

Memo: Multimodal Discussion

Nick Gross presented concepts and the group shared in discussion. Following are notable comments or conclusions.

- Road option #1 would be a problem – the center lane is needed – ranked Bad
- #2 this option is better, but understand the concern about spending money
- #3 likely too narrow, ranked Bad. Bikers would use the travel lane and cause confusion and danger
- Like the parallel bike network.
- Favor the parallel network over retrofitting River Road
- Cherry Ave. is a good bike street
- The priority should be to enable families to walk and bike

Memo: Public Investments

Glen Bolen led the discussion of potential investments. Following are notable comments or conclusions.

- We need to think about School Capacity and growth. Does money come with growth to help schools?
 - GB – via State formulas but no SDCs are charged.
 - Consider a local SDC option
- Lots of students will walk on the road near the Mormon Church Trail and Manzanita
- Look at adding sidewalks – like the sidewalk infill program
 - Prioritize school access sidewalks.
- Concern about school zone and speeding at 14th and Lockhaven.
- Like the plaza idea at the Christmas Tree (Walery Plaza)
- McNary and Manzanita is a dangerous intersection – lots of close calls – rebuild to minimize conflicts.

Session #6Attendees:

- Ignacious
- Maria (didn't record last names)

Memo: Multimodal Discussion

Nick Gross presented concepts and the group shared in discussion. Following are notable comments or conclusions.

- Doesn't see much walking on River Road unless there is an event. Sees demand for biking
- Bikers take over the walking areas
- Danger at parkway to I-5 (listed as an example)
- Conflict between walk, run and bike
- Need to delineate space for each user
- Road options
 - The middle lane is useful for emergency vehicles
 - Don't like losing left turns.
 - Option #2 is the favorite
 - Parallel bikeways
- Concern about people getting to know the changes
- Saw confusion in Portland with the Greenway program.

Memo: Code and Policy Recommendations

Kate Rogers of APG used a series of slides to describe the suggested code changes. Following are notable comments or conclusions.

- Agree with driveway consolidation with zoning.
- Redevelopment should beautify

Memo: Public Investments

Glen Bolen led the discussion of potential investments. Following are notable comments or conclusions.

- Like community center idea
- Like sidewalk improvement program
 - Would walking increase?
 - Need to be wide and direct
- Also could use crossing refuges or rapid flash beacons
- Plaza in front of pizza hut is currently in disrepair – a friend in a mobility device fell because of bad ADA ramps. Needs good upgrades to all ADA facilities
- Sidewalks and other improvements can cause issues during construction
- Told story about a woman with a stroller near Burger King on the phone that lost the stroller to traffic – no one hurt though.

General note -this session was translated live -the participants thank the team profusely for inviting them to this conversation and speaking Spanish.



Keizer Revitalization Plan – Open House #2 Comment Form

*[Plan de Revitalización de Keizer – Sesión Informativa #2
Planilla de Comentarios]*

Please fill out the following survey. For each statement, please tell how much you support or disapprove of the proposal.

Por favor, rellene la siguiente encuesta. En cada instrucción, díganos cuanto aprueba o desaprueba la propuesta.

- Keizer should create special requirements in the three intersection areas (Lockhaven, Chemawa, and Cherry) so that over time the areas become safer and more walkable. Ideas include: moving parking lots and driveways away from River Road and facing front doors and windows toward River Road.
[Keizer debe crear requisitos especiales en las tres áreas de intersección (Lockhaven, Chemawa y Cherry) para que con el tiempo estas áreas sean más seguras y más fáciles de caminar. Las ideas incluyen: mudar los aparcamientos y accesos de vehículos fuera de River Road, así como crear mas aberturas y ventanales hacia River Road.]

1 Strongly Disagree 1 Totalmente en desacuerdo	2 Somewhat Disagree 2 Algo en desacuerdo	3 Neutral	4 Somewhat Agree 4 Algo de Acuerdo	5 Strongly Agree 5 Totalmente de Acuerdo

- The City should develop a public plaza like the example idea for Walery Plaza or the Christmas Tree area.
[La ciudad debe crear una plaza tomando cómo ejemplo la Plaza de Walery o el área del árbol de Navidad]

1 Strongly Disagree 1 Totalmente en desacuerdo	2 Somewhat Disagree 2 Algo en desacuerdo	3 Neutral	4 Somewhat Agree 4 Algo de Acuerdo	5 Strongly Agree 5 Totalmente de Acuerdo

- The City should invest and partner with property owners to help facilitate growth and development that matches the community's vision of vibrant, walkable places.
[La Ciudad (alcaldía) debe invertir y asociarse con los propietarios para facilitar el crecimiento y desarrollo de la ciudad, que coincida con la visión de la comunidad de lugares vibrantes y peatonales.]

1 Strongly Disagree 1 Totalmente en desacuerdo	2 Somewhat Disagree 2 Algo en desacuerdo	3 Neutral	4 Somewhat Agree 4 Algo de Acuerdo	5 Strongly Agree 5 Totalmente de Acuerdo

4. It is important to develop a safe and comfortable way to ride a bicycle along River Road.
[Es importante desarrollar una forma segura y cómoda de andar en bicicleta a lo largo de River Road]

1 Strongly Disagree 1 Totalmente en desacuerdo	2 Somewhat Disagree 2 Algo en desacuerdo	3 Neutral	4 Somewhat Agree 4 Algo de Acuerdo	5 Strongly Agree 5 Totalmente de Acuerdo

(Please Turn Page Over)

5. Building safe and attractive sidewalks should be a high priority for the City of Keizer.
[Construir aceras seguras y agradables debe ser una alta prioridad para la Ciudad de Keizer.]

1 Strongly Disagree 1 Totalmente en desacuerdo	2 Somewhat Disagree 2 Algo en desacuerdo	3 Neutral	4 Somewhat Agree 4 Algo de Acuerdo	5 Strongly Agree 5 Totalmente de Acuerdo

6. A system of neighborhood greenways for biking and walking will benefit Keizer’s residents.
[Un sistema de vías verdes vecinales para andar en bicicleta y caminar beneficiará a los residentes de Keizer.]

1 Strongly Disagree 1 Totalmente en desacuerdo	2 Somewhat Disagree 2 Algo en desacuerdo	3 Neutral	4 Somewhat Agree 4 Algo de Acuerdo	5 Strongly Agree 5 Totalmente de Acuerdo

Please provide any additional comments about the Keizer Revitalization Plan that you were not able to provide as part of the other Open House activities. *[Si tiene comentarios o opiniones adicionales sobre el Plan de Revitalización de Keizer, que no haya podido darnos en las Sesiones Informativas anteriores, le agradecemos los escriba aquí.]*

Contact information (optional): _____

[Información para contactarlo (opcional)]

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Thank you for your comments! Please leave this completed comment form with one of the project team members before you leave the meeting.