

Opinion

Establish a civic hall of fame

Two thousand nineteen has been a year of the passing of some of Keizer's early leaders. We have lost Keizer's first doctor, Vern Casterline, its first dentist, Jerry Bowery. A founder of the Keizer Merchants Association (forerunner of today's Keizer Chamber of Commerce) Ray Boucher. Boucher's wife Louise followed him within days. Former Mayor Dennis Koho and former city councilor and noted Keizer historian Jerry McGee. Ted Anagnos, a volunteer football coach at McNary High School and community leader.

Each of those who have passed this year—and other leaders who have slipped from this mortal coil in recent years—have been remembered and memorialized by friends and family. Many had been recognized with honors such as the Keizer

Chamber's First Citizen award. But that honor doesn't seem to be big enough for some of the civic giants who have been instrumental in creating the Keizer we live in today. We think the City of Keizer should establish a Hall of Fame to recognize and honor those men and women.

A Keizer Hall of Fame committee should be a public-private organization, soliciting community input for nominations for induction. The eligibility would be strict and adhered to: inductees must have been involved in more than one area of interest in the community for at least 20 years. Inductees could be living or dead. Inductees would be decided on once each year. The process would start in March of each year to time announcement with the annual KeizerFEST event in

our opinion

We need to rethink our traffic priorities

By MICHAEL DeBLASI

On Tuesday, Oct. 29, a boy on his bike was hit by a car crossing River Road at Sam Orcutt Way. This past summer, my son came within feet of being hit by a car crossing River Road at McNary Estates Drive.

While my incident had a better ending, I can understand the absolute fear and dread that his mother felt. But neither of these were accidents. River Road is designed to be dangerous because it was designed to prioritize cars moving quickly. River Road—and many other streets—is too wide, too fast, has too few safe pedestrian crossings and few, to no, safe bike lanes.

Traffic engineers tell us how to design a street to move cars, but they don't tell us how to make our streets safer (or how to make financially productive cities). They begin with a design speed, estimate the projected traffic volume, they draft a safe (for drivers) street design based on their manuals and determine how much it will cost. Unfortunately, these manuals typically use highway standards, which started out only as recommendations, ignoring that streets are not highways. To create safe streets, we must flip our priorities by first designing them to be safer for all users of all ages and abilities, which includes slower speeds.

You should be angry about a boy getting hit at a "safe" crossing. Now focus that into action—go to the city council, the Planning Commission and Traffic Safety committee meetings and demand

that our city prioritize safety. Demand that they stop placing hurdles when residents want to make streets safer, including school zones, but place no hurdles on themselves when they want to make it easier for vehicles to move fast and with minimal delay. Demand that they abide by existing reports and studies that instruct the city how to make

our streets safer and our town more financially productive. And when they tell you that they do prioritize safety, ask them how they found money to install new turn lanes, including one to a movie theater that never got built, but they can't find money to create safe pedestrian crossings along busy streets. Ask them why they can find money to make the intersections bigger, such as Lockhaven Drive by McLeod Lane and Keizer Station, but can't automatically incorporate traffic calming techniques during street projects.

There are also things that we can do to make our streets safer that don't require the city to spend money. If you can, park a vehicle on the street in front of your house. Cars drive slower when the travel lane is narrower. Walk your child to school instead of driving. If you must drive, park your car a block or two away and walk the rest of the way instead of idling right in front of the building and creating a traffic jam. Speaking of schools, demand the Salem-Keizer School District prioritize Safe Routes to Schools, provide safe, secure and sufficient bike parking at all schools

guest opinion

Sidewalks in every neighborhood?

Via social media, the *Keizertimes* asked readers: should the City of Keizer assure every neighborhood has sidewalks?

Here are selected responses:

That's a great goal to try and achieve. I would like to see busier roads with churches and schools on them (I'm thinking of Cummings Lane) be the first to get sidewalks as it's a risk to have our children walking to and from school without a designated pedestrian walkway.

—Lindsay McElroy

In some areas where there is a lot of foot traffic sure, but overall I think there is more important needs than sidewalks.

—Karisa Patton

(The) Thorman Avenue area needs sidewalks. There's kids walking around the area during day/night and there is no sidewalk on either side.

—Kelsey Coons

I think priority should be given to existing sidewalks that are in horrific state of repair. The neighborhoods built in the 1950s-1960s

with old walks are a major tripping hazard. I know by experience. The problem is that the cost to repair for the homeowner is not affordable for most. We could just redo the driveway; another \$6,000 for the sidewalk. So it's still a mess. Be careful out there, walkers.

—Kathy Mathena Baier

Sidewalks and sidewalk ramps for wheelchairs and strollers. I'm more for the ramps on existing sidewalks than for more sidewalks.

—April Moine

Depends on how much the homeowners are charged for them!

—Terri Kridelbaugh La Masa

While this is a good idea in principle, it's not a practical solution. Due to some physical limitations doing so would mean removal of homeowner's yards, especially if they put green space between the street and the sidewalk. Personally I think that green space between sidewalk and street is a waste of land.

—Nigel Guisinger

Cummings should be a high pri-

ority.

—Lisa Quinlin Zacharias

I think there should be some focus on installing speed humps from the retirement home to the roundabout on Chemawa Road. This road is treated like a highway. We have already had someone speed by and kill one of our dogs without stopping. What's next, a kid? This should definitely be addressed.

—Josh Styles

Not if the homeowners have to pay for them.

—Cheryl Houghton Young

Do I need to give up part of my yard. Do I get compensation for it?

—Christopher Rhoads

Sidewalks with no basketball hoops blocking them, would be nice.

—LeAnne DeCarlo-Roberts

When we first started looking for houses I made sure we looked at houses in neighborhoods with sidewalks. That was a big deal to me as a homeowner and parent. I didn't want to live somewhere that didn't have sidewalks for my family to use. Walking in the street is so dangerous.

—Shannon Stein Sanchez

We need a blinking lights at the crosswalk of Parkmeadow Loop and Wheatland Road! Nobody ever stops for the kids waiting to cross. And the cars are always going at least 45mph! There's so many kiddos that cross there everyday.

—Rylee Ogden

Claggett Street needs speed bumps or something to slow down traffic. It's used as a cutoff from River Road to Chemawa and people drive extremely fast. With the addition of 10 new homes, more traffic is coming. I think the speed issue is more important than sidewalks.

—Naomi Rodriguez

Capitol exhibit is memorial to Holocaust survivors, liberators

Selected archives of the Oregon Jewish Museum and Center for Holocaust Education, including testimonies from soldiers, liberators and survivors will be on display at the Oregon State Capitol Galleria through Thursday, Nov. 28.

The exhibit is part of the Capitol History Gateway project sponsored by the Oregon State Capitol

Foundation. It is supplemented by a display from the Salem Veterans of Foreign Wars 661 Uniform Display Museum highlighting seven service uniforms worn by Jewish soldiers in World War II.

The free exhibit is open from 8 a.m. to 5 p.m. Monday through Friday. For more information visit oregoncapitol.com.

cuffed in Keizer



Austin Danial Martinez

Arrested Oct. 28 for:

Assault

Previous convictions:

Assault, harassment, recklessly endangering another person, careless driving, criminal mischief



Kari Lynn Martin

Arrested Oct. 29 for:

Forgery

Other pending charges:

Forgery, drug possession, theft



Quincy Lee Smart

Arrested Oct. 30 for:

Theft

Other pending charges:

Theft (multiple counts), assault



Mario Hernandez-Gonzalez

Arrested Oct. 31 for: Unlawful possession of a firearm

Other pending charges:

Unauthorized use of a motor vehicle, theft, drug possession

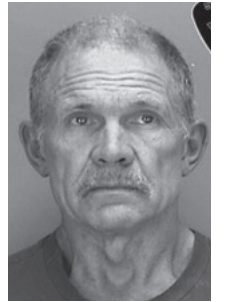


Christopher Llewellyn Gilpin

Arrested Nov. 1 for: Encouraging child sex abuse

Past convictions:

None



James Brian Tidwell

Arrested Nov. 2 for: Felon in possession of a weapon

Past convictions:

Drug delivery, burglary, drug possession



David Ramsdell

Arrested Nov. 3 for: Interference with making a report

Past convictions:

Computer crime, drug possession, theft

police scanner

MONDAY, OCTOBER 28

11:38 a.m. - Arrest for probation violation in the 3000 block of River Road N.
5 p.m. - Violation of release agreement in the 800 block of Foothill Court NE.
10:44 p.m. - Arrest for minor in possession and driving under the influence at the intersection of Trail Avenue NE and Mandarin Street NE.

TUESDAY, OCTOBER 29

11:06 a.m. - Traffic accident at the intersection of Keizer Station Boulevard NE and Ulali Drive NE.
12:50 p.m. - Arrest for warrant served in the 5000 block of River Road N.
4:34 p.m. - Traffic accident in the 5000 block of River Road N.
4:51 p.m. - Identity theft in the 1000 block of Bent Grass Court NE.
4:53 p.m. - Traffic accident at the intersection of River Road N. and Sam Orcutt Way NE.
5 p.m. - Vandalism in the 5000 block of 4th Place N.
5:20 p.m. - Shoplifting and criminal trespassing in the 4000 block of River Road.
10:42 p.m. - Arrest for warrant served in the 4000 block of 19th Place NE.

WEDNESDAY, OCTOBER 30

9:35 a.m. - Warrant served in the 4000 block of Cherry Avenue NE.
11:31 a.m. - Criminal trespassing in the 5000 block of River Road N.
2:20 p.m. - Traffic accident at the intersection of River Road N. and Claggett Street NE.
4:09 p.m. - Drugs in the 6000 block of Birchwood Court N.
4:41 p.m. - Traffic accident in the 7000 block of Camden Street NE.
5:03 p.m. - Criminal trespassing in the 200 block of Evans Avenue N.
5:15 p.m. - Identity theft and forgery in the 3000 block of River Road N.
6:07 p.m. - Physical harassment in the 4000 block of Tiffany Place NE.
8 p.m. - Theft in the 4000 block of River Road N.
9:40 p.m. - Failure to perform duties of driver to injured persons in the 3000 block of River Road N.
10:50 p.m. - Arrest for warrant served in the 700 block of Claggett Street NE.

THURSDAY, OCTOBER 31

1:23 a.m. - Arrest for warrant served and unlawful possession of heroin in the 700 block of Claggett Street NE.
9:24 a.m. - Arrest for underage marijuana possession in the 500 block of Chemawa Road N.

11:05 a.m. - Traffic accident in the 500 block of Chemawa Road N.

11:25 a.m. - Arrest for unlawful possession of methamphetamine, unlawful possession of firearm and warrant served at the intersection of Cherry Avenue NE. and Alder Drive NE.



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