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



KEIZER TRAFFIC SAFETY/BIKEWAYS/PEDESTRIAN COMMITTEE
AGENDA

Thursday, February 20, 2025, 6:00 PM
Keizer City Council Chambers

1. **CALL TO ORDER**
2. **APPROVAL OF MINUTES**
 - a. January 2025
3. **APPEARANCE OF INTERESTED PERSONS**
4. **PRESENTATION BY CONSULTANT ~ WALKABLE CLIMATE-FRIENDLY AREA, FOCUSING ON PEDESTRIANS**
5. **NEW BUSINESS**
 - a. Safety Concerns on Verda Lane ~ NTMP Application Submitted by Tammy Kunz
 - b. Verda Lane Speeding Issue from Roundabout to Lockhaven
 - c. Climate-Friendly and Equitable Communities Walkable Design Standards
~ https://www.oregon.gov/lcd/CL/Documents/CFECWalkableDesignStandards.pdf?trk=feed_main-feed-card_feed-article-content
 - d. Green Paint Lines ~ List of Locations
 - e. Pilot Pedestrian Flag Program ~ Discussion Led by Vice Chair Brenda Lamb
6. **PROJECT SPREADSHEET REVIEW**
 - a. Active Items on Project List
7. **COMMITTEE MEMBER INPUT**
8. **STAFF REPORT**

9. **POLICE LIAISON REPORT**

10. **COUNCIL LIAISON REPORT**

11. **MEMBER REPORTING TO COUNCIL: MICHAEL DEBLASI ON MARCH 3RD - 6PM**

12. **ADJOURNMENT**

Next meeting: March 20th

Neighborhood Traffic Management Program:

<https://www.keizer.org/NeighborhoodTrafficManagementProgram>

“Agenda Management Services are being supported, in whole or in part, by federal award number 21.019 awarded to City of Keizer by the U.S. Department of the Treasury.”



MINUTES
KEIZER TRAFFIC SAFETY/BIKEWAYS/PEDESTRIAN COMMITTEE
Thursday, January 16, 2025
Keizer City Council Chambers

- 1. CALL TO ORDER** Vice Chair De Blasi called the meeting to order at 6:00 p.m. Attendance was noted as follows:

Present: Michael De Blasi, Chair David Dempster Hersch Sangster David Philbrick Matt Myers Absent: Youth Liaison - Open Position Open Position Brenda Lamb, Vice Chair	Council Liaison/Staff Present: Mike Griffin, Storm Ops & Streets Police Officer Martin Powell Dawn Wilson, Deputy City Recorder Council Liaison/Staff Absent: Open Council Liaison Position
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- 2. ELECTION OF CHAIR & VICE CHAIR** David Dempster nominated Michael DeBlasi as Chair. Matt Myers seconded. Motion passed unanimously as follows: De Blasi, Dempster, Sangster, Philbrick and Myers in favor with Lamb absent, and one open position.

Hersch Sangster nominated Brenda Lamb as Vice Chair and Hersch is willing to serve as the Vice Chair if Ms. Lamb doesn't want to be Vice Chair. Matt Myers seconded. Motion passed unanimously as follows: De Blasi, Dempster, Sangster, Philbrick and Myers in favor with Lamb absent, and one open position.
- 3. APPROVAL OF MINUTES**

 - a. November 2024** Hersch Sangster moved for approval of the November 2024 Minutes. David Dempster seconded. Motion passed as follows: Dempster, Sangster, Philbrick and Myers in favor with Lamb absent, De Blasi abstained, and one open position.

Hersch Sangster amended the motion to recommend the changes noted. Motion passed as follows: Dempster, Sangster, Philbrick and Myers in favor with Lamb absent, De Blasi abstained and one open position.

4. APPEARANCE OF INTERESTED PERSONS

Tammy Kunz, Keizer, Greater Northeast Keizer Neighborhood Association Chair, expressed appreciation to Matt Myers to have Verda Lane speeding issue on the Agenda. Ms. Kunz shared that she has a flag for pedestrian crossing at Chemawa near Lucinda and asked about moving the flag for the flag program. She would like a flag added Claxter and Alder area because there hasn't been a crossing guard for the school. Operations Division Manager Mike Griffin shared that this would be a minor arterial, so it doesn't comply with the speed marker rule. Ms. Kunz has had online crossing guard training. She would notify the City when she finds a location that she was interested in having a flag.

Hersch Sangster shared that this would be a liability issue for the City per Oregon Department of Transportation and that the schools have crossing guards established. It was noted that Claxter, Alder, Verda crossing was being redesigned. David Philbrick commented that solutions are needed for Lockhaven, Chemawa, and Verda, and he felt that the blinking yellow lights and crosswalks seemed to work well for pedestrian crossings.

Lisa and Robert Barker, Keizer, shared some safety concerns on Verda from the roundabout to Lockhaven with speeders and request speed bumps or some solution. The issue has increased since the apartment complex was built. Discussion ensued about the road no longer being a residential road and that it was now a thoroughfare. It was suggested to have a bike lane to create a visual effect of a more narrow road. The Barkers would like the speed limit reduced.

Hersch Sangster shared that several other streets have the same issue and spoke about calming devices. He suggested adding this issue to the project list.

Janine and Daniel Kidd, Keizer, shared that they submitted an application on a speed issue on Park Meadow for the Neighborhood Traffic Management Program and asked about an update. Officer Powell shared that a speed study was in progress and would run for a two-week period. The outcome of the study would be shared at the next meeting.

Angela Clark, Keizer, agrees with the data the Barkers shared about the speeding issue on Verda. Discussion ensued about having more residents parking on the street so cars would slow down.

5. PROJECT SPREADSHEET REVIEW

a. Project List

The project list was reviewed and updated.

6. NEW BUSINESS

- a. **Discussion & Monitor ~ Speeding on Parkmeadow Drive NE (between Meadowglen ST NE & Wheatland Rd N)** Officer Powell was completing a traffic study and would report at the next meeting.
- b. **Speeding Issue on Verda Lane ~ NTMP Application Submitted by Matt Myers along with 2024 Traffic Study** Officer Powell summarized the results of the traffic study. Discussion ensued about having a calming device and another speed study since the original one was a year old. It was requested to further discuss this issue at the next meeting.
7. **COMMITTEE MEMBER INPUT** Matt Myers commented that another speed study wasn't need for a decision on the Verda speeding issue.
- David Philbrick commented on the speed study posted speed study was posted when the streets were really different and the character of the street and surrounding community. However, the street limits haven't been reviewed. He suggests that the speed limits be reduced. Chair De Blasi shared that there needs to be an engineering study.
- Chair De Blasi shared an article from the Salem Journal on urban needs for funding and staffing, which spoke about a matching grant. He suggested that the City hire a professional to write the grant applications.
- David Dempster shared a proposal on making signs.
- Hersch Sangster shared about the City of Salem's Bicycle Registration Program. The Keizer bike shops shared with him that people are not getting their bikes registered so it was difficult to find stolen bikes. He would like the Keizer Police Department to consider a similar program. Mr. Sangster also mentioned that all of the e-bikes were meshed together, and there would be new legislation making changes because the e-bikes should be separate due to the high speeds of the various e-bikes.
8. **STAFF REPORT** Storm Operations and Streets Division Manager Mike Griffin shared that in December, there was an accident due to a drinking issue on Lockhaven Road, and the car destroyed some ballers, which were just replaced.
9. **POLICE LIAISON REPORT** Officer Martin Powell had nothing further to share.
10. **COUNCIL LIAISON REPORT** The new Council Liaison hasn't been appointed yet.

**11. MEMBER
REPORTING TO
COUNCIL: Hersch
Sangster -
February 3rd @
6pm**

Hersch Sangster would be reporting to Council on February 3rd.

12. ADJOURNMENT

Meeting adjourned: 7:59 p.m.

Minutes approved: _____

“Agenda Management Services are being supported, in whole or in part, by federal award number 21.019 awarded to City of Keizer by the U.S. Department of the Treasury.”



Neighborhood Traffic Management Process (NTMP) Application

Section 1 (To be completed by Applicant)

**Must be a two lane street with residential or mixed use for at least 75% of fronting properties*

Date _____

Applicant Name _____ Daytime Number _____

Applicant Address _____ Evening Number _____

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 Applicant or Neighborhood Association)

Street Classification: _____

(Found on website- Keizer TSP)

of Through Lanes: _____

(On Primary Roadway)

Survey _____

(Attach if applicable)

Roadway Width: _____

(Width from curb to Curb)

Parking: _____

(Indicate which side or both)

Neighborhood Association: _____



Section 3 (Internal Use Only)

- ☐ Step 2. Level One Action Plan Study (KPD speed reader board trailer and enforcement)

Date Completed: _____

- ☐ Step 3. Level One Action Plan Study Analysis (KPD Traffic Speed Study)

Is there a speeding issue: _____

Date Completed: _____

Section 4 (Internal Use Only)

Following action to be taken:

- ☐ Continue Step 2. Level One Action Plan Study
- ☐ Move to Step 3. Level One Action Plan Study Analysis if needed
- ☐ Step 4. Level Two Action and Prioritization if Level 2 thresholds have been met
- ☐ Not NTMP Eligible-Level 2 thresholds were not met
- ☐ Problem Resolved-Process Complete

Public Works: _____

Date: _____

Mail to:

City of Keizer, Attn: Dawn Wilson
930 Chemawa Rd NE
Keizer, OR
97303

Or Email to:

Dawn Wilson, Deputy City Recorder
WilsonD@keizeror.gov

Greater Northeast Keizer Neighborhood Association

nekna2022@gmail.com



To traffic safety, bikeways, pedestrian Committee

Hello, thank you for what you do in supporting Keizer. I want to share some information to support the ongoing project for Verda Lane conversations. We have been dealing with this for a few years now.

Public comments from Naomi Rodriguez, Bill White, Richard Moore, Danaya McGanty (2023) and many more residents have been coming forward since 2022 about this topic. We have had concerns on Speeding and increase traffic safety concerns for our families who have children going to and from school. Back in 2024 we came asking for support to help get a handle on the speeding and safety concerns.

We heard at this last meeting from Lisa and Robert Parker, who shared many concerns from cars passing one another to increase traffic, to not enough lighting, to speeding concerns for their safety. We also heard from Angela Clark who shared these same concerns and fears for her children. They like to play sports and have a basketball hoop in the yard which is a concern for her family's safety. Another family who can park her car on their yard for safety concerns on coming and going. These families have been working with us for along time to have some support. It's time we provide that.

We have traffic concerns from the Parkways to Lockhaven, Dearborn to River, Chemawa rd. to River Road all around our New Verda Crossing which is almost a year old. The traffic has increased and speeding has been an ongoing problem. Verda crossing holds 112 units for families which serves Kennedy Elementary, Weddle for some of the special service families need, Claggett Middle school and McNary High school.

We are asking for you to look at adding more signs and look at adding lower speeds, to help ensure safer streets for our families. We are adding funds to the Verda Lane project with SKATS for our February meeting, Project Number (KN20741) this project has some changes in cost and is looking to begin in summer to fall of 2025 the last I heard. Bill Lawyer can provide more information regarding this project. This project is also part of the TIP for constructing Bike lanes, Sidewalks, as well as some other road alignments for transportation. (1/14/2025) updated information.

The project covered above will help with some safety concerns, but will not address the speeding concerns I hear about from families who live near the Parkway and Claxter to the round about near Keizer Rd and Chemawa rd. to Lockhaven. These families deserve some support and action. While Jacqueline Green and I (Tammy Kunz) know we are going to follow the process for a new and updated speed study, I believe we should start working on some calming devises to help slow traffic and education for the community.

We had conversation about Verda and Chemawa back in June of 2023 for this topic as well, as well as Keizer rd. McLeod, and Claggett who have all shared speeding and reckless driving concerns. Youth having to use these areas to get to and from school promote unsafe conditions.

Pedestrian crossing needs to become a higher priority for our families, this includes increasing the lighting for early mornings and evenings. To help ensure the safety of our community. We hold boundaries with Southeast Neighborhood Association who has been working on these same issues for number of years. As I have families that attend Weddle, Kennedy Elementaries' school, from Claggett, and Whitker Middle Schools to McNary High school. Safety needs to become a higher on our list.

We can apply for Safer Streets grants;

<https://www.transportation.gov/grants/SS4A>

Thank you,

Tammy Kunz

Tammy Kunz

GNEKNA President

S | S Safe Streets and Roads for All 4 | A (SS4A) Program Facts



The U.S. Department of Transportation (USDOT) **Safe Streets and Roads for All (SS4A)** program provides grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities as part of a systematic approach to prevent deaths and serious injuries on the nation's roadways.

This roadway safety program was created by the **Biden-Harris Administration's Bipartisan Infrastructure Law**. It provides \$5 billion over 5 years to fund community-led projects that address the preventable crisis of deaths on our nation's roads, streets, and highways through safer people, roads, and vehicles; appropriate vehicle speeds; and improved post-crash care.

The SS4A program funds two types of grants:

- **Planning and Demonstration Grants** for Comprehensive Safety Action Plans, including supplemental safety planning and demonstration activities to inform an Action Plan. These can help build a pipeline of projects for future funding.
- **Implementation Grants** to implement strategies or projects identified in an existing Action Plan.

SS4A is exclusively designed to help local communities. DOT offers extensive technical assistance to potential applicants, especially first-time federal funding applicants.

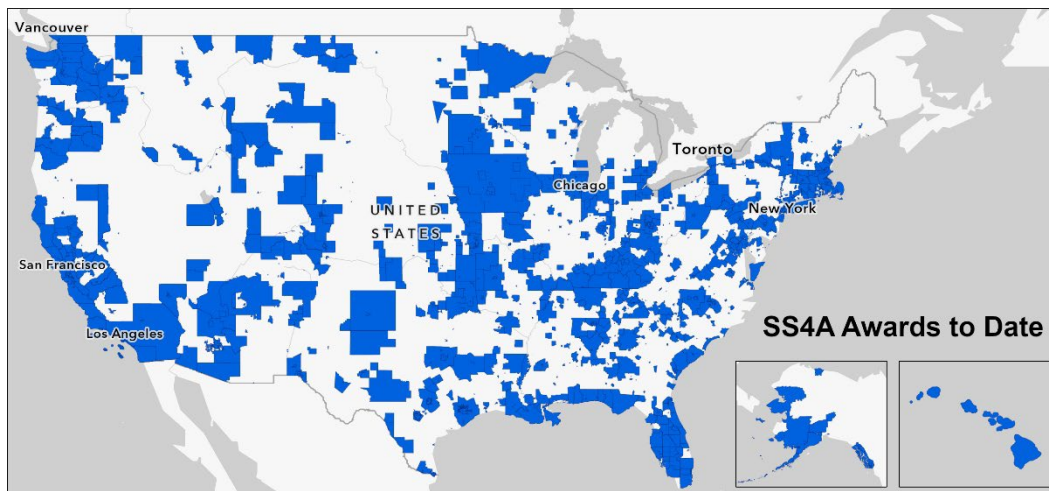
For more information, use the QR code above or visit the [SS4A website](https://www.transportation.gov/grants/SS4A).

SS4A grants are already making an impact nationwide

- In the first three years of funding, USDOT awarded **\$2.9 billion** to over **1,600 communities** across **all 50 states and Puerto Rico**.
- SS4A funds to improve roadway safety planning have been awarded to communities that comprise about **77% of the nation's population**.
- Awarded funds go to localities that make up **70% of all roadway fatalities**.
- Projects and activities will significantly **improve safety for all people using the road** in those communities, including drivers, passengers, pedestrians, bicyclists, people using transit, and people with disabilities.

Awards reach communities of all different sizes and safety needs:

- **Rural communities** comprise around half of all grant award recipients to date.
- 816 communities (44% of award recipients) have **populations under 50,000**.
- **64 Tribal communities** were awarded SS4A funding.
- About 50% of award recipients are **new direct Federal funding recipients to USDOT**.
- Around 60% of funds will **benefit underserved communities**, providing equitable investment to places that need funding the most.



SS4A amplifies our impact by working across government and with external partners

The SS4A program collaborates within USDOT, and with outside organizations that are committed to roadway safety, to disseminate program information and build capacity to help communities apply for grants and successfully implement grant activities.

- Coordinated technical assistance and promotion efforts focus on advancing roadway safety in rural areas, Tribal communities, and places in the Thriving Communities network. **In the past three years, USDOT staff directly reached communities in every state.**
- USDOT works with **trusted non-governmental organizations and partners** that understand communities' roadway safety challenges and needs. These partners include organizations such as the Local Infrastructure Hub, National Complete Streets Coalition, National League of Cities, National Association of County Engineers, National Safety Council, League of American Bicyclists, Vision Zero Network, Rural Partners Network, Smart Growth America, Urban Sustainability Directors Network, and Emergency Medical Services groups, and events like the National Transportation in Indian Country Conference.

SS4A helps applicants compete for funding based on merits, not technical capacity

Applying for Federal discretionary grants is new for some communities—many of which may not have a team of grant writers on their staff. The SS4A program works with applicants throughout the evaluation process to ensure that they have complete and accurate information and are not disqualified due to an administrative error during the submission process.

- In preparation for the third funding year (FY24), **SS4A provided a courtesy pre-application screen to 111 Action Plans** to help them determine whether they were eligible to apply for an Implementation Grant. Many that found out they were ineligible for Implementation Grants applied to develop an Action Plan instead.
- In the second and third funding years (FY23 and FY24), SS4A conducted **follow-up outreach to over 1,200 communities** to provide opportunities to address missing application elements and program requirements. As a result, **nearly all eligible applications are complete and fully evaluated.**
- For those who are unsuccessful, SS4A offers a detailed debrief to help applicants develop more successful applications in future rounds. SS4A has conducted hundreds of **debriefs with applicants**, and many have re-applied and received awards in subsequent years.

After awards are made, the SS4A program continues to help communities be successful in developing, executing, and administering grant agreements.

- A streamlined grant process was developed to help finalize and sign grant agreements as quickly as possible, even for communities that have never received grant funding from USDOT. Approximately **97% of the 511 FY22 award recipients and 57% of the 620 FY23 award recipients have executed grant agreements** in place and initial **funding amounts obligated.**
- A **Technical Assistance Center** was established to support grant recipients with training and technical assistance, including how to comply with Federal requirements and how to develop Comprehensive Safety Action Plans. Visit the [Technical Assistance Center website](#) for more information.
- A **Community of Practice** was created to help grant recipients learn from each other across the 1,000+ communities that have received awards to date. [Learn more about the Community of Practice.](#)

Future funding opportunities

The FY25 SS4A Notice of Funding Opportunity (NOFO) is expected to be announced before the end of March 2025. Approximately \$2 billion will be made available in future funding rounds (FY25 and FY26).





CLIMATE-FRIENDLY AND EQUITABLE COMMUNITIES WALKABLE DESIGN STANDARDS GUIDEBOOK

January 2025



OREGON
Department of
Land Conservation
& Development

Green Paint Lines - List of Locations by TSBP

Street Name	Lane	Box	Side	Length (ft)	Start point	End Point	Notes
Glynbrook St, W of River Rd	X	X	South		44.978185, -123.026769		
Sunset Ave @ River Rd	X	X	South		90 44.984105, -123.026788	44.984110, -123.027142	
Manbrin, W of River Rd		X	South				
Manbrin, E of River Rd		X	North				
Manbrin, W of Cherry	X	X	South		25 44.986687, -123.026100	44.986710, -123.026020	
Manbrin, E of Cherry	X	X	North				Box on both straight and turn lane 300' Bike buffer from nothr of access into Keizer Lions to bike lane shift. Bikes turing right onto Manbrin can use turn lane box.
Cherry Ave, S of Manbrin	X	X	East		25 44.986501, -123.025454	44.986553, -123.025520	
Cummins Ln, W of River Rd		X	South				
Dearborn, W of River Rd	X	X	South		45 44.993390, -123.027304	44.993394, -123.027100	Bike Box in both straight and turn lanes
Dearborn, E of River Rd	X	X	North		50 44.993448, -123.025787	44.993445, -123.025988	Bike Box in both lanes. Connect bike lane to straight /left turn lane
Chemawa W of River Rd	X		North	70 (N), 70 (N2)			Green lane markings at turn lane on north side and by shopping center access.
Chemawa W of River Rd	X	X	Both		170		Bike Box in Straight and left Turn lanes.
Chemawa Rd, E of River Rd	X	X	North		40 44.996968, -123.025792	44.996940, -123.025945	Lane begins on west side of access to Flower Shop/Walgreens
Lockhaven, W of River Rd	X	X	South		70 45.004326, -123.027292	45.004324, -123.027006	Bike Box in right and left turn lanes. Gren lane where currently dashed.
Lockhaven, E of River Rd	X	X	North		100 45.004743, -123.024362	45.004629, -123.024710	Bike Box in Straight/Left turn lane
Lockhaven, E of River Rd	X		South	105 (1), 165 (2)	45.004404, -123.025116	45.004512, -123.024741	Green lanes at beginning of turn lane, at from entry to shopping center to past exit behind H&R
Manzanita, E of River rd		X	North				Bike Box in Straight and left Turn lanes.
Wheatland, W of River Rd	X	X	South		45 45.012174, -123.021293	45.012074, -123.021198	Bike box at turn lane and Green lane connecting to left turn lane
River Rd, N of Wheatland	X	X	West		60 45.012652, -123.020587	45.012489, -123.020577	Bike Box in left turn lane and green lane connecting bike lane to left turn lane
Lockhaven, W of McCleod	X	X	South		50 45.005997, -123.008169	45.006029, -123.007915	Bike Box in Left turn lane and green lane connecting bike lane at single lane to left turn lane
Lockhaven, E of McCleod	X	X	North		80 45.006257, -123.005656	45.006145, -123.005910	Bike Box in Left Turn lane and green lane connecting bike lane to left turn lane
Lockhaven, W of 14th	X	X	South		30 45.005755, -123.014124	45.005806, -123.014036	Bike Box in left turn lane and green dashed lane connecting bike lane to turn lane
Lockhaven, E of 14th	X	X	North		105 45.006125, -123.012182	45.006097, -123.012578	Bike Box in left turn lane and green dashed lane connecting bike lane to turn lane
McCleod, S of Lockhaven	X	X	East		40 45.005635, -123.006173	45.005696, -123.006301	Bike Box in Straight and left turn lanes. Green Dashed line
Chemawa, S of Lockhaven	X	X	East		84 45.005376, -123.004168	45.005607, -123.004116	Bike Box in right Right turn lane and Left turn lane
Chemawa west of Ulali	X		South		151 45.005872, -123.002917	45.005767, -123.002354	Green Dashed lane to straight lane
Chemawa, W of I-5	X		South		160 45.005621, -123.000615	45.005576, -122.999988	Green Dashed lane to straight lane
Chemawa, W of I-%	X		North		115 45.005707, -122.999194	45.005739, -122.999640	Green Dashed lane to straight lane
Alder, S of Verda	X	X	South		45 44.986916, -123.010073	44.987007, -123.009957	Green dashed lane to left turn lane. Bike Box in left turn lane
Verda, W of MLK	X		South		115		Green Dashed lane to straight lane

Keizer Pedestrian Flag Program

Drivers often do not see a pedestrian who is waiting to cross the street at intersections. A flag would communicate this intention and attract the driver's attention.

Few key notes to keep in mind:

- The flag draws attention to legal crossings.
- It is not to be used as a crossing guard flag.
- It is not a traffic control device.

City of Keizer's requirements:

- Location needs to be approved by Public Works.
- Street must have a speed limit of 30mph or less.
- Request cannot be at any intersection already controlled by traffic control devices except crosswalks.
- Flags and holder cannot block any signs.
- Approval is needed to attach to a sign post or utility pole.

Responsibilities of applicant:

- Creation of/purchase of flags and holder. (City does not provide or replace.)
- Monitor flags to ensure they are continuously available.
- Instructions need to be placed on the flag holder to explain how to use them to get attention of drivers. (Language offered in this application).
- Applicant needs to be an individual that can be reached if needed.

Process:

- Come to the TSBPC With application.
- TSBPC will review application for completeness.
- Application will be given to city staff to approve location.
- Email will be sent to applicant indicating approval of location.

Safety Note: Please remember that the flag is an aid to enhance visibility but does not guarantee that a vehicle will stop for you. Always use caution when crossing a street.

Keizer Pedestrian Flag Program Application

Name of Applicant: _____

Organization (if applicable): _____

Phone number of Applicant: _____

Email of Applicant: _____

Proposed intersection location of flags (which two streets):

Crossing of which street will the flags be for: _____

Description of flags to be used

- color, size and material of flag: _____
- size and material of pole: _____

Description of flag holder.

Describe what the flags will be held in and where will the holder be placed.

Start date of flag program at this location: _____

Instructions to include at flag holder:

1. Grab a flag from the bucket before your start to cross.
2. Give traffic plenty of time to see you before crossing.
3. Look both ways and use the flag to help you cross safely and visibly.
4. Deposit the flag in the bucket on the other side so someone else can use it to cross in the other direction.

Traffic Safety, Bikeways & Pathways - ACTIVE PROJECTS

Document initiated June 2023. REVISED from the 1/16/25 mtg.

S c o r e	Project	NA	Type of project	Date added	Date discussed by committee	Status	Comments
	River Road, intersection, intersections by schools (Lockhaven & Whiteaker) and Chemawa going to McNary.		Change 5-second Timing to 2 or 3 seconds for Pedestrians.			Pending	Per 05/21/24 meeting, Mike will have more conversations w/the City of Salem. 04/18/24 - Mike said the City of Salem is talking about standardization - need more discussion. 06/20/24 - Mike reported on the crosswalk timing that he reached out to the City of Salem and he needs to have more discussion with them and Bill Lawyer. 08/15 - Mike to talk about the 5-second timing in Sept. 09/19/24 - Mike said the City of Salem are the experts on this & lookout for safety & do the programming, which would happen in the next few months. 11/21/24 - Mike said that the City of Salem will be changing the timing to a 2 - 3 second all along River Road. Check w/Mike in January. 01/16/25 - no update received

	Lockhaven & River Road	GG	Green Paint for Bike Crossings				08/15 - Hersch will ask the Council for more green bike paint for when Public Works does their painting cycle with Marion County since the City of Salem didn't have to do a traffic study. Price received and council approved. Funding will be in 2025 for both sides of Lockhaven, east of River Rd. 01/16/25 - Hersch shared that Bill L. said that paint can be done.
	Harmony Drive	GG	Speed Study				Officer Powell visited the site and did some enforcement and witnessed some drives speeding, and he will monitor the area. 11/21/24 - Officer Powell completed a Speed Study in and will report on it in January.
	Chemawa and Lucinda	GNE	Pedestrian Flag Pilot			Monitor	11/21/24 -Tammy Kunz of GNEKNA would connect with Officer Powell. 01/16/25 - TSBP to review