

Minutes subject
to approval at
next regular
Commission Meeting

TRAFFIC AND SAFETY COMMISSION MEETING

December 14, 1977
7:00 A.M.

Chairman Kinner called the meeting to order at 7:10 A.M.

Present: Commissioners Hawksley, Pashek and Hall

Others

Present: Public Works Director Hasbrouck; Plice Chief Brower; City Engineer Tenneson; Ken Mauser; Ed Bonham and Administrative Assistant Feldman.

Absent: Commissioners Comini, Rinehart and Allen

Moved, seconded and carried to approve minutes of September 14, 1977.

OLD BUSINESS:

Problem on W. 10th From Bridge to Trevitt

After discussing the problem on W. 10th from bridge to Trevitt, the Commission reiterated their previous recommendation that the only viable solution to the problem would be to widen the street. The Commission has no further recommendation to make to the City Council at this time.

Traffic Circulation at Mauser's Lumber Company

Kent Mauser was present at the Commission meeting to discuss the traffic circulation problem with the Commissioners. After discussing many alternatives to the dangerous traffic circulation problems the Commission makes the following recommendation's to the City Council.

For long term solution:

- 1) Realign Terminal Avenue in such a way that the circulation problem would be eliminated.

For short term solution:

- 1) Place stop sign on city street for cars exiting Mauser's parking lot and entering Terminal Avenue.
- 2) Place temporary barriers to force exiting traffic further northwest on Terminal Avenue. This would force traffic to enter Terminal Avenue from the parking lot at a straight approach rather than an angle.

Area between 712 W. 18th and 706 W. 18th

The Commission read a letter from Ed Bonham regarding the danger caused by parked cars in the area between 712 W. 18th and the lower driveway of 706 W. 18th. Mr. Bonham was present to explain and discuss the situation. After considerable discussion about the problems encountered (especially in adverse weather conditions) the Commission makes the following recommendation for the City Council consideration. Commissioner Kinner moved and Commissioner Pashek seconded a recommendation to paint

TRAFFIC AND SAFETY COMMISSION MEETING

December 14, 1977

Page 2

a seventeen (17) foot yellow stripe between the driveway of 712 W. 18th and the lower driveway of 706 W. 18th. Motion carried unanimously. Absent, Commissioners Comini, Rinhart and Allen.

Recommendation for a Stop Sign for North Bound Laughlin Traffic at E. 4th Street

The Commission read a memorandum to Police Chief Brower from Patrolman William Turner. After discussing the absence of a stop sign for north bound traffic in the area, the Commission decided that the traffic volume did not warrant recommending a stop sign for north bound Laughlin traffic at E. 4th Street.

OTHER BUSINESS

The Commission discussed the curb situation at the new Taco Time and it was noted that the situation can be dangerous with the narrowing curb situation. Public Works Director Hasbrouck noted that reflectors in the area will alleviate some of the problem.

Public Works Director Hasbrouck noted that parking in front of Ash westerly by Fancy Dans will become parallel parking shortly.

The Commission discussed the lack of a stop sign on some streets approaching 14th Street and the possible danger that could result. Public Works Director Hasbrouck noted that traffic volume did not warrant stop signs at every intersection and it would not be financially viable for any City to construct and maintain stop signs at every intersection.

With no further business pending, Commissioner Hall moved to adjourn, seconded by Commissioner Pashek. Motion carried. Absent, Commissioners Comini, Rinhart and Allen.

TRAFFIC COUNT - SEPTEMBER 12, thru 19th. 1980

BREWERY GRADE

9/12/80	9/13	9/14	9/15	9/16	9/17	9/18	9/19	
Time: 11:05 A.M.	11:01 A.M.	11:05 A.M.	10:45 A.M.	11:05 A.M.	10:21 A.M.	11:05 A.M.	10:41 A.M.	
Reading: 06300	11,540	15,582	19,333	24,496	29,280	34,414	39,360	
Total:	5,240	4,042	3,751	5,163	4,784	5,134	4,946	=
							33,060	Total
							4,723	Daily Ave.

DRY HOLLOW - B/T 9th. and 10th. STREET

Time: 10:53 A.M.	11:06 A.M.	11:10 A.M.	10:50 A.M.	11:08 A.M.	10:24 A.M.	11:08 A.M.	10:47 A.M.	
Reading: 39,000	42,981	46,187	49,266	53,459	57,212	62,240	65,156	
Total:	3,981	3,206	3,079	4,193	3,753	5,028	2,916	=
							26,156	Total
							3,737	Daily Ave.

EAST 10th. STREET B/T DRY HOLLOW AND OREGON STREET

Time: 10:46 A.M.	11:09 A.M.	11:15 A.M.	10:55 A.M.	11:10 A.M.	10:26 A.M.	11:10 A.M.	10:49 A.M.	
Reading: 03,100	05,200	07,000	09,303	11,122	13,013	15,036	16,449	
Total	2,100	1,800	2,303	1,819	1,891	2,023	1,408	=
							13,344	Total
							1,906	Daily Ave.

EAST 9th. STREET - B/T DRY HOLLOW AND OREGON STREET

Time: 10:59 A.M.	11:12 A.M.	11:20 A.M.	11:00 A.M.	11:15 A.M.	10:28 A.M.	11:13 A.M.	10:55 A.M.	
Reading: 70,000	71,619	72,992	74,296	75,655	76,867	77,977	78,666	
Total:	1,619	1,373	1,304	1,359	1,212	1,110	689	=
							8,666	Total
							1,238	Daily Ave.

TRAFFIC COUNT - SEPTEMBER 19, thru 26, 1980

TAYLOR STREET B/T 2nd. and 3rd. STREET

Date:	9/19/80	9/20	9/21	9/22	9/23	9/24	9/25	9/26	
Time:	11:01 A.M.	11:01 A.M.	11:02 A.M.	11:15 A.M.	10:45 A.M.	11:02 A.M.	11:11 A.M.	11:10 A.M.	
Reading:	39,400	41,881	44,418	45,851	47,336	49,159	50,928	52,748	
Total:		2,481	2,537	1,433	1,485	1,823	1,769	1,820	=
								13,348	Total
								1,907	Daily Ave.

MONROE STREET B/T 2nd. and 3rd. STREET

Time:	11:06 A.M.	11:05 A.M.	11:07 A.M.	11:18 A.M.	10:50 A.M.	11:07 A.M.	11:12 A.M.	11:17 A.M.	
Reading:	65,302	66,281	67,042	67,650	68,475	69,393	70,250	71,079	
Total:		979	761	608	825	918	857	829	=
								5,777	Total
								825	Daily Ave.

MADISON STREET B/T 1st. and 2nd. STREET

Time:	11:17 A.M.	11:10 A.M.	11:10 A.M.	11:20 A.M.	10:55 A.M.	11:11 A.M.	11:14 A.M.	11:21 A.M.	
Reading:	78,700	79,443	79,592	79,944	80,610	81,357	82,131	82,864	
Total:		743	149	352	666	747	774	733	=
								4,164	Total
								595	Daily Ave.

UNION STREET B/T 1st. and 2nd. STREET

Time:	11:26 A.M.	11:15 A.M.	11:15 A.M.	11:23 A.M.	11:00 A.M.	11:16 A.M.	11:18 A.M.	11:27 A.M.	
Reading:	16,500	17,222	17,630	18,050	18,941	19,848	20,691	21,603	
Total:		722	408	420	891	907	843	912	=
								5,103	Total
								729	Daily Ave.

Re count - Sunday was done

I think 15th street from Kelly Ave east should be checked a little more for speedings quite a race track

Now would be a good time to put a sign on Clark St. between 11 and 12 and again on Clark between 13th and 14th. After all this structure noise is the right time to do it. Anyone who has been to the city and seen other towns all have their streets center striped.

Yours
Cliff
1532 E 12th
Tulsa

Phone 936-5363.

Ladies and Gentlemen

I see you have finally installed a guardrail on the corner on Brewery Trade which I suggested editorially 5 or 6 years ago.

You don't seem to think as I do about center striping the streets even tho every few days we see news of people cars being hit. Iark being miles a strip it's a big help, (other towns all have their streets center striped)

Now I think it's time for a 1 way stop at 15th and Brewery. I've been into 4 accidents there and just last week I saw traffic so heavy and fast on Brewery I almost got clipped and thrown by a woman in a cherry while I was walking

12-19-77.

Ladies and Gentlemen

I see you have finally installed a guardrail on the curve on Brewery Trade which I suggested editorially 5 or 6 years ago.

You don't seem to think as I do about center striping the streets even tho every few days we get news of people cars being hit. Dark rainy nights a strip is a big help, other towns all have their streets center striped.

Now I think it's time for a 2 way stop at 1st and 2nd by Yellow. There have been lots of accidents there, one just last week. When traffic is heavy and fast on 1st by Yellow I don't get clipped but summer by a woman in a hurry while I was walking in plainly marked crosswalk.

I think I'll start from Kelly
and I should be checked a
little more for spending, quite
a nice truck

Now would be a good time
to put a bid on Clark St.
between 11 and 12 and again
on Clark between 13th and 14th
After all this structure now
is the right time to do it.

As you see I'm probably not
a big spender in a very long time.

Yours,

Cliff Johnston
(1502 E 12th)
R.D. also

Phone 294-5563.

INTER-DEPARTMENTAL MEMORANDUM

THE DALLES, OREGON

DATE December 6, 1977

To: ~~Del Cesar~~ City Manager From: Vernon B. Tenneson

REMEMBER: THE ONLY REASON YOU AND I ARE HERE IS TO HELP THE PEOPLE OF OUR CITY

This is to suggest that a "Right Turn Only" sign be placed on the northerly side of W. 2nd Street where the public street from Brace Brothers enters W. 2nd Street.

*Refer to
Feb 5 Amms
JC*

COPIES TO:

SIGNED *V.B.T.*
TITLE City Engineer

INTER-DEPARTMENTAL MEMORANDUM

1 of 2

THE DALLES, OREGON

DATE 12-15-77

To: R.W. Brower C.O.P. FROM: A.M. Labrousse

REMEMBER: THE ONLY REASON YOU AND I ARE HERE IS TO HELP THE PEOPLE OF OUR CITY

RE: Prohibited Parking South Side of West 14th Street from Liberty to Trevitt Street.

The prohibited parking sign (one per block) is at the east end of the block in all four blocks. There is not really sufficient notice to the general public that this is a prohibit parking area. A minimum of two signs in addition to the one already there would give the proper notice. Though citations will be issued, I feel the people will have a right to complain. Unfortunately, they will not allow us the privilege to explain the problem and we will be accused unfairly. I feel this is unnecessary bad public relations for our department.

Also, it is becoming apparent, again, for the need of prohibited parking on one or the other side of Trevitt from 3rd Place to 17th. The street isn't large enough to facilitate cars parked on both sides of the street and traffic to pass two abreast.

COPIES To:

SIGNED

TITLE

INTER-DEPARTMENTAL MEMORANDUM

2 of 2

THE DALLES, OREGON

DATE

To: FROM:

REMEMBER: THE ONLY REASON YOU AND I ARE HERE IS TO HELP THE PEOPLE OF OUR CITY

Plus, on the street between Bridge and Mt. Hood, only one sign (on the East side) is evident.

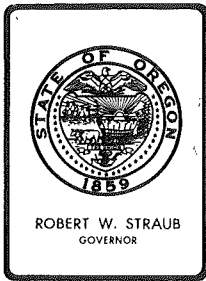
These requests are respectfully submitted for the safety of property and life in those areas. I realize, Chief, that you have tried to remedy these in the past, but since Mrs. Phillips is one of the complaintants, maybe this time the council will act.

COPIES To:

SIGNED

TITLE

Handwritten signature: A.M. Labrousse and initials SLT



Public Utility Commissioner of Oregon

LABOR & INDUSTRIES BUILDING, SALEM 97310 PHONE (503) 378-5542

October 26, 1977

Mr. Joe Hasbrouck
Director of Public Works
c/o City Hall
City of The Dalles
The Dalles, OR 97058

Re: Railroad-Highway Grade Crossing Inspection
Recommendations

Pursuant to ORS Chapter 763, PUC staff is conducting inspections of all railroad-highway grade crossings in the state of Oregon. Periodically you will receive a list of recommendations to improve various safety factors at public grade crossings under your jurisdiction.

Attached please find a list of grade crossings on the Union Pacific's main line (2A-Line). The crossings are listed from east to west.

If recommendations are made regarding improvements that are not under your control, please notify us as soon as possible so that the proper party may be contacted. Also, notify us of any action you have taken on the recommendations and any recommendations that you do not feel you can comply with.

There have been some questions regarding the proper placement of protective signs in relation to railroad grade crossings. In general the following guidelines apply:

- (1) All paved approaches must have stop lines installed perpendicular to the roadway centerline 18 feet from the centerline of the nearest tracks.
- (2) Advance warning signs should be located in relation to the approach speed (85th percentile) of vehicles. The following Safe Stopping Distance table provides a general guideline for location of advance warning signs:

Mr. Joe Hasbrouck
October 26, 1977
Page Two

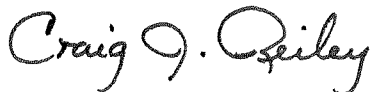
<u>MPH</u>	<u>SSD</u>	<u>MPH</u>	<u>SSD</u>
10	44'	35	210'
15	69'	40	256'
20	98'	45	306'
25	131'	50	360'
30	169'	55	418'

Whenever possible, the signs should be located on the right side of approach at the safe stopping distance.

- (3) Advance warning pavement markers should be installed so that the top line of the marking (nearest the crossings) is located at the safe stopping distance. Where circumstances do not permit installation at this location, it should be located as closely as possible to that spot. It is preferable to have the marking further from the crossing rather than closer. All pavement markings must be reflective (glass chips or thermo plastic tape).
- (4) "Stop Ahead" signs should be located 100 feet in advance (farther from the crossing) than the advance warning sign on each approach to a crossing at which a vehicle stop sign has been installed.

If you have any questions regarding possible financial aid, please contact your regional highway representative. Questions regarding the recommendations that follow should be directed to this office.

Your cooperation is appreciated in improving conditions at railroad-highway grade crossings for the safety of the motoring public.



Craig J. Reiley
Transportation Specialist
Rail Rate and Service Division

kls/N5435
Attachment

cc: D. J. Astle
R. H. Bladorn (w/atts.)
C. J. Reiley (w/Atts.)
SIR 837 (w/atts.)
(2A-Line w/atts.)

RECOMMENDATIONS TO THE CITY OF THE DALLES
REGARDING CONDITIONS AT PUBLIC GRADE CROSSINGS ON
THE UNION PACIFIC RAILROAD'S MAIN LINE (2A LINE)

2A-085.96-C, Taylor Street at E. 3rd Street, The Dalles,
Wasco County

1. Install one standard reflectorized advance warning pavement marker on the north approach to the crossing.
2. Install two standard reflectorized stop lines, one on the north and one on the south approach to the crossing.

2A-086.03-C, Monroe Street between 2nd and 3rd, The Dalles,
Wasco County

1. Install two standard reflectorized advance warning pavement markers, one on each approach to the crossing.
2. Install two standard reflectorized stop lines, one on each approach to the crossing.