

Saint Corey

A G E N D A

TRAFFIC SAFETY COMMISSION

November 17, 1982
7 a.m. Portage Inn

- I. CALL TO ORDER
- II. MINUTES - OCTOBER 20, 1982
- III. REQUESTS
 - A. Reported Traffic Hazard On One-Way W. 3rd Street *motion 4-0*
 - B. Reported Traffic Problem At Morton and E. 14th Street *no problem 2-1-1*
 - C. Review Parking Restrictions In Downtown Alleys *theoretical signs, no problem w/ parking*
 - D. Increased Lighting On I-84N Exit Ramp To Eastbound W. 2nd Street *no problem*
- IV. ADJOURNMENT
 - E. 6th & Hoxter*

M I N U T E S

City of The Dalles Traffic Safety Commission Meeting

OF

November 17th, 1982

COMMISSIONERS PRESENT : Mike Courtney, Cecelia Cushing,
Harvey Prouty, Maurey Snow and
Jack Rinehart

COMMISSIONERS ABSENT : Chris Zukin and Don Hall

STAFF PRESENT : Assistant City Engineer Kurt Corey,
Police Chief Paul Nagy,
Assistant Chief of Police Ernie Brock
and Administrative Assistant Kathy Hunter.

Chairman Courtney called the meeting to order at 7:00 A.M.

Zukin had called to say he would be unable to be at the meeting. Hall had recently had surgery and could not attend.

MINUTES

Rinehart moved, Snow seconded, to approve the minutes of October 20, 1982 as written. Motion carried unanimously.

REQUEST TO REVIEW ONE-WAY ON W. 3RD STREET

The Police Department had reported several complaints from patrons and employees of the AM-PM Arco Station on Lincoln and W. 3rd Street. They had observed many incidents of customers leaving the store driving in the wrong direction on W. 3rd Street. Patrol officers were requesting that one-way direction on W. 3rd St. be signed for more safety.

Hunter recommended that the Commission table this matter until staff could present a revised intersection plan. Staff had prepared an alternative rearrangement of the Lincoln-W. 3rd intersection and was to have the State Highway Division review it. It would come to the Commission in December.

Rinehart stated this problem had not occurred until increased traffic was generated by opening of the AM-PM Market. Rinehart moved, Prouty seconded, to deny the request for additional signage adding that the AM-PM Market owner should provide this information to his customers before they leave the lot such as painting directional arrows on his lot. Motion carried unanimously.

REQUEST TO REVIEW STOP SIGNS AT MORTON AND E. 14TH STREETS

Mr. Raymond Phillips, who lives at this intersection, has observed near miss collisions and requested that another stop sign be installed opposite the one currently stopping northbound Morton.

Staff advised that the Commission either install this sign or remove the other one. It was not a high volume intersection and the general rule to yield would probably be adequate. One stop sign at a four leg intersection is not an appropriate method of signage.

Rinehart moved, Prouty seconded, to deny the request and leave the intersection sign as is. Motion carried. Yes - Rinehart, Prouty. No - Snow. Abstain - Cushing. She had not seen the intersection and could not visualize the problem.

REQUEST TO REVIEW SIGNING OF PARKING RESTRICTIONS IN CBD ALLEYS

Former Councilman Gary Kopperud had requested this review. Staff recommended that alleys be posted for one-way direction on a uniform basis but that citing the ordinance restriction on signs would be unreasonable and costly. Prouty moved, Snow seconded, to request City Council to authorize adequate signage for one-way direction in CBD alleys. Motion carried unanimously. The Commission also suggested that a letter be sent to UPS reminding them that by law their trucks could not block traffic in alleys even when they were unloading and that it would be enforced.

REQUEST FOR INCREASED LIGHTING ON I-84N EXIT RAMP TO EASTBOUND W. 2ND STREET

A letter requesting City and State cooperation to allow lighting for the freeway off-ramp was submitted by a citizen who wished to remain anonymous. The Commission believed this to be a problem for the State of Oregon and suggested the Highway Division be contacted. Snow moved, Rinehart seconded, that no action be taken with respect to installation of lights by the City but that the State Highway Division be contacted. Motion carried unanimously.

REVIEW OF ACCIDENTS AT W. 6TH AND HOSTETLER

Chairman Courtney had requested a review of this intersection. Hunter reported that in the past four years there had been an average of four collisions per year at this intersection. This was ranked as the intersection with the most accidents occurring with injury and property damage in the City. A review of the circumstances indicated that driver error was occurring by failure to yield or proceeding after stopping for all types of collisions. Rinehart suggested that a visibility problem existed and recommended in a motion that the State Highway Division review it and consider grading back the earth fill bank of the raised interstate highway and relocating the traffic and directional signs at that intersection. Both of these items appeared to be blocking visibility at the intersection. Prouty seconded the motion. Motion carried unanimously.



CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058

OFFICE OF CITY MANAGER

(503) 296-5481

December 10, 1982

MEMORANDUM

TO : Traffic Safety Commission

FROM : Kathy Hunter, *KA*
Administrative Assistant

SUBJECT : Complaint of Speeding Traffic,
1300 Block E. 10th Street.

Ryan Rooper, 1313 E. 10th Street, called to complain of excessive speed on this street observed in the past few years. Several dogs had been hit and killed, as a result. He is concerned that one day it will be a child, not a dog. His questions was, what can be done? He suggests posting speed signs and also installing another 4-way stop at either "H", "I" or "Clark" Streets.

Please drive through the area and make notes of your thoughts and observations.

KH/eg



OREGON TRAFFIC SAFETY COMMISSION
State Library Building - 4th Floor
SALEM, OREGON 97310

Spotlight!

Winter, 1983

Support for Traffic Safety Grows

There has been unprecedented public interest in traffic safety recently:

- In September, there was standing-room-only at the Annual State Traffic Safety Conference. There were many highlights of the meeting, but two particularly memorable presentations were made about the latest innovations to impact traffic safety:

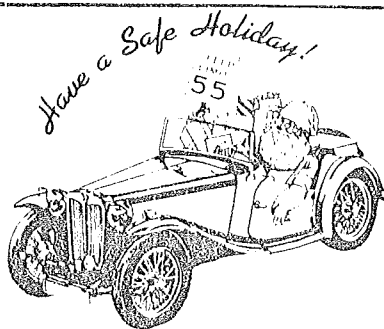
- the development of a narcometer to detect and identify drugs in a person's body and the development of a blood test to diagnose active alcoholism.

- In October, Governor Atiyeh appointed a 13-member Task Force on DUI. Arno Denecke, Oregon Supreme Court Chief Justice, Retired, is the chair. The meetings are open to the public, and everyone is welcome to submit ideas for solving the drunk driving problem. Contact the Oregon Traffic Safety Commission for more information, and to be placed on the mailing list.

- Nationally, President Reagan has established a Presidential Commission

on Drunk Driving. The U.S. Congress has passed a new drunk drive bill, which is the first federal DUI bill in history. Oregon must adopt some tougher drunk drive laws in order to receive several million dollars in incentive money. Contact your State Senator and your State Representative and let them know that you want better laws against drunk drivers, and that you want the loopholes in the present system closed. Call your county courthouse, League of Women Voters, or Chamber of Commerce for their names, addresses, and phone numbers.

- Governor Atiyeh and President Reagan have joined together in proclaiming December 12-18 as "Drunk and Drugged Driving Awareness Week." MADD organizations will be holding candlelight vigils in memory of victims of drunk drivers on December 11 and December 12. Contact your local MADD chapter to join in the procession. If there is no MADD in your area, why not organize a vigil yourseef? Call the County Homemakers Extension Service for assistance.



Nat'l Drunk & Drugged Driving Awareness Week

President Reagan has signed legislation proclaiming the week of December 12-18 as National Drunk and Drugged Driving Awareness Week. Governor Atiyeh will join the President in a similar proclamation for Oregon.

This observance offers all of us with the opportunity to focus public attention on the problem and to act on needs and opportunities to reduce impaired driving.

Recently, representatives of more than 70 national organizations met to brainstorm activities to promote Awareness Week. The resulting list of activities may suggest your own special programs and events:

- Send letters to various media encouraging publication of articles about Awareness Week and its activities.

- Promote the designated driver concept -- one driver in a group of merrymakers refrains from drinking in order to ensure the entire group's safe drive home. The Oregon Youth Traffic

Safety Association has "I'm the Driver" buttons.

- Sponsor a light-in-the-window campaign.
- Sponsor a headlights-on-while-driving-during-the-day campaign.
- Urge local law enforcement agencies to hold an open house for the community and to utilize well-publicized, selective enforcement blitzes at high-risk times and places.
- Encourage use of alternative transportation systems like dial-a-ride or taxicabs.
- Urge bartenders to send over-imbibers home by one of the alternative transportation systems.
- Urge local school administrators to plan promotional activities at assemblies, dances, pep rallies and athletic events.

We would like very much to know what efforts are being made in your community to observe Awareness Week, and we would appreciate any news clippings or other materials which mention Awareness Week activities.

We're looking forward to hearing from you -- and we're counting on you.

Presidential Proclamation

The most serious problem on our nation's highways is drunk driving. Drunk drivers kill and injure more people on the roads

than any other cause. The cost of this slaughter is staggering, as much as \$25 billion each year. There is also a generally unrecognized menace in a category akin to the drunk driver: the drugged driver. While statistics are not as obtainable and more research must be done, the problem of the drugged driver is growing and the American people must be made aware of it.

The drunk driving problem has stirred outrage among citizen groups which have succeeded in arousing national interest in the problem. In response to the rising concern, many States have set up task forces to examine their drunk driving laws. To encourage their efforts, I established the Presidential Commission on Drunk Driving last April.

The problem of the drugged driver has not yet attracted this attention. But as with alcohol, the problem is crucial, chronic, and warrants much more support for current State efforts to develop solutions.

There is a particular need to focus national attention during the Christmas holiday season on these critical problems at their most critical time.

NOW, THEREFORE, I, RONALD REAGAN, President of the United States of America, in accordance with Senate Joint Resolution 241 do hereby proclaim the week of December 12, 1982, through December 18, 1982, as National Drunk and Drugged Driving Awareness

Week. I call upon the people of the United States to observe this week with appropriate activities in their homes, offices, schools and communities. I request all Americans to mind the dangers that such an observance alerts us to. Your greatest protection as an individual against the drunk driver is your safety belt and I urge you to use them. I ask all of us to use this observance to prevent sadness and tragedy from intruding on our joyful holiday season.

IN WITNESS WHEREOF, I have hereunto set my hand this 13th day of December in the year of our Lord nineteen hundred and eighty-two, and the Independence of the United States of America the two hundred and seventh.

-- RONALD REAGAN

Holiday Spirits

No, we don't expect you not to have a little holiday "cheer," but we do expect you to be sensible and responsible in your hosting, partying, and driving this holiday season. The best way to avoid the possibility of drunken driving after that big Christmas or New Year's party is to take practical steps before the party.

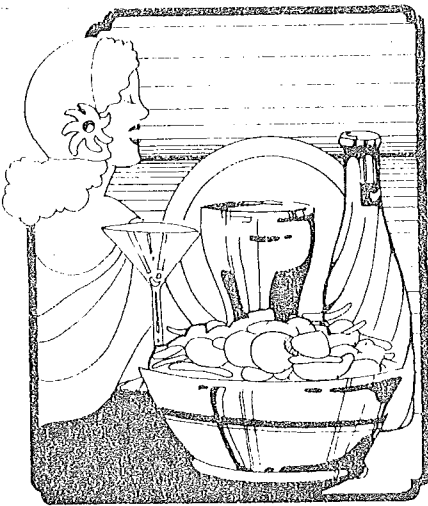
AS THE HOST OR HOSTESS, remember that you may be held responsible under civil law for damages caused by guests who are

Holiday Spirits, cont'd.

found to exceed the legal .10% BAC limit. You can:

- * Always serve food with alcohol. Food, especially those high in protein, slows the rate at which the body absorbs alcohol.
- * Measure, don't guess, when mixing drinks. Avoid using carbonated mixers, which speed alcohol absorption.
- * Have non-alcoholic beverages available for your guests.

Don't force drinks, and stop serving an hour before the party ends. Only time will help an intoxicated guest. If one of your guests has "one too many," drive him home, have him sleep over, or call a cab. Friends don't let friends drive drunk.



AS A GUEST, you can:

- * Know your limits. Even if you can walk a straight line, your driving ability and judgement may be significantly impaired. In Oregon, a blood alcohol level of .10% is considered "under the influence," a

Class A misdemeanor. The maximum fine is \$2,500 and/or a year in jail, and a license suspension for up to one year. Under specific circumstances, you may agree to go to an alcohol treatment or education center. Refusal to take a breath test after an arrest for DUI can result in a license suspension for 120 days.

- * Drink in a relaxed mood, not when you're tense. Eat first, or while drinking. Quit while you're ahead. Don't let anyone rush or push you into drinking more than you should.

There's no way to sober up in a hurry. This work is done by your liver, which oxidizes the alcohol. This requires about one hour for each drink. Coffee, cold showers, and deep breaths only buy more time.

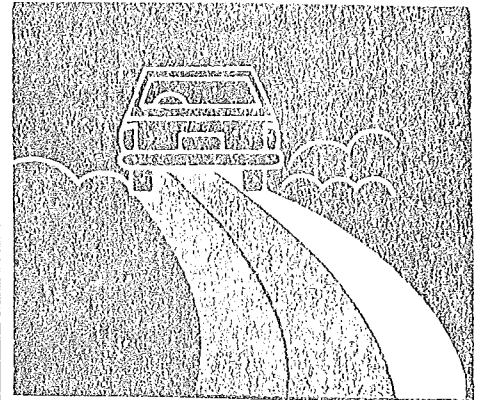
AS A MOTORIST, you can:

- * Decide before the party, who will drive home after the party. That person must stay sober at the party.
 - * Report "erratic" drivers to the State Police using the REDDItoll-free number: 1-800-452-7888.
 - * Use your safety belt. It's your best defense against a drunk driver. Drive with your headlights on to increase your car's visibility.
- Make this a joyous - not tragic - holiday season. If you will be drinking, drink responsibly.

* * * * *

Safe Driving in Winter

There's no doubt that winter driving is hazardous. Safe driving in ice, snow, freezing rain, fog, and other harsh conditions requires top efficiency from both the vehicle and you,



the driver. The National Highway Traffic Safety Administration offers timely tips on how to prepare for winter driving and how to react to hazardous driving conditions.

PLANNING AND PREPARATION

Since all winter driving problems can't be avoided, plan and be prepared. Check yourself, or have a mechanic examine these systems:

Battery. Keep the battery fully charged; recharge or replace if necessary. Keep the terminals clean. Check your voltage regulator.

Ignition. What condition are your ignition wires and distributor cap in? A cracked cap or faulty wires can result in engine drown-out when wet slush is thrown into your engine compartment. A good tune-up should reveal ignition problems, if they exist.

Heating and cooling systems. Check the antifreeze in your

Safe Driving in Winter -
cont'd.

radiator. If there is a leak in the radiator or if the hoses are deteriorating, replace or repair them before adding the antifreeze. Check your heater, defroster, thermostat, and intake vents.

Exhaust system. Leakage from the exhaust system is particularly dangerous in winter when many drivers keep all windows shut. Check the entire exhaust system and replace components if necessary. If your car becomes stuck in the snow and you are running your engine and heater, be sure your exhaust pipe is clear of snow and a window is slightly open.

Windshield wipers and washer. Replace blades that streak the windshield. Keep the windshield washer reservoir filled with a washer anti-freeze solution.

Traction tires and devices. Traction tires are mud and snow tires that are specifically designed to provide more traction than conventional tires. Tires manufactured for all-weather driving are considered traction tires, but radial tires do not qualify unless they are made for all-weather driving. Check the air pressure every 2-3 weeks, and when tires reach 2/32" tread depth, replace them.

Traction devices which attach to the tire, wheel, or vehicle, add traction under ice and snow conditions. Studded tires and chains are considered traction devices. Check chains and replace broken links or those that are almost worn through.

State and county highway officials determine when winter conditions require signs to warn drivers when to carry traction devices or tires, when either must be used, or when traction devices ONLY will comply with state law. On highways in which the law applies, you will see SNOW ZONE signs with one of three signs directly below: "Carry Traction Tires or Devices," "Traction Tires or Devices Required," or "Traction Devices Required."

EQUIPMENT Put the following items into your trunk or glove box so that they're readily available when you need them: flashlight, ice scraper, rag, washer fluid, shovel, snow brush, traction mats or a small bag of road salt or sand, chains (if you use them), blanket, booster cables.

DRIVING ON SNOW AND ICE It's best to avoid driving under harsh conditions, but if you must drive, be familiar with special techniques to minimize the dangers involved.

Glare. Keep a pair of sunglasses handy to protect against glare.

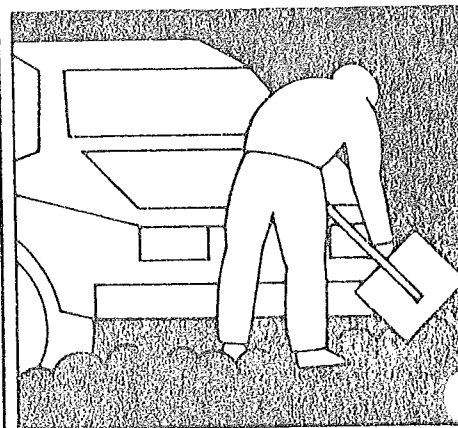
Braking. When possible, downshift to a lower gear rather than use the brakes. When you must brake, tap and release them in a pumping motion. Don't brake in the middle of a curve. If the vehicle skids, take your foot off the brake and steer in the direction that the rear of the vehicle is skidding; e.g., if the rear is skidding to the right, turn the steering wheel to the right. When you are able to regain steering control, you may be able to resume braking by pumping the

brakes lightly.

Traction. Start slowly if you are parked on a slippery surface.

Before going up a hill, increase speed to help you climb, but as you reach the crest, reduce speed and downshift as you descend. If you must decelerate further, tap your brakes intermittently.

Stuck in a rut. Shovel snow from the front and back of all four tires.



Spread salt or sand in front and back of each tire or use traction mats if you have them. Point the front wheels straight ahead. An extra push from a friendly passerby may add enough momentum to get you going, but don't let anyone stand in line with the drive wheels, and protect against injury from rocks or objects thrown from spinning wheels. If the wheels keep spinning and the vehicle doesn't move, stop and let the tires cool: tires heated from spinning will make the rut deeper.

If nothing works, rock the vehicle by alternately shifting from reverse to second (manual transmission), or from reverse to drive (automatic transmission).

Safe Driving in Winter -
cont'd.

ADDITIONAL HINTS AND PRECAUTIONS Allow yourself extra time to get to your destination. Check the weather forecast before you leave, and stay tuned on the way. If you're caught by snow or sleet, or if visibility is poor, get off the road. Go slowly, whether you're starting, driving, or stopping. Wear your safety belt.

Winter doesn't cause accidents, but it can turn little mistakes into dangerous ones. It's up to you to avoid those mistakes by learning how to cope with winter conditions.

Teens and Autos

The major public health problem for teenagers in the United States is injuries associated with motor vehicle use. According to the 1982 edition of the National Safety Council's Accident Facts, motor vehicle accidents are the leading cause of death among teenagers, far outnumbering other causes such as cancer, heart disease, congenital anomalies, and suicide. In Oregon, although the 15-19 year old age group accounts for less than 10% of licensed drivers, they account for 17% of the accidents.

Recognition and understanding of the causes of behavior that lead to teen-

accidents may be the keys to preventing them. However, that is no simple matter. The causes are many and varied, with deep psychological and social roots. Several observations may help parents understand their children's driving behavior better:

* The use of alcohol and drugs like marijuana and amphetamines is a contributing factor in many accidents. Blood alcohol tests of Oregon drivers who were victims of fatal accidents showed that 61% of youth 17-20 had been drinking (BAC greater than .01%), whereas only 57% of all drivers had been drinking.

* Teenagers are easily bored and have a strong need for activity. This often leads to reckless behavior with an automobile.

* Many teens, especially boys, are not biologically ready to drive at 16, the legal age for obtaining a driver's license in most states. The spurt of physical growth that is often experienced at about this age may cause the teenager to have an unrealistic conception of his or her physical abilities or limitations.

* At this age, many teens have an attitude of invincibility to death.

If you are a parent, you are well aware that you can have the most significant impact on your child's present and future driving behavior -- even if your children are still too young to drive. Here are a few things you can do:

1. Set a good example in your own driving. Are your youngsters learning about speeding and driving after drinking from you? Do you wear your safety belt and encourage them to wear their own? Do you teach your children disrespect for the law by using them to watch for highway patrolmen and radar traps? Any child old enough to observe your driving behavior is old enough to learn it. Be sure they are observing the right things.

2. Provide supervised driving practice for your teens to supplement their driver's education classes. Most driver's education courses simply cannot provide enough training and practice to produce truly safe and responsible drivers. For example, most courses don't provide any practice in night driving.

3. Exercise parental control. There is no law that says that a teen must get a license if he or she is 16 and has completed driver's education classes. If you don't think your child is ready, insist on more practice. Think twice about giving driving privileges to a teen who is unable to control his or her temper.

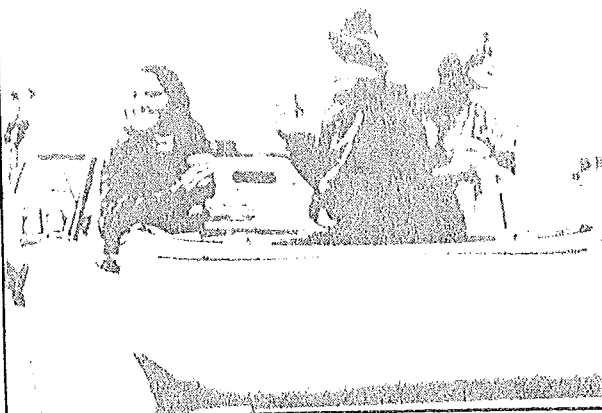
4. Restrict late-night driving, when many accidents occur.

5. If your teen is involved in an accident or receives a ticket, accompany him or her to traffic court. The teen needs to know that you care, but that he is still responsible for his actions.

Teens and Autos - cont'd

6. Organize a Students Against Drunk Drivers (SADD) chapter at your local high school.

7. Support the activities of the Oregon Youth Traffic Safety Association. Chapters are located in many high schools throughout the state to promote traffic safety awareness among teens. Speakers are available to make pre-



sentations and demonstrations at high schools and community events. Contact the OYTSA at 754-2686 for more information.

8. Sponsor an all-night alcohol-free graduation party as an alternative to the traditional kegger. Learn more about organizing a successful graduation party by contacting Lucy Sarles at 649-0219.



OREGON TRAFFIC SAFETY COMMISSION
State Library Building - 4th Floor
SALEM, OREGON 97310

Kathy Hunter
313 Court St.
The Dalles, OR 97058

TS Comm

INTER-DEPARTMENTAL MEMORANDUM

THE DALLES, OREGON

DATE October 27, 1982

To: Jack L. Linderman, Sergeant FROM Janet M. Collins, Patrol Officer

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

Re: Traffic Hazard

While working eveings it has come to the attention of several officers that people from out of the area turn the wrong way on W. 3rd Street coming out of Milt's AM-PM.

We would like to suggest that one way signs be posted across the street from both driveways to reduce dangerous problems.

COPIES To: Chief Nagy

Att: Kathy Hunter, Traffic Safety Comm

SIGNED

TITLE

Janet M. Collins
Patrol Officer

CITY of THE DALLES

313 Court Street
The Dalles, Oregon 97058

EMERGENCY SERVICE

DIAL 911

Fire

Police

Ambulance

Public Works 296-5401

Police Dept. 296-2233

Engineering 296-3537

Fire Dept. 296-3264

City Hall 296-5481

Planner 296-5481

Library 296-2815

10-27-82

TS Comm.

Mr. Raymond Phillips, living at the intersection of Morton and E. 14th, inquired why only one stop sign is installed at a four way intersection? He cited a problem there and had witnessed several near misses. He suggested another stop be placed for southbound Morton traffic.

INTER-DEPARTMENTAL MEMORANDUM

THE DALLES, OREGON

DATE..... SEPTEMBER 21, 1982

To:..... KATHY HUNTER, Admin. Assistant FROM..... DEL CESAR

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

RE: Traffic Safety / Downtown Alley Parking

Please see that the next Traffic Safety Commission agenda has on it Gary Kopperud's suggestion that the Commission look into the signing of the downtown alleys as far as parking restrictions go.

Thank you.

COPIES TO:

..... SIGNED..... *Del Cesar*

..... TITLE..... City Manager

ORDINANCE NO. 79-974A
AS AMENDED BY ORDINANCE NO. 80-988

AN ORDINANCE CONTROLLING VEHICULAR AND PEDESTRIAN TRAFFIC, PROVIDING PENALTIES FOR THE VIOLATION THEREOF, AND REPEALING ORDINANCES NO. 902, 920 AND 923

- (g) Upon a bridge or other elevated structure, upon a street or highway or within a street or highway tunnel or underpass.
- (h) On any railroad tracks.
- (i) On a throughway.
- (j) In an area between roadways of a divided highway, including crossovers.
- (k) At any place where official signs or markings prohibit stopping or parking.
- (l) At any place where curbs are painted yellow and stenciled with a legend prohibiting or restricting standing, stopping or parking, except in conformance with the legend stenciled on the curb and any official traffic control signs regulating the use of the space adjacent to the curb.
- (3) A driver shall not stand or park the vehicle, except momentarily to pick up and discharge a passenger:
 - (a) In front of a public or private driveway.
 - (b) Within 10 feet of a fire hydrant.
 - (c) Within 5 feet of a crosswalk at an intersection.
 - (d) Within 50 feet upon the approach to an official flashing signal stop sign, yield sign or traffic control signal located at the side of a street or alley if standing or parking of a vehicle will obstruct the view of any official traffic control device located at the side of such street or alley.
- (4) A vehicle in an alley, other than for the expeditious loading or unloading of persons or materials and in no case for a period in excess of 30 consecutive minutes in any one-hour period, and such parking shall not obstruct traffic.
- (5) A motor truck as defined by ORS 498.014 (2), on a street between the hours of 9:00 P.M. and 7:00 A.M. on the following day in front of, or adjacent to, a residence, motel, apartment house, hotel or other sleeping accommodations.

Section 16. Prohibited Parking. No driver or operator shall park and no owner shall allow a vehicle to be parked upon a street for the principle purpose of:

- (1) Displaying the vehicle for sale.
- (2) Repairing or servicing the vehicle, except temporary repairs necessitated by an emergency.
- (3) Displaying advertising from the vehicle.
- (4) Selling merchandise from the vehicle, except when authorized by the City Council.

Section 17. Use of Loading Zone. No person shall stand or park a vehicle or purpose or length of time other than for the expeditious loading or unloading of persons or materials in a place designated as a loading zone when the hours applicable to that loading zone are in effect. In no case, when hours applicable to that loading zone are in effect, shall the stop for loading or unloading of materials exceed the time limits posted. If no time limits are posted, the use of the zone shall not exceed 30 consecutive minutes.

Section 18. Unsecured Vehicles. Whenever a police officer shall find a motor vehicle standing without the driver or operator seated at

Please do not use this in any possible publicizing ^{of} replies you receive, if giving th(ame of the sender.

November 6, 1982

Del Cesar, City Manager
City Hall
The Dalles, Oregon 97058

Dear Mr. Cesar:

In the introductory "Why" in the November 6, 1982 The Dalles Chronicle, the question was asked concerning the exit ramp from I-84 Eastbound onto Second Street at the Shamrock Restaurant, as to why there were no lights.

The question was answered as to the early discussions and construction problems of this exit.

I agree that there should be some sort of lighting system there. Has anyone in the powers-that-be in the Highway Department ever driven either down the ramp or past it after dark? It is eerie either way. I am a resident of this area who has done so, and I wonder what a poor tourist strange to this portion of the Columbia Gorge must think when he tries to maneuver successfully either into The Dalles or stay on the Freeway.

I drove this area in the rain one night before the paint markings had been put in place on the newly reconstructed I-84, and that gap for that ramp was an especially "hairy" one, with its being on a curve and slanting off into darkness. It is very much the same even in dry weather.

Surely the State of Oregon and the cities bordering the federal highways and the federal authorities should have a compromise, cost-sharing system set up where all three, or the latter two entities, could cost-share a lighting (and sidetracking a bit, a street marking system) which involves the safety of drivers, saving of lives and removing accident-causing situations.

I am not a resident of The Dalles, but live on a rural road south of The Dalles, and am a taxpayer, and can only hope some sort of a cost-sharing, mutual partnership-in-responsibility change may be accomplished in which many of our current traffic problems involving state and federal highways and city streets can be solved.

Very truly yours,

82 - cc: K. Hunter, (Traffic Safety Commission)