

TIME : 7:00 A.M. *
PLACE : Portage Inn *

Kurt

A G E N D A

City of The Dalles Traffic Safety Commission Meeting
OF
January 19th, 1983

PAGES

- I. CALL TO ORDER *7:10*
- II. APPROVAL OF MINUTES - December 15th, 1982 1 - 2
- III. APPOINTMENT -

Secretary to Record Minutes & Attendance

IV. DISCUSSION ~~*Jack Tech*~~

A. Review 4-Way Stop, 10th & Union Streets/
Harriett Lewis Letter.

*recommended
replace amber
w/ red
Cecilia 2 new signs
(below warning)
unanimous pro/against*

B. Review Sight Distance Problem, 10th & Court Streets/
Possibly Remove some Parking.

*Jack
Harvey discussion
no change
unanimous*

C. Meetings' Time & Place/ Mayor's Proposal

*Jack
Harvey keep current
meeting time & place
unanimous*

V. REPORTS -

Attendance Review, 1982
review

VI. ADJOURNMENT

7:40

M I N U T E S

City of The Dalles Traffic Safety Commission Meeting

OF

January 19th, 1983

COMMISSION PRESENT : Don Hall, Cecelia Cushing, Jack Rinehart,
Harvey Prouty, Chris Zukin.

COMMISSION ABSENT : Mike Courtney, Maruey Snow

STAFF PRESENT : Assistant City Engineer Kurt Corey

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

APPROVAL OF MINUTES

Rinehart moved, seconded by Cushing, to approve the December 15th, 1982 minutes as submitted. Motion carried unanimously.

APPOINTMENT OF SECRETARY

Former Administrative Assistant Kathy Hunter had previously recorded minutes and attendance for the Commission. Since Hunter had tendered resignation from City employment, it was necessary to appoint a new secretary to perpetuate those duties. Hall expressed the contention that the secretary would preferably be from staff. Rinehart moved, Cushing seconded, the appointment of City Planner to act as secretary for the Commission. Motion carried unanimously.

Following the vote staff pointed out that the City Planner is in fact, Jack Lesch whereupon the Commission indicated their intent was actually to appoint Kurt Corey, Assistant City Engineer. Corey indicated that his position was with the Engineering Department and expressed concern that the added duty would present an additional burden to already limited staff and secretarial time. He further requested to have one of the Commission members appointed secretary in his stead. Cushing stated that inasmuch as minutes are typically brief and thirty days elapse between meetings, staff should have little trouble keeping the minutes. Acting Chairman Hall pledged to work with staff as necessary.

REQUEST FOR 4-WAY STOP, 10TH & UNION STREETS

A letter was presented from Harriet B. Lewis, 318 E. 8th, expressing a concern for the safety of children crossing Union Street at 10th Street. Rinehart stated that 1) the intersection has been reviewed on a yearly basis in the past, 2) Traffic Safety Commission has previously recommended a 4-way stop, 3) the main argument against a 4-way stop has been the inability of northbound Union Street traffic to stop in icy weather, and 4) City Council has previously been opposed to the installation. In response to a question raised by Zukin, Rinehart stated that the intersection has a poor accident history. In adding that poor driving weather exists only a few days per year, Rinehart moved, Cushing seconded, to recommend to City Council the installation of two new

Request/ 4-Way Stop, Union & 10th Streets - (Cont'd)

stop signs on Union Street along with advance warning signs North and South of the intersection and the replacement of the amber lenses in the existing traffic flasher with red lenses. Motion carried: Yes - Hall, Cushing, Rinehart and Zukin. No - Prouty.

REQUEST TO REVIEW SIGHT DISTANCE PROBLEM, 10TH & COURT STREETS

Mike Courtney requested in absentia that the intersection of 10th & Court Streets be reviewed for a sight distance problem with the possibility of eliminating some parking spaces. Rinehart pointed out that traffic volume on Court Street is minimal, sight distance to the East is not good but acceptable, and that sight distance to the West might be improved by removing the large tree West of the intersection. Cushing stated that parking near the High School is already limited and that removal of parking spaces would aggravate the problem.

Following discussion, Rinehart moved, Prouty seconded the recommendation, to take no action at this time.

MEETING TIME AND PLACE

Mayor Lundell had previously recommended changing the meeting time and place to one evening per month at City Hall. Hall stated that his understanding was that meeting attendance by the Commission members and the public was a concern and might be improved by such a change. Cushing stated that the cost of meals for staff at morning meetings was a concern. Rinehart stated that the Commission had conducted evening meetings in the past and noted that attendance by both members and the public has improved markedly since morning meetings were begun. Commission members in attendance agreed on this point. Staff present indicated that requisitions for meal costs had not been submitted in the past and indicated no intention to do so in the future adding that morning meetings would be more convenient. Following discussion Rinehart moved, Prouty seconded, to continue with the current meeting time and place. Motion carried unanimously.

ATTENDANCE REVIEW FOR 1982

An attendance summary was presented for review. It was pointed out that average attendance was nearly 90 percent with most absences due to illness or Commission vacancies.

With no further business pending, Acting Chairman Hall adjourned the meeting at 7:41 A.M.

CITY OF THE DALLES
TRAFFIC SAFETY COMMISSION
ATTENDANCE SUMMARY - 1983

Wya

Date of Meeting

January 19, 1983	A	X	X	X	X	A	X
February 16, 1983	Cancelled Due to Lack of Business						
March 16, 1983	Cancelled Due to Lack of Business						
April 20, 1983	X	X	X	X	X	X	A
May 18, 1983	Cancelled Due to Lack of Business						
June 15, 1983	Cancelled Due to Lack of Business						
July 20, 1983	X	A	A	X	X	A	A
August 17, 1983	X	X	X	X	X	X	A
September 21, 1983	X	X	X	X	X	X	X
October 19, 1983	X	X	X	X	X	X	A
November 16, 1983	X	X	A	X	X	X	A
December 21, 1983	X	X	A	A	A	A	X

Members

Mike Courtney

Cecelia Cushing

Don Hall

Harvey Prouty

Jack Rinehart

Maury Snow

Chris Zukin

M I N U T E S

City of The Dalles Traffic Safety Commission Meeting

OF

December 15th, 1982

COMMISSION PRESENT : Mike Courtney, Jack Rinehart,
Maury Snow, Don Hall and Cecelia Cushing.

COMMISSION ABSENT : Harvey Prouty and Chris Zukin.

OTHERS PRESENT : Kathy Hunter, Administrative Assistant,
Kurt Corey, Assistant City Engineer,
Paul Nagy, Chief of Police and
Mayor John Lundell.

Chairman Courtney called the meeting to order at 7:09 A.M.

APPROVAL OF MINUTES

Snow moved, Rinehart seconded, to approve the November 17th, 1982 minutes as written. Motion carried unanimously.

COMPLAINT OF SPEEDING TRAFFIC IN 1300 BLOCK OF E. 10TH STREET

Hunter explained that Ryan Rooper, 1313 E. 10th Street, complained of speeders on this street and wondered what could be done. Possibly a four-way stop could be installed to slow traffic. Rooper was not present at this time.

Hunter explained that the traffic signing project currently under way might help some. 10th Street was to be posted for 25 mph speed zones in addition to all school districts being posted for 20 mph speed zones. Hopefully this would serve as a reminder to motorists to watch their speed. A four-way stop was discussed, however it did not appear that any of the cross streets were major routes suitable for this type of signage. The Commission requested that a letter be sent to Mr. Rooper explaining the sign work to be done. No action was taken on this item. (Rooper appeared at the end of the meeting and this discussion was explained to him. Rooper suggested the Commission look at the cross traffic from "I" Street. This was the route which traffic following 4th Street Grade used to access 10th Street.)

DISCUSSION OF DRUNKEN DRIVERS

Rinehart called attention to the OTSC Newsletter that had been attached to their agenda packets. There were articles concerning Drunk Driver Awareness Week and Traffic Safety programs to adopt tougher drunk driver laws. Rinehart complained that federal government begins such programs as an "incentive" then cuts funds later. Local governments then are expected to find the funds necessary to support such programs.

July 18, 1983

City of The Dalles
Traffic Safety Commission
c/o Del Cesar, City Manager
313 Court Street
The Dalles, Oregon 97058

Traffic Safety Commission Members:

During the evening of May 26, 1983; a vehicle went over the embankment directly behind our homes. The vehicle was traveling down the hill on Scenic Drive and was not able to make the curve in front of KODL radio station. Fortunately, no one was seriously injured, but we all wonder what might have happened if the vehicle had not first struck a power pole and tree before rolling down the hill.

The following are some of the concerns that we have about the situation:

- a. The curve in front of KODL radio station is a very sharp turn.
- b. The speed of the cars increases as they approach the curve from the direction of Sorosis Park because of the downgrade.
- c. The road is not adequately banked at the curve.
- d. Alcoholic beverages are prohibited at Sorosis Park, but we know that they are consumed there and realize that it would be impractical to attempt to prevent it.
- e. If a vehicle loses control at the curve, there is nothing to prevent it from going over the embankment, causing possible injury to the occupants of the vehicle and continuing into the homes below.
- f. Each of our families have small children who often play in our backyards.

Therefore, we are requesting that you authorize the placement of a guardrail on Scenic Drive above our homes.

Your consideration of this matter will be appreciated.

Sincerely,

Steve and Claire Miller
2108 Garrison Street

Steve Miller
Claire Miller

Jay and Wendy Mauck
2104 Garrison Street

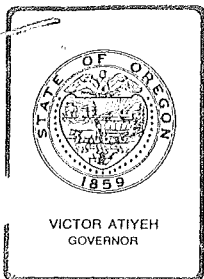
J Mauck
Wendy Mauck

Gary and Janet Jeremiah
2112 Garrison Street

Janet Jeremiah
Gary Jeremiah

JUL 19 1983

OFFICE OF THE CITY MANAGER



Department of Transportation

HIGHWAY DIVISION

REGION 4

P.O. BOX 5309, BEND, OREGON 97708

May 4, 1983

In Reply Refer to
File No.:

Mr. Del Cesar, City Manager
City of The Dalles
313 Court Street
The Dalles, OR 97058

Dear Del:

Your letter of January 27, 1983, has been given careful study and review. We have taken into consideration a number of studies performed at the intersection of Sixth and Webber over the past 10 years. We understand the city's strong desire for additional traffic control at this intersection, and by no means do we wish to play down the city's concern for traffic safety in this area.

However, when compared to statewide, as well as nationwide, warrants the need for additional measures cannot be justified.

Traffic signals, as well as other traffic control devices, present problems of their own. We would surely be remiss in our duties if we failed to take these hidden hazards into consideration. For instance, traffic signals are considered to be of use in reducing the number of angle collisions. At the same time, the number of rear end collisions can be expected to increase.

This principle holds true with four way stops. Four way stops might be expected to reduce the waiting time for approaching motorists, but the number of angle collisions will rise.

Many studies have been performed on these traffic control methods. Four way stops have shown to be effective where all approaches are single lane and traffic arrival is fairly well balanced.

When drivers are forced to observe a wide area consisting of many traffic maneuvers, they tend to become confused and the numbers of collisions will rise accordingly.

It is our conclusion that though some drivers in the vicinity of Sixth and Webber find the present traffic control not to their liking, this configuration is effective in moving the most vehicles with a minimum risk of an accident.

MAY 06 1983
OFFICE OF THE CITY MANAGER

Mr. Cesar

Page 2

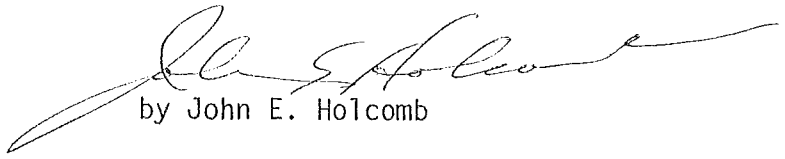
May 4, 1983

We will continue to keep a close watch on this intersection and should the number of collisions or vehicle volume increase, we will be quick to respond.

We do wish to thank the city for it's interest in traffic safety, and if we may be of further service, please do not hesitate to call.

Very truly yours,

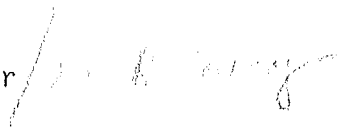
Dale D. Allen


by John E. Holcomb

DDA: JEH/br

CC: L. E. George
R. S. Hawkins

5/13/83 - cc: M. Courtney, Chairman
Traffic Safety Commission

R. McKee, Director
Public Works/ City Engineer 

Sec. 20.

CLEAR VISION AREAS

- (A) Clear vision areas shall be provided and maintained on the corners of all property located at the intersection of two streets as indicated below:

1. Properties located at the intersection of improved streets:

A clear vision area shall consist of a triangular area, two sides of which are formed by curb lines measured from their extended intersection a distance of not less than thirty (30) feet and a third side of joining the non-intersecting ends of the other two sides.

2. Properties located at the intersection of unimproved streets:

A clear vision area shall consist of a triangular area, two sides of which are lot lines measured from the corner intersection of the street for a distance of not less than twenty (20) feet (or where the lot lines have rounded corners, the lot lines extended in a straight line to a point of intersection and so measured) and the third side of which forms a complete triangle across the corner of the lot joining the non-intersecting ends of the other two sides.

- (B) The vision clearance area shall not contain any plantings, walls, structures or temporary or permanent obstructions to vision exceeding thirty (30) inches in height above the street, except a supporting pillar or post not greater than twelve (12) inches in diameter or twelve (12) inches on the diagonal of a rectangular pillar or post; and further, excepting those posts or supporting members of street signs, street lights and traffic control signs installed as directed by the Department of Public Works or any other sign erected for public safety.
- (C) Vision clearance shall not be required at a height of seven (7) feet or more above the street.
- (D) A clear vision area may be altered by the Planning Commission when it is clearly demonstrated that motor vehicle operators on the streets shall have clear vision at a street intersection and that the altered clear vision distance ensures that a traffic hazard will not be created.
- (E) Clear vision area requirements shall not be applicable to the "CB" (Central Business) zoning district.

21.

HEIGHT LIMITATION

Height limitations shall not apply to grain elevators or water towers. Necessary roof structures, elevators, stairways, tanks, fans and ventilators, towers and steeples, flag poles, smokestacks, skylights, solar or wind energy devices, and fire or parapet walls may be erected above the height limits of the zone in which they are located provided no useable floor space is provided in such structures above the required height limits and further provided the structures are not located within the approach or clear zones to runways for The Dalles Municipal Airport (see The Dalles Municipal Airport Master Plan).

22.

PROJECTIONS INTO YARDS

Every part of a required yard shall be open from the ground to the sky and unobstructed except for the following:

- (A) Accessory buildings where permitted and any trees and shrubs.
- (B) Ordinary building projections such as cornices, eaves, belt courses, sills or similar architectural features may project as required.
- (C) Chimneys may project into any required yard not more than 24 inches.
- (D) Uncovered balconies or fire escapes may project into any required yard not more than three (3) feet from the property line.
- (E) Uncovered terraces or platforms may project or extend into a required front or rear yard not more than five (5) feet from the property line.