

TIME : 7:00 A.M. *
PLACE : Portage Inn *
3223 N.E. Frontage Rd. (*
* * * * *

A G E N D A
City of The Dalles, Oregon
Traffic Safety Commission Meeting
OF
April 20th, 1983

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I. CALL TO ORDER	
II. APPROVAL OF MINUTES - January 19th, 1983 Meeting	1 - 2
III. POSTPONED BUSINESS	
IV. NEW BUSINESS	
A. 16th & Kelly, Sight Distance and Center Striping. Do shrubs comply with ordinance?	3 - 4
B. E. 11th Street & Kelly Avenue (eastbound), Sight Distance. Possible Yellow Zones Near Intersection.	
C. E. 7th Street, 400 Block. Possibly remove some of the on- street parking as it congests the area, narrowing the traffic lanes.	
D. Consider a stop sign on "G" Street at 16th Place.	
V. MISCELLANEOUS INFORMATION	
VI. ADJOURNMENT	

M I N U T E S
City of The Dalles, Oregon
Traffic Safety Commission Meeting
OF
April 20th, 1983

COMMISSION PRESENT : Chairman Mike Courtney, Harvey Prouty,
Jack Rinehart, Maurice Snow, Don Hall
and Cecelia Cushing.

COMMISSION ABSENT : Chris Zukin.

STAFF PRESENT : Assistant City Engineer Kurt Corey.

The meeting was called to order at 7:00 A.M. by Chairman Mike Courtney

APPROVAL OF MINUTES

Rinehart moved, seconded by Prouty, to approve the January 19, 1983 minutes as submitted. Motion carried unanimously.

REQUEST TO REVIEW SIGHT DISTANCE PROBLEMS

City Councilman Dewanda Clark requested the Traffic Safety Commission review the following locations for sight distance problems and possible parking restrictions:

16th & Kelly Avenue

Discussion centered around a possible hazard to northbound traffic cutting the corner across the centerline. It was suggested that this may be more of a problem than sight distance. Hall moved, seconded by Rinehart, to restripe Kelly Avenue and 16th Street during the coming striping season. Motion carried unanimously.

11th & Kelly Avenue

Hall suggested that the off-set alignment of 11th Street crossing Kelly Avenue may confuse eastbound traffic so as to detract attention from on-coming traffic, stating that a vehicle keeping to the right of 11th Street entering the intersection has a better line of sight. Other Commission members agreed, adding that parking was already limited for the neighborhood businesses. Prouty moved, seconded by Hall, to place a centerline stripe on 11th Street from Kelly Avenue approximately 50 feet westerly when other striping is being done around town and to maintain existing parking spaces.

Sight Distance Problems & Requests - (Cont'd)

400 Block of E. 7th Street

Rinehart stated that sight distance was affected to a greater extent by the location of the curb cut near the apex of the curve than by the presence of parked vehicles. While agreeing that the existing conditions could be improved by relocating the curb cut, other commission members felt that safe entrance could be made onto 7th Street if reasonable caution was used. All agreed that the situation would not be markedly improved by eliminating parking spaces and no action was taken.

REQUEST FOR STOP SIGN AT INTERSECTION OF "G" STREET & 16TH PLACE

City Councilman Dewanda Clark requested the Traffic Safety Commission consider placing a stop sign at the intersection of "G" Street and 16th Place. Rinehart stated that rules of the road should adequately govern vehicles entering a through street. Snow added that traffic volume on G Street was sufficiently low as to preclude the need for a stop sign and did not warrant the associated installation cost. Rinehart moved, Prouty seconded, to deny the request for a stop sign at this location. Motion carried unanimously.

REQUEST TO REVIEW SIGHT DISTANCE PROBLEM AT 3RD AND WASHINGTON

Commissioner Cushing stated that a hazardous condition exists for southbound traffic crossing 3rd Street at Washington Street when traffic signals are placed in flashing mode and vehicles are parked along the north side of 3rd Street, and asked about leaving the signals in control mode and/or restricting parking. Staff explained that signals are typically placed in flashing mode when traffic control is not needed, as is the case in the downtown area during the late evening and early morning hours. Prouty suggested that no recommendation be made pending the outcome of the current downtown parking meter study. Hall added that similar caution must be used at numerous other intersections downtown. Discussion ended with no action taken.

REVIEW OF CLEAR VISION ORDINANCE

Chairman Courtney provided copies of The Dalles Clear Vision Ordinance 10-3.20 for review since a number of sight distance reviews were contained in the day's agenda. Staff cautioned that prudent enforcement be practiced lest a full-scale city-wide program be instituted to bring all intersections into compliance, a task that would be impractical due to manpower requirements. Commission members agreed that discretion be used and that intersections be carefully considered on an individual basis.

10TH AND UNION STATUS REPORT

Chairman Courtney asked about the schedule for improvements to be made at 10th & Union. Staff reported that the flashing signal should arrive shortly and that all improvements would then be made.

With no further business pending, Chairman Courtney adjourned the meeting at 7:53 A.M.

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

August 11, 1983

Typed from Letter received July 5, 1983

City of The Dalles,

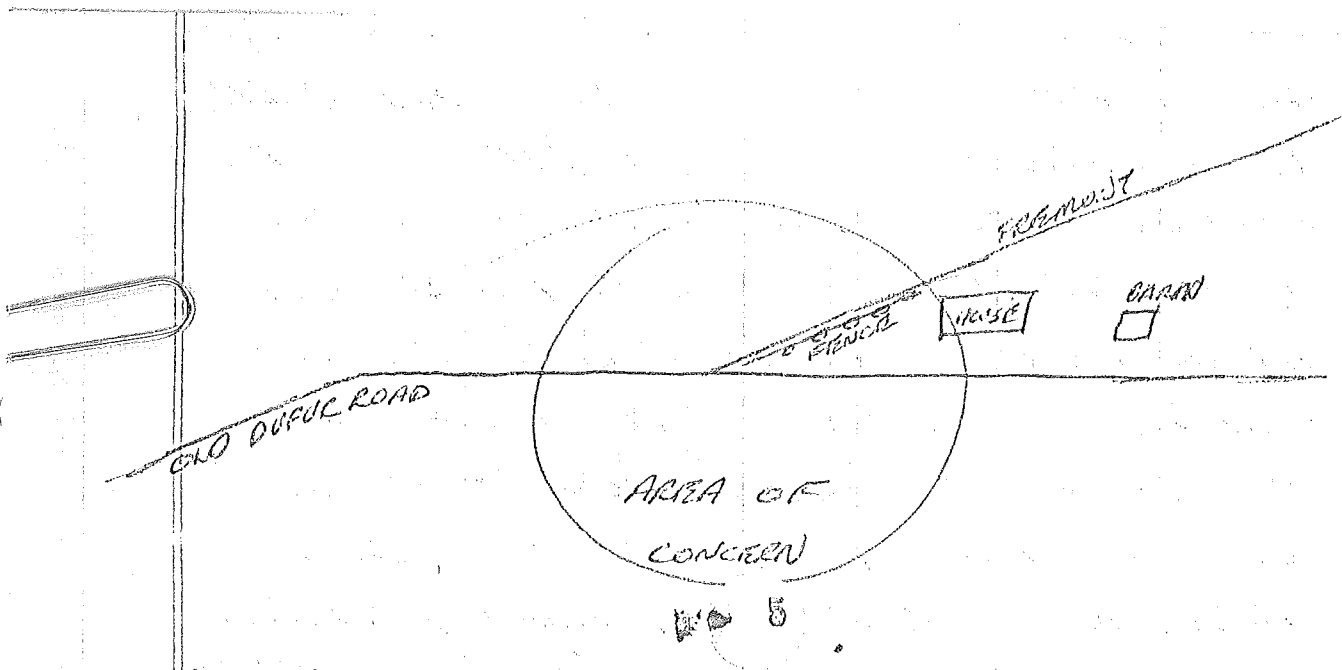
The intersection of Old Dufur Road and Fremont Road seems to be a hazardous area. Old Dufur Road is used by Hay Farmers, Wheat Farmers, Livestock Farmers, Cherry Growers and the people living in that rural area. When heading West on Old Dufur Road coming into town a driver has poor visibility in a car and no visibility in a vehicle with a load blocking the rear window. The driver has to look to their right to the lower road. There are out buildings, a house and a fence that impair ones' vision. In a loaded vehicle a person has no visibility from mirrors even after coming to a complete stop. If had to stop they could look to their left and have excellent visibility of oncoming traffic. It would reduce the possibility of a loaded truck colliding with a vehicle coming up Fremont Road. Wider lanes would also solve the problem but I imagine the expense would be prohibitive.

I'm not sure if you'll agree with my concern there or not, you might check it out if you have time.

Sincerely,

/s/ Ryan (R.) Walker

RW/eg



August 10, 1983

REPORT TO TRAFFIC AND SAFETY COMMISSION

RE: Traffic Safety and Management Program

Work is nearing completion on Project #2 TSMP up-dating with funds provided through a Traffic Safety Fund (402 funds) grant.

When Kathy Hunter purchased the signs for this project, she also purchased signs for Project #8 TSMP one way streets.

To implement this portion of the project would require a recommendation from the Traffic and Safety Commission to the City Council. Please consider Project #8 and comment.

Also, to be considered should be Project #7, Special Routes. In particular II.2. Emergency Snow Routes.

Last year Traffic and Safety Commission denied a request by the Public Works Department for implementation of emergency routes. In my opinion, this issue should be reconsidered. We have been fortunate with the last two winters, but our luck can't be good forever.


Rod McKee
Director of Public Works

RM/dt

August 10, 1983

REPORT TO TRAFFIC AND SAFETY COMMISSION

RE: Permanent Street Markings/Centerline Pavement Delineators

During the week of August 1, 1983, Street Department employees installed reflective centerline delineators on various sections of streets in the City.

The markers have been installed:

1. West 3rd and Pentland to West 6th and Chenowith Road.
2. Jefferson Street - Scenic Drive to East 14th.
3. East 7th and Washington to East 16th Place and Kelly.
4. East 19th - View Court to Nevada.
5. East 10th and Washington.

These may be installed on the following streets, in this order, materials permitting:

1. East 12th and Oregon.
2. Brewery Grade.
3. 10th Street - Cherry Heights to Dry Hollow.

This installation is an expansion of an earlier traffic and safety recommendation for West 3rd Place from 1981.

These reflective markers will provide delineation during rainy/foggy weather and during periods when the painted lines are worn.

A trial installation at this point, if 75% of these reflective markers survive the winter plowing season, the program will be a success.

Also permanent vinyl stop bars are being installed at problem intersections throughout the City:

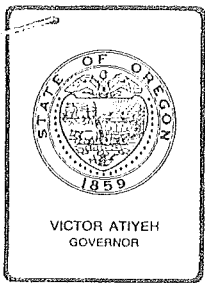
1. West 10th and Trevitt.
2. West 10th and Cherry Heights.
3. 10th and Union.
4. West 6th and Cherry Heights.
5. East 12th and Dry Hollow.

Sanding during the winter months wears the painted stop bars off. This is an effort to maintain adequate pavement marking where it is critical.



Rod McKee
Director of Public Works

RM/dt



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

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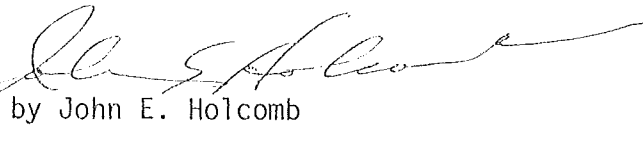
May 4, 1983

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



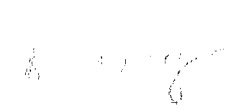
by John E. Holcomb

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



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