

NOTICE OF MEETING

City of The Dalles Traffic & Safety Commission
November 16, 1983

Recreation Cafe
215 E. 2nd St.
The Dalles, Oregon
7:00 A.M.

AGENDA

- I. CALL TO ORDER
- II. ROLL CALL
- III. MINUTES - October 19, 1983
- IV. POSTPONED BUSINESS
 - 1. 2nd Request: Loading Zone in Front of 201 Washington
 - 2. Traffic Safety Management Program Update
 - 3. Request: Relocation of Loading Zone in Front of High School
 - 4. 10th & Union Streets Update
- V. NEW BUSINESS
 - 1. Review Variance Request, Williams Building
 - 2. Request: Review Sight Distance Problem at Jefferson and Scenic Drive
- VI. ADJOURNMENT

MINUTES

City of The Dalles, Oregon TRAFFIC SAFETY COMMISSION MEETING

of

November 16, 1983
Recreation Cafe

Commission Present: Chairman Mike Courtney, Cecelia Cushing, Maury Snow,
Jack Rinehart, Harvey Prouty.

Commission Absent: Chris Zukin, Don Hall

Staff Present: Kurt Corey

Visitors Present: Susan Elwood

CALL TO ORDER: The meeting was called to order at 7:07 A.M. by Chairman Mike Courtney.

APPROVAL OF MINUTES: Snow moved, seconded by Rinehart to approve the October 19, 1983 meeting minutes as submitted. Cecelia Cushing wished to clarify the minutes regarding the requested loading zone at 201 Washington Street. It was explained that the term "staff" refers to City personnel and not to Commission members. The minutes were also verified as submitted in stating that staff proposed that the request "could" be granted and not "should" or "could not" be granted. Motion passed unanimously. Yes - Cushing, Snow, Rinehart, Prouty. Absent - Zukin, Hall.

2ND REQUEST for Loading Zone in Front of 201 Washington Street

Susan Elwood, Administrator of The Dalles Children's House of Montessori was in attendance to appeal the Commission's decision reached at the October meeting. Elwood stated that she had appealed to City Council and had been referred back to the Traffic & Safety Commission. The concern is with mid-day parking; Elwood's opinion is that the closer parents are able to park to the school's entrance, the greater the safety. It was further stated that parents are sometimes required to park as far away as J. C. Penney's. Ms. Elwood also reported that she had spoken with City staff regarding the problem and felt that staff supported her request. Chairman Courtney asked whether parking patterns had been changed since Wonder Works occupied the building. Elwood replied that they had not and that the yellow zone was a carryover from when the building was used as a warehouse and required a loading zone. When the loading zone was no longer required, the "Loading Zone" sign was apparently removed leaving the yellow curb and subsequent "No Parking". Elwood said that a gas company truck had, in fact, been ticketed for parking in the zone during remodeling of the school. Rinehart stated that he remained unconvinced that the existing situation constituted a safety hazard but conceded that he could see no problem with restoring the area to conventional angle parking spaces. Rinehart moved, Prouty seconded to restore the existing no parking area to angle parking with as many spaces as could safely be allowed. During discussion, the motion was amended to stipulate that meters should not be placed but that a sign be installed calling for a 30-minute parking limit. This was agreeable to Elwood. Motion passed unanimously. Yes - Cushing, Snow, Rinehart, Prouty. Absent - Zukin, Hall.

REQUEST for Relocation of Loading Zone in Front of High School

The request had been tabled from the October meeting pending a review of area parking conditions. Submitted was a sketch of the area from Union Street to Washington Street along 10th Street indicating existing parking areas, yellow zones, and crosswalks. Also submitted was a staff recommendation to grant the proposed relocation while designating the existing loading zone as "no parking". While concurring in principle with the staff recommendation, the Commission made the following points during discussion:

- 1) The crosswalk area would be made safer by not allowing any type of parking between crosswalks;
- 2) On-street parking near the high school already sprawls a considerable distance away during school hours which creates conflicts with neighborhood residents. Elimination of parking spaces would aggravate that condition;
- 3) The school district has requested the relocation of an existing loading zone but has neither demonstrated nor considered the need for a loading zone at that particular location, given the relatively extensive amount of other yellow curb area around the school's perimeter;
- 4) The school may be accessed off Washington Street. The possibility of on-site loading/unloading should be considered.

Rinehart moved, Prouty seconded to again table the request pending further investigation into items (3) and (4). Motion passed unanimously. Yes - Cushing, Snow, Rinehart, Prouty. Absent - Zukin, Hall.

10TH & UNION UPDATE

Correspondence between Public Works Director Rod McKee, Police Chief Paul Nagy, and City Council was presented regarding the six-month report on the improvements made at the 10th & Union intersection. Commission members felt that the larger flasher and improved sight distance were noticeable and helpful. Snow moved, seconded by Cushing to make no further changes to the intersection at this time. Motion passed unanimously. Yes - Cushing, Snow, Rinehart, Prouty. Absent - Zukin, Hall.

REVIEW of Variance Request, Williams Building

The Planning Department Staff Review of the variance request for off-street parking at the Williams Building was presented for Commission review. The Commission was instructed by staff that a statement could be submitted for the public hearing scheduled for November 17 if traffic planning and/or conditions were seen to be adversely affected. Following discussion, Rinehart moved, Cushing seconded to submit a statement from the Traffic & Safety Commission for the public hearing expressing opposition to granting of the variance on the grounds that the variance:

- 1) would "constitute a grant of special privilege inconsistent with the limitations upon other properties in the vicinity" which provide more adequate off-street parking (i.e., U.S. Bank, Elks Lodge, Medical Arts Building) for the supposed purpose of relieving on-street congestion;
- 2) could be "detrimental to public health and welfare" in allowing the increasing congestion problem to continue unchecked, particularly at an arterial location; and
- 3) would be "contrary to the intent of the Ordinance" since the parking deficit amounts to two-thirds of the total required.

Motion passed unanimously. Yes - Cushing, Snow, Rinehart, Prouty. Absent - Zukin, Hall.

REVIEW Sight Distance Problem at Jefferson & Scenic Drive

Chairman Courtney requested that the intersection of Jefferson St. and Scenic Drive be investigated for a possible sight distance problem. A staff report was presented with the results of the investigation indicating that the intersection essentially complies with the requirements of the clear vision ordinance but that the intersection geometry creates other problems. The Commission suggested contacting the owner of the property at the northeast corner of the intersection to see if measures could be taken to increase the intersection sight distance beyond the thirty-foot requirement. Staff agreed to contact the owner.

TRAFFIC SAFETY MANAGEMENT PROGRAM UPDATE

A schedule of proposed improvements under the TSMP was presented by staff for information only. Commission felt that the condensed version of the plan would be helpful in the future and expressed their appreciation.

ADJOURNMENT

With no further business pending, Chairman Courtney adjourned the meeting at 8:18 A.M.

CITY OF THE DALLES
TRAFFIC SAFETY COMMISSION
ATTENDANCE SUMMARY - 1983

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

O.L.C.C. Application Request/ Arlo's - Upgrade Liquor License from "C" to "A" Classification.

City Manager Cesar read a report recommending this change by the Police Department to the City Council. John Mabrey moved, seconded by Hazel Phillips, to approve the request. Motion carried unanimously. Yes - Woods, Mabrey, Probstfield, Clark and Phillips.

COMMISSION & COMMITTEE REPORTS

Library Board - Meeting Minutes of November 2nd, 1983

The Library Board meeting minutes of November 2nd, 1983 were presented to Council as information only. Dewanda Clark questioned the meeting time of Noon, rather than in the evening, and asked that City Manager Cesar look into this matter.

Traffic Safety Commission - Meeting Minutes of November 16th, 1983

Request/ Loading Zone, 201 Washington Street, Children's House of Montessori.

Dewanda Clark moved, seconded by Merritt Probstfield, to leave the yellow zone, and sign the area in front of the Children's House of Montessori to say, "Passenger Loading Zone". Motion carried unanimously. Yes - Mabrey, Woods, Probstfield, Clark and Phillips.

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City Council 11/21/83

Minutes - (Cont'd)
City Council
11/21/83
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Request/ Relocation of Loading Zone in Front of High School

Hazel Phillips moved, seconded by Dewanda Clark, to delete the bus space in front of the Superintendents offices of School District #12 as it is now and go east, take two spaces for this bus parking. Motion carried unanimously. Yes - Mabrey, Woods, Probstfield, Clark and Phillips.

CITY MANAGER

Teamsters/ Request to Begin Negotiations

City Manager Cesar read a letter from the Teamsters requesting to begin Police negotiations and further recommended the City hire Don Scott to carry out the negotiations. Hazel Phillips moved, seconded by Sue Woods, to hire Don Scott of Scott & Associates, Salem, and to proceed with negotiations. Motion carried unanimously. Yes - Mabrey, Woods, Probstfield, Clark and Phillips.

CITY PLANNER

Request to set December 5th for Public Hearing Relative to Comprehensive Plan & Zoning Ordinance Map Amendments.

Dewanda Clark moved, seconded by Merritt Probstfield, to set December 5th as a public hearing date to review the Comprehensive Plan & Zoning Ordinance Map Amendments. Motion carried unanimously. Yes - Mabrey, Woods, Probstfield, Clark and Phillips.



January 9, 1984

Dear Property Owner:

The Dalles City Council has directed that a survey be conducted to determine which improvements might be most acceptable to local property owners in relieving traffic problems in the area of East Tenth Street between Kelly Avenue and Lewis Street. City Council action was upon the recommendation of The Dalles Traffic and Safety Commission.

The following proposals are offered for your consideration; however, if you have an idea not included here, your suggestions would be welcome:

(1) WIDEN EAST TENTH STREET - East Tenth Street is classified as an arterial, which means that it is a major cross-town route with a relatively high daily traffic count, currently in excess of 2000 vehicles per day. The recommended standard for arterial streets is forty-four feet (44') curb-to-curb width while the residential standard is thirty-six feet (36'); the existing width is twenty-six feet (26'). Existing right-of-way would allow for construction of a thirty-six foot (36') street for the entire length from Kelly to Lewis. For some blocks, existing right-of-way would allow a forty-four foot (44') street. Widening to thirty-six feet (36') would safely allow on-street parking on one side only; widening to forty-four feet (44') would allow on-street parking on both sides.

The cost of street widening is typically shared between the City and the fronting property owners. City Council's most recent policy has been that the property owner would pay for a new curb and, if necessary, sidewalk while the City would pay the street area cost (excavation, base rock, asphalt, etc.). The estimated cost to a property owner with a typical fifty-foot lot frontage would be \$260.00 for new curb only and \$750.00 for both curb and sidewalk. All property costs would be eligible for bancroft bonding with re-payment of the bonds over a ten-year period. Widening is seen as the most effective method to improve the safety of this street. It should be emphasized that expressing an opinion for widening does not constitute a commitment to widening; affected property owners would have the right to remonstrate as with any other improvement project.

(2) DESIGNATE ONE-WAY GRID SYSTEM - A one-way grid was considered as part of a study conducted for the City several years ago by a traffic safety management consultant. The plan under consideration included a means of serving cross-town traffic as well as a connection between the downtown area and residential areas. Tenth Street was proposed as a one-way cross-town route under the plan. However, if Tenth Street is designated as a one-way street, existing traffic traveling the other direction must use another route. A second continuous cross-town route does not currently exist. A number of other inherent problems are also foreseen. The cost of designating a one-way grid system would be minimal. The cost of upgrading alternate routes to design standards would be substantial.

(3) ELIMINATE ON-STREET PARKING - The existing width of East Tenth Street is approximately sufficient to accommodate two-way arterial-level traffic if no on-street parking was allowed. This would have little effect on those residents

along the north side of the street where on-street parking is currently prohibited. However, for those along the south side, this would mean finding other on-street or off-street parking.

The cost of eliminating on-street parking would include the cost of purchasing, erecting, and maintaining the necessary "No Parking" signs. The plan would be feasible only with the concurrence of the majority of affected residents on the south side of East Tenth Street.

(4) INSTALL IMPROVED CROSSWALKS - One concern expressed has been that pedestrians have difficulty crossing East Tenth Street at rush hour and that crosswalks would alleviate the problem and/or reduce traffic speeds.

The street geometry requires most drivers in the area to concentrate more heavily on avoiding parked cars and oncoming traffic than on pedestrians. In addition, case studies have shown that even at intersections meeting design standards, crosswalks create a false haven of safety for pedestrians and vehicle-pedestrian accidents have actually been shown to increase following installation of crosswalks. The burden of safety must of necessity rest with the pedestrian.

The Engineering Department would recommend restricting the use of crosswalks to areas where drivers expect to see them (downtown, school zones and/or routes, etc.).

(5) DO NOTHING - The remaining option is to leave the existing situation as is. With concerns being voiced by area residents, it is hoped that some other option is selected; however, you as property owners are the ones most readily affected and the ones most heavily relied upon for input.

I hope you will give these proposals your serious consideration and respond by checking the appropriate box on the attached sheet and return to the City Engineer's Office, 313 Court Street, The Dalles, Oregon 97058. Should you have any questions or desire further information, please call (296-3537).

Thank you.

Sincerely,

Rod McKee
City Engineer

RM/dt

CITY OF THE DALLES

EAST TENTH STREET PROPERTY OWNER SURVEY

I would most favor the following proposal (check one):

☐ WIDEN EAST TENTH STREET

☐ DESIGNATE ONE-WAY GRID

☐ ELIMINATE ON-STREET PARKING

☐ INSTALL IMPROVED CROSSWALKS

☐ DO NOTHING

☐ OTHER (PLEASE SPECIFY) _____

OWNER

PROPERTY ADDRESS

ASSESSOR'S MAP & TAX LOT NO.

DATE



CITY of THE DALLES

313 COURT STREET

THE DALLES, OREGON 97058

December 15, 1983

MEMORANDUM

TO: Traffic & Safety Commission
FROM: Kurt Corey, Assistant to City Engineer
SUBJ: West 10th Street Accident Data

At your October meeting, a request was made for an accident profile on West 10th Street between Union Street and Cherry Heights. Attached is the information for the current year as provided by the Police Department.

The initial purpose of the review was to determine if an unusually high number of parked cars were being struck. The roadway section has a computed accident rate of approximately 20 accidents per million vehicle miles which is comparatively high; however, the majority of the listed accidents appear to result from "pilot error" and not from any apparent external condition.

Attachment

ACCIDENTS ON W. 10th BETWEEN UNION ST. AND CHERRY HEIGHTS FROM JAN. 1, 1983 to 11/20/83

DATE	TIME	AREA	CAUSE	CITATIONS ISSUED
2/13/83	12:30 PM	W. 10th and Lincoln	Following too close	Following to close
4/23/83	08:45 AM	W. 10th and Bridge	Failure to Maintain Lane	DUII & Hit and Run
5/7/83	12:53 PM	W. 10th and Union	Failure to Yield R/W	Failure to Yield Right of Way
5/15/83	10:57 AM	1500 block W. 10th	Reckless Driving	Reckless Driving
6/11/83	12:25 PM	W. 10th and Cherry Hgts.	Fail to Obey Stop Sign	Fail to Obey Stop Sign
6/15/83	09:17 PM	300 block W. 10th	Hit a Dog	None
6/17/83	01:12 PM	W. 10th and Cherry Hgts.	Failure to Obey Stop Sign	Failure to Obey Stop Sign
6/22/83	07:27 PM	W. 10th and Mt. Hood St.	Stop Sign Violation	Fail to Stop & Yield of R/W
7/29/83	07:26 AM	W. 10th and Mt. Hood St.	Improperly parked Insufficient visibility	Failure to Yield R/W
8/9/83	03,30 AM	W. 10th & Pentland	Failure to Maintain Lane	None
8/14/83	01:43 AM	W. 10th & Garrison	Speed & Alcohol	DUII and Hit and Run
9/16/83	11:55 PM	W. 10th & Pentland	Driver Inattention	Careless Driving



CITY of THE DALLES

313 COURT STREET

THE DALLES, OREGON 97058

December 15, 1983

MEMORANDUM

TO: Traffic & Safety Commission
FROM: Kurt Corey, Assistant to City Engineer
RE: Alley Behind Recreation Lanes

The owner of the Recreation Lanes, Ed LaRocque, contacted the City Engineer's office to express his concern regarding the following items:

- 1) Traffic is currently required to stop at mid-block in the alley. The message to stop is conveyed via a painted bar on the pavement. His opinion is that a stop sign should also be installed, particularly in light of recent weather conditions when the stop bar was covered with snow and ice. The major concern is that patrons of Recreation Lanes enter the alley from the building to access the parking lot and, with very little clearance between the building and the alley, traffic has no warning of entering pedestrians. Mr. LaRocque sees the stop sign as a significant safety measure.
- 2) Recreation Lanes patrons have been experiencing some inconvenience as a result of the recent ordinance amendment regarding delivery trucks parking in the alley.

In response to 1), there is some question as to the legality of a mid-block stop sign. A more appropriate solution may be the installation of some type of advance warning signs, both on-site and off-site. Since a stop sign would perpetuate an existing condition, the Commission may opt to recommend in favor of the request; however, such an installation is not addressed in the MUTCD.

An attempt has been made to rectify the second concern (please note the attached letter to Coast Distributors). Further action should be postponed pending their response.

Attachment



CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058

December 14, 1983

Coast Distributors, Inc.
210 Webber
The Dalles, OR 97058

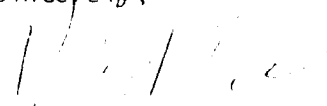
Dear Sirs:

The Dalles City Council recently amended the City ordinance prohibiting trucks from blocking downtown alleys while making deliveries. As amended, it is now permissible to block an alley for not more than thirty consecutive minutes.

The change was made only after downtown businesses and carriers plead their case with the promise of little or no inconvenience to the public. The amendment is seen as not, perhaps, the best solution but as, hopefully, a workable one.

The new regulations must be found to be unilaterally acceptable--a single unsatisfactory situation may be cause to restore the original ordinance. Accordingly, the City's desire is to resolve individual disputes before that need arises. The owner of the Recreation Lanes has contacted this office expressing concern that delivery trucks from your business block his alley during the times when customers need to arrive or leave from the rear parking lot. He offered as a solution the possibility of your not making deliveries to businesses in that particular alley between 9:00 and 10:00 A.M. This seems to be a most reasonable request; however, if that would adversely affect your schedule or if you have another remedy, please call (296-3537).

Sincerely,


✓ Rpd McKee
City Engineer

cc: Recreation Lanes

RM/dt

TO READ:

ANY VEHICLE IN ANY ALLEY WILL NOT BLOCK TRAFFIC FOR MORE THAN FIVE (5) MINUTES IN ANY ONE HOUR, UNLESS THERE IS ENOUGH ROOM FOR PASSAGE OF ANY VEHICLE WAITING THROUGH OR AROUND OR AROUND FOR OTHER VEHICLES TO GO AROUND.

Jan Worthington
 Ruby McRae
 Dee Deet
 Marsha Fombrun
 Irene Rines
 Laura Schofield
 Jean Graham
 Zoe Masterton
 Colene (Chapman)
 Judy Dinnell
 Helen Watkins
 Cheryl Boles
 Mary Poisel
 Carol Hudson
 Bryant L. Smith
 Ben Mays

Jean Shaw

Charles Jones
 Charles Rindell
 G. H. Ziegler
 Morris Brown
 Earl H. Bone

1. Mac [unclear]
2. Ed Busick
3. RT Lamson
4. GREGG Patchett
5. Herman Henberg
6. Earl Frazer
7. Russell [unclear]
8. Doug Hallenhouse
9. Ralph B. Ellis
10. RALPH HITCHCOCK
11. John Byers
12. Alvin Clark
13. John H. Byers
14. Helen May
15. Chuck Starch
16. [unclear]
17. [unclear]

Bob. Gapter

David W. [unclear]
 [unclear]
 [unclear]
 [unclear]

[Handwritten signatures]

Bill Raley
Lester
Glen Buckles
J. W. Banta
Wale & Buckles
Yorrell & Son
H. J. D.
James L. Koles
John E. King
Lee Hough

[illegible]



CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058

December 15, 1983

MEMORANDUM

TO: Traffic & Safety Commission

FROM: Kurt Corey, Assistant to City Engineer

RE: Jefferson Street & East Scenic Drive Intersection

The above referenced intersection has once again been mentioned in a citizen's complaint, this time to recommend a possible increase in the northwest curb return radius to allow uphill traffic to more readily clear the intersection.

The recommendation appears to have some merit, although a certain amount of field work should be done to establish its feasibility.

Since the TSMP also had some recommended actions for the area, would the Traffic & Safety Commission recommend having the City Engineer's office study the general area to see what safety improvements might be made at this time?



CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058

November 3, 1983

Susan Elwood, Administrator
The Dalles Children's House of Montessori
201 Washington Street
The Dalles, OR 97058

Ms. Elwood:

The Dalles City Traffic and Safety Commission at their October 19 regular meeting recommended denial of your request for a five-minute loading zone in front of your school. Reasons cited were adequate existing parking spaces in the near vicinity and the lack of a well-defined safety hazard due to existing conditions.

The Commission serves in an advisory capacity to the City Council and all recommendations made by the Commission are subject to Council approval. Should you desire to appeal the recommendation, you may appear at the City Council's regular meeting on Monday, November 7, in the Council Chambers at City Hall at 7:30 P.M.

Sincerely,

Kurt Corey, Secretary
The Dalles City Traffic
& Safety Commission

KC/dt

THE DALLES
Children's House
of Montessori
EDUCATION, INC.

201 Washington St.
The Dalles, Oregon 97058



September 28, 1983

To: The Dalles City Council
The Dalles Traffic Safety Board

Regarding: No Parking Zone in front of 201 Washington St.

Dear Sirs:

I would like to request that the No Parking Zone marked with a yellow curb in front of 201 Washington be changed to a maximum 5 (five) minute parking Loading Zone.

This building address now houses The Dalles Children's House of Montessori, a pre-school for children ages 2½ to 6. Because of the nature of our business, it is vital to have a area directly out of the front door that can be used for short periods of time while parents walk their children into the classroom, or escort them out to the car after class.

Due to the very young age of some of our children and the close proximity to a busy intersection (1st and Washington) and the railroad, I feel it would be in the best interests of the city to protect the safety of the children by allowing the parents to park for no more than 5 minutes directly in front of the school entrance. This way the parents will not be forced to escort children across the railroad tracks or the busy street. As a young mother myself, I can vouch for the unpredictable nature of the pre-school child and their amazing ability to worm their way out of a parent's grasp and dart quickly into a street.

Attached is a diagram of the intersection at 1st and Washington. As you can see, there is an ample area already marked with the yellow curb. There is no obstacle to parking here: the visibility is excellent, there are no fire hydrants, 1st street is a one-way street (which will prevent unseen traffic from coming suddenly around the corner in a hazardous fashion).

I was informed by the owner of the building, Ray Matthew that this zone was at one time a loading zone when the building was used as a warehouse.

We do not request that the city do more than declare this area a loading zone. The curb, as previously stated, is already painted and there is no particular need (on our part) to have the city go to the expense of erecting a sign. We can simply inform our parents of the 5 minute parking zone.

School is starting on October 3, 1983. Children will be dropped off from 8:25 to 8:35, and picked up from 11:30 to 11:40. There is a possibility that we may have an afternoon class next year from 1:00 to 4:00. In event that class materializes, we would foresee drop offs from 12:55 to 1:05 and pick-ups from 4:00 to 4:10.

SEP 28 1983
OFFICE OF THE CITY MANAGER

Because of the fact that school will be in session beginning next week, I ask you to turn your immediate attention to this problem.

Our parents have been informed that the area is currently designated as a No Parking Zone, and that we will notify them if the status of the Zone changes.

I apologize if the 'rush' nature of this is an inconvenience. It was only brought to my attention in the past week, due to the several vehicles that had been ticketed while unloading in that zone (including the Northwest Natural Gas Co. truck) that the zone was in fact NOT legally a loading zone.

Part of our criteria in selecting a school location had been that it had to have a loading zone as per city ordinances. Now, after investing over \$150 dollars in interior renovation, we cannot afford to move.

I ask you to please take swift action for the safety of our children.

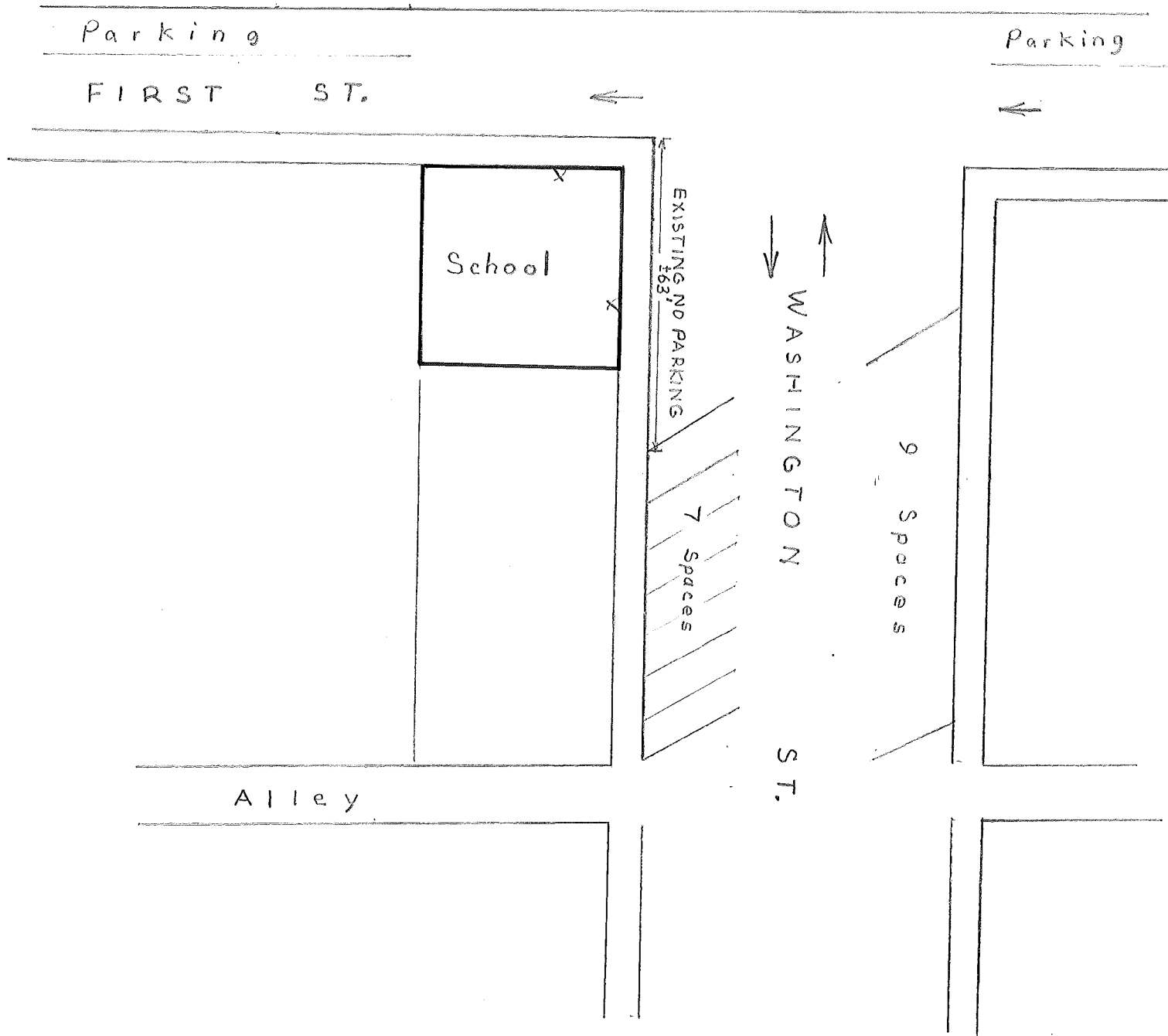
Sincerely,

Susan Elwood

Susan Elwood, Administrator
The Dalles Children's
House of Montessori
201 Washington
The Dalles

(6-6549)

(6-1293)



Scale: 1" = 30'



CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058

November 10, 1983

MEMORANDUM

TO: Traffic & Safety Commission

FROM: Kurt Corey, Assistant to City Engineer *KC*

RE: TSMP Update

Attached for your consideration is a schedule indicating the status of the various projects as recommended in the City's Traffic Safety Management Program manual.

The update is current and complete to the best of my knowledge; your input and further comments would be welcomed.



CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058

OFFICE OF CITY ATTORNEY

(503) 296-5481

September 30, 1983

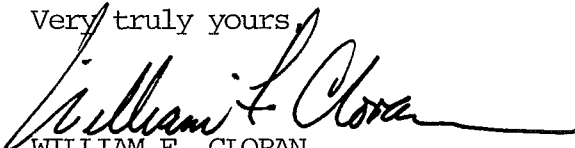
TO: Traffic Safety Commission
FROM: Bill Cloran, City Attorney
RE: Request of School District 12 to Relocate Parking Spaces

Ladies and Gentlemen:

I am familiar with the request of School District 12 to relocate restricted parking/loading zones for their vehicles easterly of the east crosswalk at the intersection of 10th and Court Streets. I have personally observed the situation existing at this location and support the School District's request.

At present time, parking is located between the Court Street crosswalks or to the west of the west crosswalk. Students crossing from south to north are shielded from the view of eastbound traffic when the courier truck uses the loading zone. While one would like to believe that high school students would be cautious and look around the courier truck after entering the crosswalk to be sure that there was no eastbound traffic, they do not always do so. Moving the loading zone as suggested by Mr. Miller appears to be the best solution to the problem. I endorse the School District's request.

Very truly yours,


WILLIAM F. CLORAN
City Attorney

WFC/cm

cc: Rod McKee
Steve Miller



The Dalles School District No.12

September 29, 1983

Honorable Mayor and City Council
City of The Dalles
c/o Del Cesar, City Manager
313 Court Street
The Dalles, OR 97058

RE: Parking in front of School District Office

Dear Sir:

At present, an area on 10th Street in front of the District Office is being used for official school district vehicles and a loading zone. This area is the width of Court Street and is between two crosswalks at the end of Court Street on 10th Street.

It was recently brought to our attention that a serious safety hazzard exists when our small school bus is parked in this loading zone. The bus, because of its size, blocks the vision of the east crosswalk for eastbound traffic on 10th Street.

It is our request that we return this present loading area to public parking and designate a fifty foot space to the east side (toward Washington Street) of the most easterly crosswalk to be the official loading area.

We hope you will find this proposal acceptable.

Sincerely,

Steve Miller
Business Manager

SM:pa

The Dalles School District #12

Fire hydrant
○

↑
District Office

Proposed Loading
Zone

Current Loading Zone
(return to public parking)

East
Cross-
walk

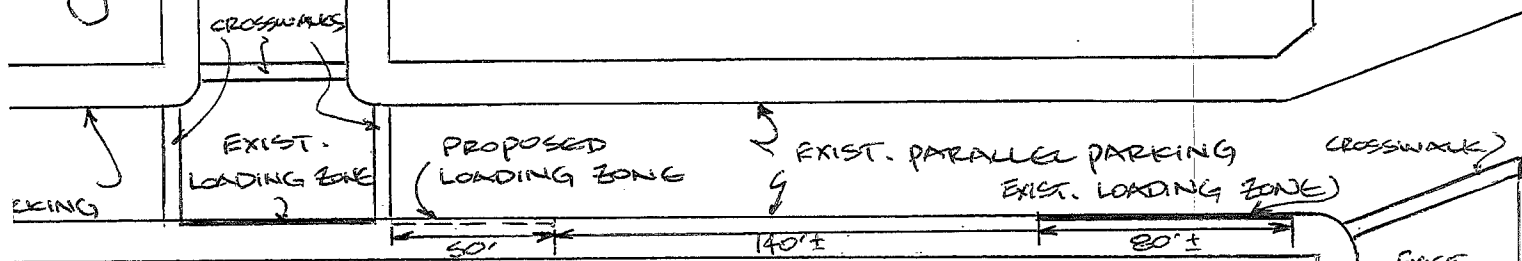
West
Cross-
walk

10TH
Street

Court
Street

COURT STREET

PROPOSED LOADING ZONE
RELOCATION AT THE DALES
HIGH SCHOOL



50'



CITY of THE DALLES

313 COURT STREET

THE DALLES, OREGON 97058

November 10, 1983

MEMORANDUM

TO: Traffic & Safety Commission

FROM: Kurt Corey, Assistant to City Engineer *KC*

RE: 10th & Union Update

The six-months trial period for the intersection improvements made at 10th & Union has elapsed. City Council directed at the time the improvements were made that a status report be provided at the end of the period.

Attached for your information is correspondence from City Engineer Rod McKee and Police Chief Paul Nagy relating to their observations over the past six months.

The Traffic & Safety Commission might take this opportunity to comment.



CITY of THE DALLES

313 COURT STREET

THE DALLES, OREGON 97058

November 2, 1983

Honorable Mayor and City Council of The Dalles, Oregon

Re: 10th and Union St. Six Month Report

Ladies and Gentlemen:

It has been approximately 6 months since improvements were made to the intersection at 10th and Union.

The Police reports indicate that there has been one injury accident in this period of time. The cause of the accident was failure of a car on 10th to observe the Stop sign thus colliding with a car traveling Union Street.

Records indicates that there will be an average of 2.3 injury accidents per year at this intersection. Judging the safety of the intersection with respect to reduction in injury accidents over this short of time period, is not justified.

Removing the congestion in the intersection has resulted in improved vehicular movements. The prime objective of traffic control.

Overall, citizen input received through this office has been fairly positive. Some negative comments have surfaced from members of the Church located at the intersection, but I believe this to be due to the reduction of on street parking necessary for intersection improvements and should not be construed as the opinions of the total driving public utilizing 10th Street and Union Street.

The total cost for the traffic light installation was \$1,653.45 which included guying the poles by Northern Wasco Co. P.U.D. That light was due for replacement, the controls, wiring, and light were in bad shape, the replacement of the light was necessary.

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Rod McKee

Director of Public Works

RM:bo



POLICE DEPARTMENT

CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058
AREA CODE (503) 296-2233

Office of The Chief of Police

November 2, 1983

M E M O R A N D U M

To: Rod McKee, Director of Public Works
From: Paul J. Nagy, Chief of Police
Subject: Tenth and Union Intersection

This memorandum is in response to your inquiry regarding the six month report to the City Council on the Tenth and Union Intersection.

Since the improvements were installed, there has been one reported traffic collision at this intersection. Investigation discloses a vehicle eastbound on tenth failed to yield right-of-way by not stopping at a stop sign, and struck a vehicle southbound on Union Street, injuries were minor.

The improvements to the intersection, especially to the sight-lines and the more visible overhead blinker, are instrumental in reducing the danger at this particular intersection.

The most effective accident control is the vehicle driver, and his awareness of potential danger. One additional device that might alert a driver would be small 'rattle bumps' installed on the pavement a short distance from the intersection. These alert a driver of a stop sign, or other hazard in advance of reaching the intersection.

Paul J. Nagy
Chief of Police

Copy to: Darrell Hill, Inspector





CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058

November 10, 1983

MEMORANDUM

TO: Traffic Safety Commission

FROM: Kurt Corey, Assistant to City Engineer *KC*

RE: Variance Request, Williams Building

Attached is a Planning Department staff report regarding the requested variance to required parking spaces adjacent to the Williams Building at the Southeast corner of East 4th & Washington.

The report is self-explanatory in outlining the history and current situation.

As noted in the report, a public hearing regarding the variance request is scheduled for Thursday evening, November 17. The Traffic & Safety Commission may wish to provide comments for the benefit of the public hearing. Such comments should be limited to the expected impact of the variance on traffic planning and/or traffic conditions in the immediate area. The Commission may also recommend proposals for improving traffic conditions if an adverse impact is expected.

cc: Jack Lesch, Planning Director



CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058

November 10, 1983

MEMORANDUM

TO: Traffic & Safety Commission
FROM: Kurt Corey, Assistant to City Engineer *KC*
RE: Sight Distance at Jefferson & Scenic Drive

In response to a request received from Mike Courtney during the past month, I made an on-site inspection of the above named intersection to check for compliance with the clear vision ordinance for traffic approaching Scenic Drive from the north (travelling uphill). The area of concern is the north-east corner of the intersection (on the left for uphill traffic). The following notes were made:

- 1) Westbound Scenic Drive traffic approaches the intersection along a right-hand curve and cannot be seen by uphill traffic until it is within approximately 75 feet of the intersection.
- 2) Interviews with local residents indicated that Scenic Drive traffic consistently exceeds the speed limit of 25 mph.
- 3) Traffic entering the intersection from the north is on an upgrade of approximately 20%.
- 4) The only obstructions within the thirty-foot clear vision area are some small shrubs which exceed the thirty-inch height limitation by six to twelve inches.

It appears that the sight distance problem at this intersection stems from factors other than noncompliance with the clear vision ordinance. The best course of action may be to work with the property owner to improve sight distance beyond the thirty-foot ordinance requirement. Input from the Traffic Safety Commission would assist that effort.