

Kurt Corey

NOTICE OF MEETING

City of The Dalles Traffic & Safety Commission
December 21, 1983

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

AGENDA

- I. CALL TO ORDER
- II. ROLL CALL
- III. MINUTES - November 16, 1983
- IV. COUNCIL MINUTES FROM 11/21/83
- V. WEST TENTH STREET ACCIDENTS
- VI. RECREATION LANES a) Stop Sign
b) Blocking Alley (letter to Coast Distributors,
210 Webber)
- VII. JEFFERSON & SCENIC DRIVE Curb Return Radius
- VIII. EAST TENTH STREET SURVEY
- IX. ADJOURNMENT

parking in alley, Recreation

NOTES TO FILE

Traffic Safety Commission Meeting
December 21, 1983
Cancelled Due to Lack of Quorum

COMMISSION PRESENT: Chairman Mike Courtney, Cecelia Cushing, Chris Zukin.

COMMISSION ABSENT: Harvey Prouty, Jack Rinehart, Maury Snow, Don Hall.

STAFF PRESENT: Kurt Corey, Assistant to City Engineer

VISITORS PRESENT: Hazel Phillips, City Councilman

The meeting was not officially called to order due to lack of a quorum of Commissioners. Those in attendance discussed the following topics:

- 1) Communications Between Commission and Staff - It was requested that the policy be reinstituted whereby the Commission members would be contacted by phone on the day before the meeting as a reminder and to verify their attendance. Staff indicated that the practice would commence effective in January, 1984.
- 2) Communications Between Commission and City Council - Councilman Hazel Phillips was in attendance to address concerns expressed by Chairman Mike Courtney. At issue was Council's recent disregard for Traffic Safety Commission's action pertaining to loading zones at 201 Washington and in front of the high school. Courtney's concern was not to the effect that Council should not over-rule the Commission, but rather that such actions should have the benefit of some correspondence between Council and Commission whether by phone or by any other means. Phillips replied that perhaps City Council is not as aware of the proceedings of the Traffic Safety Commission as it should be and suggested that a Commission member attend Council meetings where some question may arise. Phillips also expressed her desire and intention to attend Commission meetings on a more regular basis in the future and to relay the discussion to the other Council members.
- 3) Variance Request for Williams Building - Minutes of the Planning Commission meetings pertaining to the parking variance request at the Williams Building were circulated. Staff explained that the Planning Commission had elected to approve the variance request and was expected to pass a resolution to that effect at their January 5, 1984 meeting, after which a ten-day public appeal period would follow.
- 4) East 10th Street Survey - A proposed survey was provided in the agenda packet for Commission review. Since those Commission members in attendance had no recommended changes to the survey as submitted, staff expressed the intent to circulate the form to affected property owners. The Traffic Safety Commission had recommended, and City Council approved, preparation of the survey earlier in the fall in order to determine what improvements area residents might be most receptive to.

All topics on the December 21 agenda will be included on the next regular meeting agenda, scheduled for January 18, 1984, for official action.

cc: Del Cesar
City Council

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.

O.L.C.C. Application Request/ Arlo's - Upgrade Linuor 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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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.



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



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

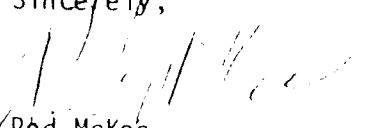
Dear Sirs:

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



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

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

DATE