

Kurt

NOTICE OF MEETING

CITY OF THE DALLES TRAFFIC SAFETY COMMISSION

June 20, 1984

7:00 A.M.

Recreation Cafe
215 E. 2nd Street
The Dalles, Oregon

AGENDA

- I. CALL TO ORDER
- II. ROLL CALL
- III. MINUTES - April 18, 1984
- IV. CITY COUNCIL MINUTES - May 7, 1984
- V. REQUEST TO REVIEW SIGHT DISTANCE PROBLEM AT 14TH AND UNION
- VI. REQUEST FOR LOADING ZONE AT 201 WASHINGTON STREET
- VII. OTHER BUSINESS
- VIII. ADJOURNMENT



MINUTES OF THE TRAFFIC SAFETY COMMISSION

June 20, 1984

Recreation Cafe
215 E. 2nd Street
The Dalles, Oregon

CALL TO ORDER: A Regular Meeting of The Dalles Traffic Safety Commission was called to order at 7:02 A.M. by Chairman Mike Courtney.

ROLL CALL: PRESENT: Mike Courtney, Harvey Prouty, Maury Snow, Cecelia Cushing, Don Hall.
ABSENT: Chris Zukin, Jack Rinehart.
STAFF: Kurt Corey

MINUTES - April 18, 1984

A motion was made by Snow, seconded by Hall, and unanimously carried to approve the minutes of the April 18, 1984 meeting as mailed.

CITY COUNCIL MINUTES OF MAY 7, 1984

City Council minutes reflecting Council action on topics pertaining to traffic safety matters over the past two months were presented for information. The Commission noted that the Mid-Columbia Clinic requested short-term passenger loading zones along East 4th Street and indicated that if input was requested, the Commission would favor the proposal.

It was also noted that a petition in opposition to the widening of East 10th Street had been received. Staff indicated that the petition had been forwarded to the Public Works Committee and hoped to have a recommendation from that body in the near future.

Finally, it was noted that a street light had been requested at the intersection of Mt. Hood and West 2nd Streets. Staff explained that the pole and light were in place but inactive and the request was to energize the light, a matter which had subsequently been approved by City Council.

REQUEST TO REVIEW SIGHT DISTANCE PROBLEM AT 14TH & UNION

A letter was received from John Wood requesting City review of possible clear vision ordinance violations at the referenced intersection. The Commission indicated that personal on-site inspections confirmed Mr. Wood's concern. Cushing expressed her hope that the shrubs could be trimmed rather than removed and indicated that advancing the stop bar on eastbound 14th Street might also help. Following discussion, Snow moved, seconded by Prouty, to contact the property owner to request conformance with the clear vision ordinance and to have the City Engineer

investigate the benefit of relocating the stop bar and sign for improved sight distance. Motion passed unanimously.

REQUEST FOR LOADING ZONE AT 201 WASHINGTON STREET

Chuck Hartman submitted a request for a loading zone at his new business location. Staff prepared and submitted a map of the area with a proposed striping/parking scheme. Prouty moved, seconded by Hall, to recommend in favor of the staff proposal. Motion passed unanimously.

ADJOURNMENT

With no further business pending, Chairman Courtney adjourned the meeting at 7:50 A.M.

The Dalles, Ore.

June 8th, 1984

Mr. Del Cesar.

The Dalles City Manager

Re: handicapped parking space.

Dear Mr. Cesar:

This letter is an application to have a parking space reserved in front of our house in order to be able to get my handicapped daughter in and out of an automobile.

My daughter's inability to walk without a walker is permanent, and our street is often completely filled with cars. There is rarely a parking space directly in front of our house, and she can walk only a few steps before she has to stop to rest. We may need to take her to the hospital at any time of day or night.

We have off street parking for our own vehicles, but the steps leading to our back yard are quite steep, and we fear that she might fall using them.

We will be having a family reunion at Sorosis Park on June tenth, and we would certainly appreciate having the space reserved by then.

Sincerely,

Alma James

Alma James

296-2818

@ 811 E. 8th

JUN 08 1984

OFFICE OF THE CITY MANAGER

June 19, 1984

M E M O R A N D U M

TO : Kurt Corey,
Assistant City Engineer
(Traffic Safety Commission)

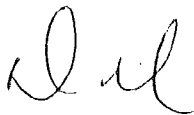
FROM : Del Cesar,
City Manager

SUBJECT : Speed Zone Investigation/ Mosier-The Dalles Highway No. 292

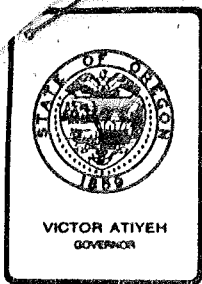
Attached you will find the full report concerning a speed zone investigation completed by the Oregon State Speed Control Board for the Mosier-The Dalles Highway No. 292. This report was as a result of the City's request of July 20, 1983 to have a speed zone investigation occur.

City Council reviewed this report at last evening's meeting and accepted it as information only. Will you please now file it with the Traffic Safety Commission criteria as is applicable.

Thank you.



DC/eg



Oregon State Speed Control Board

TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 22, 1984

In Reply Refer to
File No.:

TRA 7-2

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

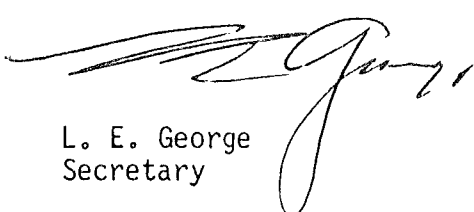
As requested in your letter of July 20, 1983, a speed zone investigation has been conducted on the Mosier-The Dalles Highway No. 292 in the City of The Dalles. A copy of the speed zone report is enclosed.

The report proposes to establish speed zoning as shown on the enclosed Exhibit.

Upon receiving notification that this proposal is acceptable to the City, a Speed Zone Order by Delegated Authority will be issued by the Secretary and a copy forwarded to you.

If the City does not concur with the proposed zoning, please notify this office and the matter will be presented to the State Speed Control Board at its next meeting.

If no response is received within sixty (60) days following the receipt of this letter, no further action will be taken concerning this speed zoning.


L. E. George
Secretary

Enclosure

MAY 30 1984

OFFICE OF THE CITY MANAGER

EXHIBIT

The Secretary of the State Speed Control Board proposes to rescind Resolution No. 2175, dated April 4, 1973, and establish speed zoning under delegated authority on the Mosier-The Dalles Highway No. 292 in the City of The Dalles, as follows:

On West 6th Street

40 mph from 0.08 mile west of Irvin Way (west city limits) (M.P. 15.26) to 450 feet west of Walnut Street (M.P. 16.36).

35 mph from 450 feet west of Walnut Street (M.P. 16.36) to Webber Street (M.P. 16.72).

On Webber Street

35 mph from West 6th Street (M.P. 16.72) to West 2nd Street (M.P. 16.83).

On West 2nd Street

35 mph from Webber Street (M.P. 16.83) to 100 feet west of Lincoln Street (M.P. 17.70).

On East & West 2nd Street One Way Westbound

20 mph from 100 feet west of Lincoln Street (M.P. 17.70) to east end of couplet (M.P. 18.49W).

On Lincoln Street One Way Southbound

20 mph from West 2nd Street (M.P. 17.22) to West 3rd Street (M.P. 17.75).

On East & West 3rd Street One Way Eastbound

20 mph from Lincoln Street (M.P. 17.75) to east end of couplet (E. 2nd Street) (M.P. 18.54).

On East 2nd Street

20 mph from east end of couplet (E. 3rd Street (M.P. 18.54) to 0.19 mile east of east end of couplet (M.P. 18.73).

40 mph from 0.19 mile east of east end of couplet (M.P. 18.73) to 0.02 mile east of connection to state road (M.P. 20.02).

OREGON STATE HIGHWAY DIVISION
Report of Speed Zone Investigation
Mosier-The Dalles Highway #22

From 0.08 mi. W of Irvin Way (WCL) to 0.02 mi. E of Connection to State Road
M.P. 15.26 to M.P. 20.02
City of The Dalles
SSCB

May 2, 1984

Recommendation: Rescind SSCB Resolution No. 2175, dated April 4, 1973 and establish the following speed zoning:

Section			Existing	Recommended
<u>On West 6th Street</u>				
"A"	From: 0.08 mi. W of Irvin Wy. (WCL)	MP 15.26	40 mph	40 mph
	To: 450' west of Walnut Street	MP 16.36		
"B"	From: 450' west of Walnut Street	MP 16.36	35 mph	35 mph
	To: Webber Street	MP 16.72		
<u>On Webber Street</u>				
"B"	From: West 6th Street	MP 16.72	35 mph	35 mph
	To: West 2nd Street	MP 16.83		
<u>On West 2nd Street</u>				
"B"	From: Webber Street	MP 16.83	35 mph	35 mph
	To: 100' west of Lincoln Street	MP 17.70		
<u>On East & West 2nd Street-One Way Westbound</u>				
"C"	From: 100' west of Lincoln Street	MP 17.70	20 mph	20 mph
	To: East end of Couplet	MP 18.49W		
<u>On Lincoln Street-One Way Southbound</u>				
"C"	From: West 2nd Street	MP 17.22	20 mph	20 mph
	To: West 3rd Street	MP 17.75		
<u>On East & West 3rd Street-One Way Eastbound</u>				
"C"	From: Lincoln Street	MP 17.75	20 mph	20 mph
	To: East end of Couplet (E. 2nd St.)	MP 18.54		
<u>On East 2nd Street</u>				
"C"	From: East end of couplet (E. 3rd St.)	MP 18.54	20 mph	20 mph
	To: 0.19 mi. E. of east end of couplet	MP 18.73		
<u>Investigated</u>				
"D"	From: 0.19 mi. E. of east end of couplet	MP 18.73	40&55 mph Max. (BR under 55)	40 mph
	To: 0.02 mi. E. of Conn. to State Road	MP 20.02		
	From:	MP		
	To:	MP		

/ Except that in the following section(s), the designated speed shall be 20 mph when children are present as per provisions of Subsection 2.a., of ORS 487.470:

From: To:
From: To:
From: To:

Historical Background:

Investigation requested by: Del Cesar, City Manager, City of The Dalles

Requested speed: 35 mph

Previous Action: SSCB Resolution No. 2175, dated April 4, 1973

<u>Investigation:</u>	<u>Sections A,B & C Not Investigated</u>	<u>Section "D"</u>
Section Length		1.29 miles
85% Speed		44.92 mph
1982 Accident Rate*		1.55
1982 Average Daily Traffic		4,100
Culture Type & Density		Light Commercial
Horizontal Alignment		Mild Curves
Vertical Alignment		None
Curve Signs & Speed Riders		Undulating
Existing Posted Speed		40 mph & 45 mph (unestablished)
Recommended Speed		40 mph

* Accidents per Million Vehicle Miles

Roadway Data:

Surface	Bituminous
Width	22 Feet
Lanes	2
Parking	Partially restricted
Shoulders	2-4 feet
Intersecting Streets	0
Paved	0
Stopped	0
Signalized	0

Accident Data:

Study Period	1/1/80 to 6/30/83
Total Accidents	5
Injuries	4
Fatalities	0
1982 Accidents	3
1982 Accident Rate (R)	1.55
1982 State Rate (r) <u>1/</u>	2.56
Deviation (R-r)	0

1/ Secondary, Suburban, Non-Freeway

Spot Speed Data:

Sections A, B & C
Not Investigated

Section "D"

85% Speed
 Pace Limits 1/
 % in Pace
 Maximum Speed
 Posted Speed
 % Exceeding Posted Speed
 Computed Speed 2/
 Recommended Speed

44.92 mph
 36-46 mph
 79%
 52 mph
 40 mph & 45 mph. (unestablished)
 14%
 44.92 mph
 40 mph

1/ Ten-mile-per-hour range containing the largest number of sampled vehicles

2/ 85% speed minus deviation

Factors Influencing Recommendation:

Pace limits, percent in pace, roadside culture

OR COUNTY: CITY OF THE DALLES

TIME: 1:40 P.M. TO 2:40 P.M.

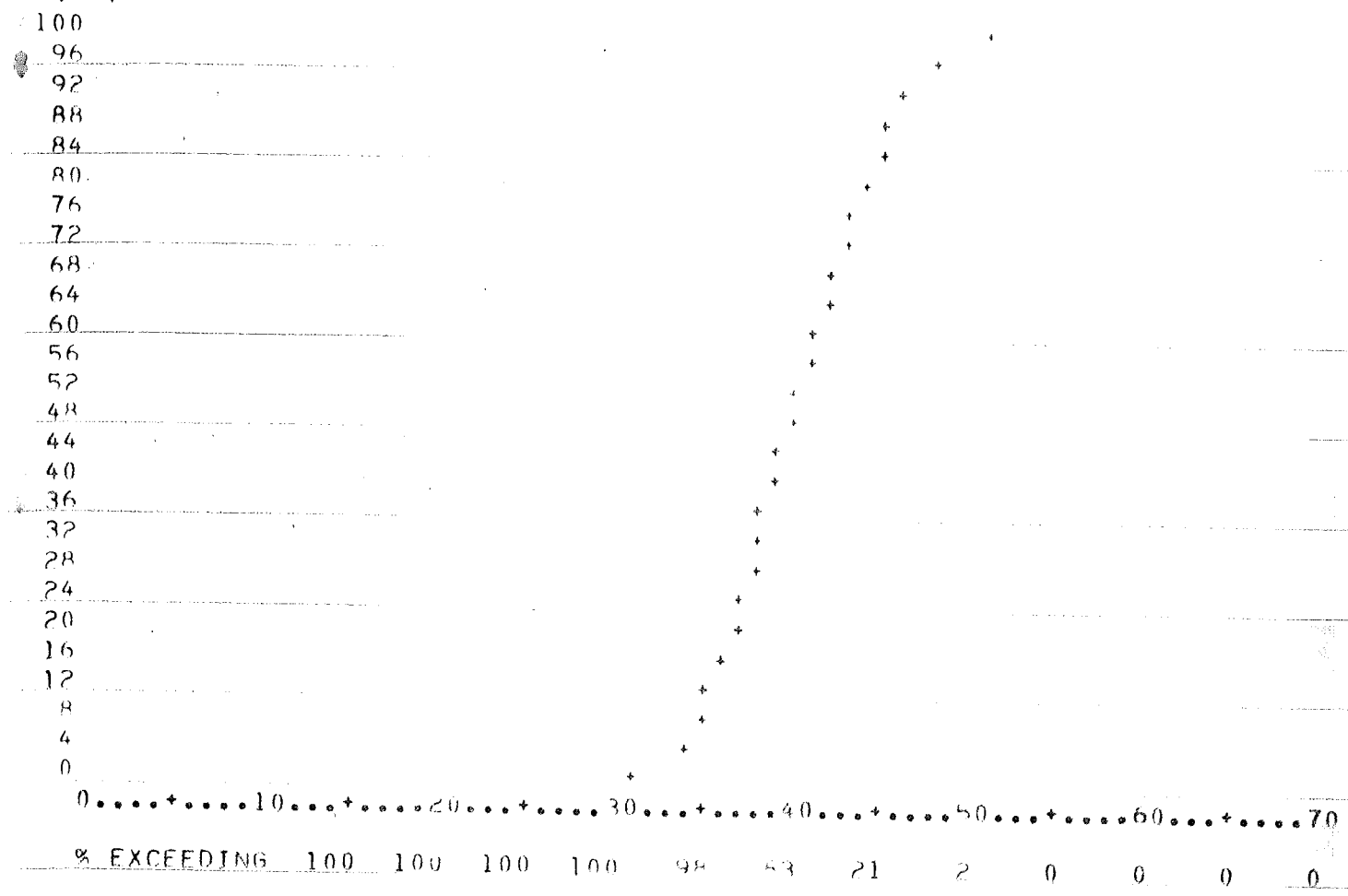
GENERAL LOCATION: MILE POST 1-40
WEST OF LES SCHAEFER
TIRE STORE

WEATHER: PARTLY CLOUDY

DIRECTION OF TRAVEL: EAST AND WEST

CUMULATIVE

PERCENT



EAST & WEST BOUND
174

OF VEHICLES

85% SPEED

PACE LIMITS

% IN PACE

MEAN SPEED

MEDIAN SPEED

STD. DEV.

MAX. SPEED

POSTED SPEED

% EXCEEDING POSTED SPEED

21.26

STREET: MOSIER-THE DALLS H-Y. DATE: WEDNESDAY, JANUARY 14, 1984

0. 292

OR. COUNTY: CITY OF THE DALLS

TIME: 12:30 P.M. TO 1:33 P.M.

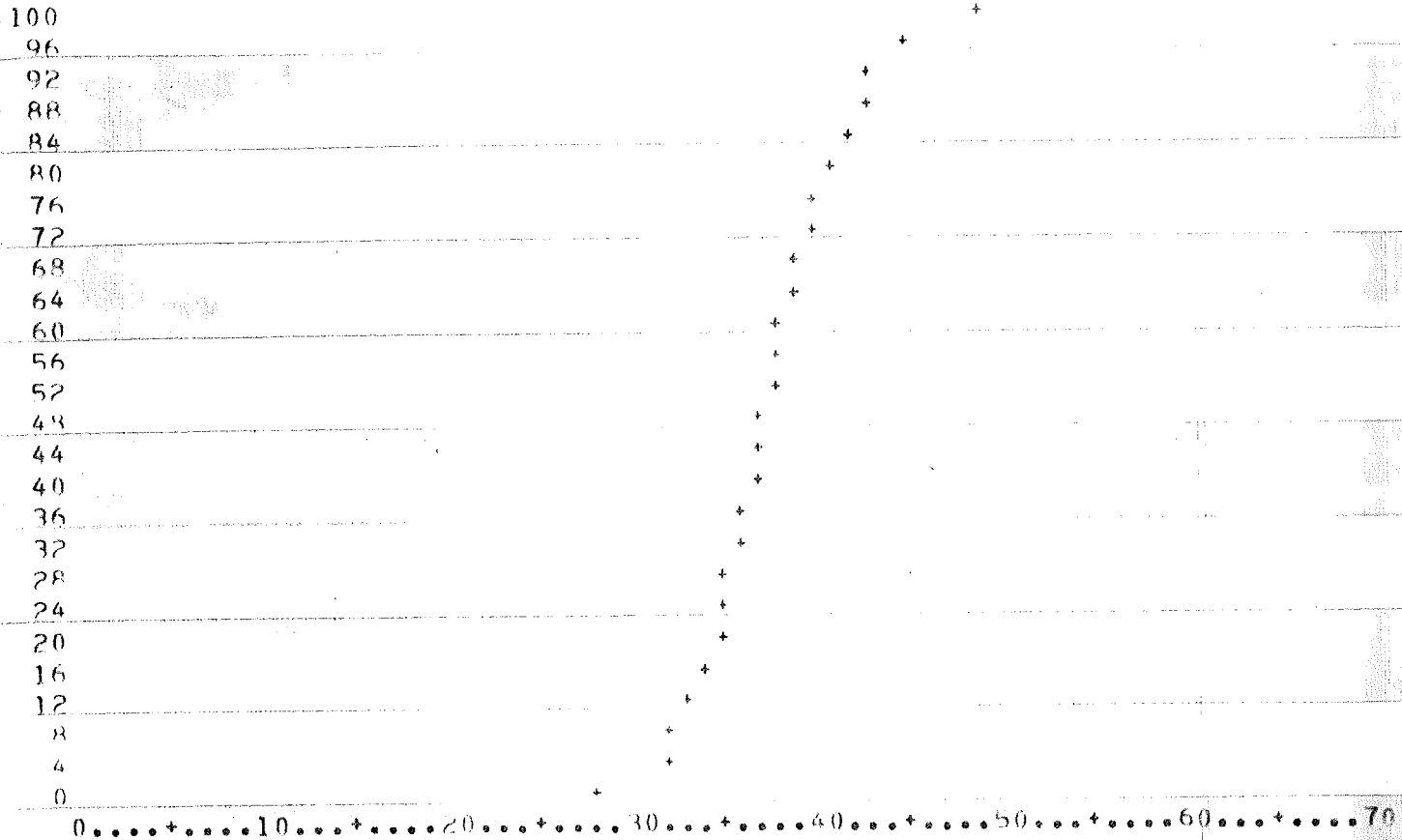
GENERAL LOCATION: MILE POST 14.00

WEATHER: PARTLY CLOUDY

IN FRONT OF JOHN

DEERE DEALERSHIP

DIRECTION OF TRAVEL: EAST AND WEST

CUMULATIVE
PERCENT

% EXCEEDING	100	100	100	99	89	39	7	0	0	0	0	0

SPEED (MPH)

EAST & WEST BOUND

OF VEHICLES

174

85% SPEED

44.25

PACE LIMITS

35-40

% IN PACE

78.77

MEAN SPEED

39.67

MEDIAN SPEED

37.00

STD. DEV.

3.92

MAX. SPEED

POSTED SPEED

% EXCEEDING POSTED SPEED

7.25

EXISTING