

AGENDA

CITY OF THE DALLES
TRAFFIC SAFETY COMMISSION

September 21, 1988
7:00 a.m.

Recreation Cafe
215 E 2nd Street
The Dalles, Oregon

- I. CALL TO ORDER
- II. ROLL CALL
- III. MINUTES - August 17, 1988
- IV. OLD BUSINESS
- V. NEW BUSINESS
 - A. Citizen's Petition: Requesting Tenth Street be designated for one-way traffic (attachment).
 - B. Mid-Columbia Community Action Council: Request for handicap parking space (attachment).
 - C. John Huteson Request: Install Crosswalk on West 6th near McDonald's.
- VI. MISCELLANEOUS BUSINESS
- VII. ADJOURNMENT

MINUTES OF TRAFFIC SAFETY COMMISSION

September 21, 1988

Recreation Cafe
215 E 2nd Street
The Dalles, Oregon

CALL TO ORDER

The meeting was called to order at 7:00 a.m. by Chairman Don Hall at the Recreation Cafe, 215 E 2nd Street, The Dalles, Oregon.

ROLL CALL

Present: Don Hall, Mark Sullivan, Maury Snow, Scott Mengis, Jim Peterson, and Frank Bonn.

Absent: Cecelia Cushing.

City Council: Merritt Probstfield

Staff: Jerry Betts, Acting Public Works Director; and Kim McMillan, Asst. City Engineer

Guests: Dana Henry, Community Action Council; Lew Nichols, John P. Huteson, and John C. Huteson.

MINUTES

The minutes of the August 17, 1988 meeting were not included in the Commission packets, therefore Kim McMillan read them aloud. A motion was made by Frank Bonn, and seconded by Mark Sullivan, to approve the minutes of August 17, 1988. The motion carried unanimously.

OLD BUSINESS

A motion was made by Frank Bonn, and seconded by Mark Sullivan, that the Traffic Safety Commission commend the Public Works Department for the fine job they did painting the curbs, parking spaces, and turn lanes around town. The motion carried unanimously.

Mark then suggested that the left hand curbs on the one-way streets be marked for parking space limits. Jerry Betts said that Public Works intends to do so.

NEW BUSINESS

A. Citizen's Petition: Requesting 10th Street be designated for one-way traffic

Don Hall shared a past response (January 9, 1984) to this same request. The letter referred to an earlier study that was done and concluded that Tenth Street could itself be made one-way with minimal cost, but that the cost would be very high to change other streets to accommodate one-way traffic across town.

A motion was made by Mark Sullivan, and seconded by Maury Snow, that staff prepare a letter to E. Rose Windsor stating that the Commission does not support making Tenth Street one-way because it is not feasible, and that Ninth Street may be upgraded next year between Cherry Heights and Mt. Hood Streets. By upgrading Ninth Street it is hoped that some of the traffic on Tenth Street will be eliminated. The motion carried unanimously.

B. Mid-Columbia Community Action Council: Request for handicap parking space.

Dana Henry presented a sketch and a background letter about the use of parking on 4th Street. Kim McMillan stated that if a handicap designation was given to the space in front of their building it would be for anyone with the proper handicap vehicle identification. Several Commission members expressed their concern with making this a restricted space for just the Community Action Council because of the already escalated parking problems downtown and most specifically 4th Street.

Don Hall suggested putting this item on the October agenda, thus allowing Commission members to review the site and come up with recommendations. Frank Bonn so moved, seconded by Mark Sullivan. The motion carried unanimously. Scott Mengis suggested that the other property and business owners in the immediate 4th Street area be notified of this request.

C. John Huteson Request: Install a Crosswalk on West Sixth Street, near McDonald's.

Maury shared that this had been discussed at past meetings and it was felt it would place pedestrians in an unsafe situation with a false sense of security.

A motion was made by Frank Bonn, and seconded by Maury Snow, that Traffic Safety not support this request, but that staff check with the State Highway Department for their input and/or recommendation. The motion carried unanimously.

MISCELLANEOUS BUSINESS

- A. **Lew Nichols request for a loading zone in front of Vogt Hall.**

Lew Nichols was present and explained the situation. A letter of September 13, 1988 from Lew to City Council was read.

Kim McMillan suggested that there be no yellow curb marked in front of the Hall, allowing open parking. Currently the yellow curb designates "No Parking" at any time and does not allow a loading zone use. Lew will speak with Tennessee about using the back entrance for loading/unloading.

A motion was made by Maury Snow and seconded by Mark Sullivan, that the yellow curb be eliminated. The motion carried unanimously.

- B. **School District #12: Request for Stop Signs.**

Leon Austinson requested that the Traffic Safety Commission consider installing stop signs at Eleventh and Clark Streets, and Twelfth and Clark Streets because of the nearby elementary school.

A motion was made by Frank Bonn, and seconded by Maury Snow, that the Commission recommend the installation of the stop signs as requested. The motion carried unanimously.

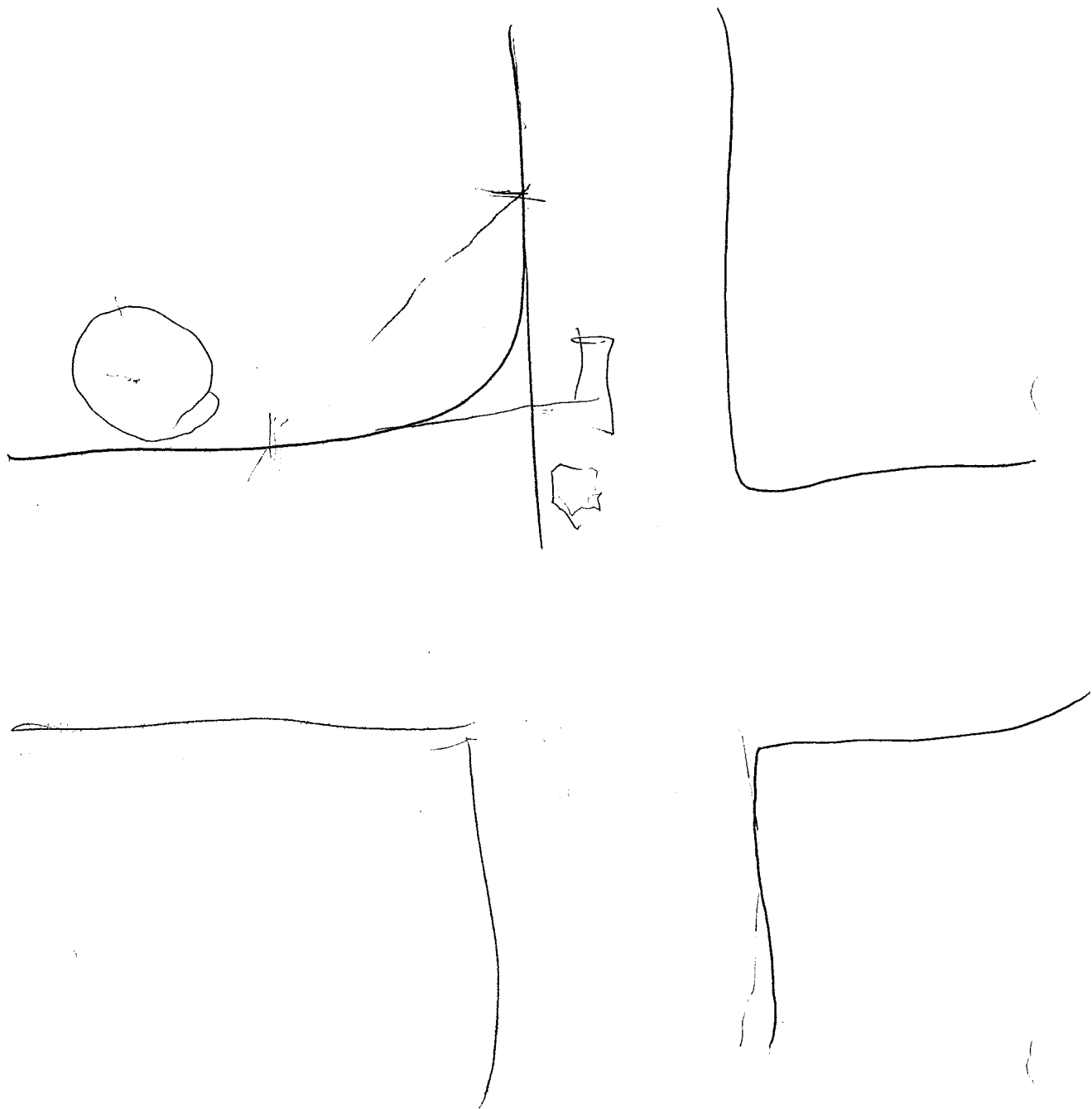
- C. **Oregon State Traffic Safety Commission Safety Belt Grant.**

Kim McMillan asked if a Commission member would help in writing a grant application for the Seat Belt Awareness Program. Don Hall said he would help.

- D. Don Hall asked that the Traffic Safety Commission continue to have City Council representation at all meetings. Jim Peterson so moved, seconded by Maury Snow, and the motion carried unanimously. The Traffic Safety Commission wanted this request to be passed on to the Mayor and City Council members, and the City Manager.

ADJOURNMENT

A motion was made by Frank Bonn, and seconded by Maury Snow, to adjourn the meeting. The motion carried unanimously. The meeting was adjourned at 8:10 a.m.



TO

Kim

FROM

Barbara Schroeder

SUBJECT

Citizen's petition

DATE

9/14/88

MESSAGE

Cindy Spade brought in this petition and requested it be placed on the next week's Traffic Safety Meeting agenda.

Please notify E. Rose Windsor A.S.A.P. of the time and location of the meeting as he will probably want to be there. Also please let Cindy Spade know as well.

Thanks!

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The Dalles, Oregon
August 6, 1988

To: Members of City Council

We the undersigned living on or near west 10th St. petition the City of The Dalles to consider making west 10th St. one way, on account of persistent heavy traffic, causing excessive noise, pollution, and other dangerous conditions detrimental to our health and well-being.

Name:

Address:

E. Rose Windsor

908 W. 10th The Dalles Or

Elmer L. Clifford 901 W 10th

Elmer L. Clifford

Barbara G. Riter 905 W. 10th

Barbara G. Riter

L. G. Riter 905 W 10th

Larry G. Riter

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Name:

Address:

Brenda E. Elliott	1003 W 10 th
Ronald L. Hammer	1009 W 10 th
Richard K. Hammer	1009 W 10 th
Kathryn N. Olmstead	1021- W 10 th
Blaine B.	

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Name:

Address:

James P. Landoz	5935 Mill Creek Rd.	The Dalles, OR, 97058
Phemily Anne	800 W 10	
Elizabeth A. Hainster	716 W. 10 th	The Dalles OR 97058
Duff B. Kimsey	504 W	10 th The Dalles, OR 97058

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Name:

Address:

John Strong

820 W 10th

Irene Rowland

823 W 10th

Jeanne Lessig

810 W 10th

Dorothy Gabbard

824 W 10th

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Name:

Address:

Colleen Ballenger

1015 Lincoln

Hildegard M. Herbert

1014 Lincoln

Albert V. Herbert

1014 Lincoln

Christyna B. Flatt

215 W 10th St.

The Dalles, Oregon
August 6, 1988

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Name:

Address:

Don Murto

300 W 10th

Paul Martin

301 West Sixth

Jola Burrows

1115 Mt Hood

SERVING HOOD RIVER, WASCO AND SHERMAN COUNTIES

Mid-Columbia Community Action Council, Inc.

THE DALLES OFFICE
(503) 298-5131

PO BOX 726, THE DALLES, OR. 97058

HOOD RIVER OFFICE
(503) 386-4027

September 7, 1988

TO: City of The Dalles/Kim McMillan
From: Community Action's Volunteer Services/Dana Henry
RE: Senior/Handicapped Van designated zone

Volunteer Services' "Freda's Angels" is the only wheel
chair equipped van in Wasco County available to its

PROJECT: ONE-WAY STREET SYSTEM

I GOALS

The goals of this project are: to decrease the number of intersection and non-intersection accidents; to increase the capacity of existing arterial streets without major construction; to implement each project with a minimum of cost to the citizens; and, to be compatible with other projects being proposed by the City and this Traffic Safety Management Program.

II METHODOLOGY

Accidents

Traffic accidents are created partially by conflicts between travel patterns. These conflicts are created by two independent but inter-related problems: turning movements (conflicts) and congestion. By reducing the number of turning movements (conflicts) and congestion, the number of traffic accidents may be reduced.

One-way street couplets reduce traffic accidents and congestion. A one-way street eliminates opposing traffic conflicts, thereby reducing the number of accidents. It also eliminates the friction created by opposing traffic to the smooth flow of traffic; thereby increasing the capacity of each direction of travel on the couplet. This increase in capacity causes a reduction in congestion, resulting in a reduction of traffic accidents.

III FINDINGS

- I. For the purpose of analyzing the transportation needs:
 - A. The residential areas may be distinguished as:
 1. Chenowith area, which is west of Cherry Heights Road to the City Limits.
 2. Trevitt area, bounded by east of Cherry Heights Road to Union Street, and south from 4th Street to 15th Street.
 3. Kelly area, bounded by south of 4th Street to 15th Street and east of Union Street to Riverview Street.
 4. Dry Hollow area, which is east of Riverview Street to the City Limits.
 5. Scenic area, which is south of 15th Street to the City Limits.
 - B. The commercial and employment areas may be distinguished as:
 1. Central Business District area, bounded by 1st Street south to 4th Street and Lewis Street west to Pentland Street.
 2. 6th Street area, which parallels 6th Street from Webber

3. Make Union Street and Court Street a one-way couplet from 2nd Street to 10th Street.

C. 1970 Traffic Safety Program:

1. 4th Street one-way eastbound from 3rd Place to about Pentland Street.

III. Roadway use to roadway capacity ratios were examined and the following was found:

- A. Court Street is under-used now and will be in the future.
- B. Union Street is over-used now and will be in the future.
- * C. 10th Street from Cherry Heights to Federal Street is over-used now and will be in the future.
- * D. 9th Street from Cherry Heights to Dry Hollow is under-used now and will be in the future.
- * * E. 12th Street from Dry Hollow to Union is under-used now and will be in the future.
- F. 3rd Place from Lincoln to Trevitt is over-utilized now and will be in the future.
- G. Highway 30 from I 84 underpass to Webber Street is over-used

- D. The conversion of streets to one-way may reduce mid-block accidents as much as twice the reduction of intersection accidents. Therefore, it has been calculated that this one-way system may reduce a total three-year accident record on these streets by 70 to 100 accidents.

IV PROJECT IMPLEMENTATION AND SCHEDULE

The following projects and phase scheduling is shown on Figure ____

A. PHASE I

1. 1st Street from Madison Street to Liberty Street.
 - a. Lincoln Street from 2nd to 4th Street.
 - b. 4th Street from 3rd Place to Jefferson Street.
 - c. Jefferson Street from 4th to 3rd Streets and from 1st to 2nd Street.
 - d. Madison Street from 1st to 3rd Streets.

B. PHASE II

V COST ESTIMATES, FUNDING SOURCES AND IMPLEMENTATION

ITEM	COST ESTIMATE	FUNDING SOURCES	IMPLEMENTATION (MINIMUMS)
PHASE I			
Signing* Labor	\$ 1,400 City Forces	A B C	1982
PHASE II			
Signing Labor	\$ 5,000 City Forces	A B C	1983
PHASE III			
Signing Labor	\$ 4,500 City Forces	A B C	1984

9/3/88

To Whom It May Concern,

I find your ordinance
86-1078 the most ridiculous
I have ever heard of. I hope
you people can tell the
difference between business people
and shoppers.

The amount of people
who shop in downtown the

DATE: September 5, 1988

TO: Traffic Safety Commission, City of The Dalles

FROM: Jan Mlnarik, Owner, Dobre Deli

SUBJECT: Signage for Fourth Street between Washington and Federal
"One-Four Parking 8 a.m. to 6 p.m. Monday thru Saturday"

Please consider the above signage for parking for this congested area of The Dalles. Much of the congestion has arisen because Treaty Oak has gradually taken over the spaces in the Williams Building and converted them from businesses and offices to classroom use.

The present ordinance restricting employees, owners and students is not made known, except after the fact--by a warning notice placed on the violator's windshield by a business. This has led to anger and in some cases, hostility.

This system obviously places the businesses in a no-win situation as they are forced to ticket people who are also customers or potential customers.

Also, the workers in the Second/Third Street area still believe it is OK to park on Fourth Street and walk to work. Any enforcement again must be done by the businesses; the procedure calls for three tickets with the burden of record-keeping done by the business owner. Most of us do not have this much time (or patience).