

TIME: 7:00 a.m.  
PLACE: Public Works Department  
Conference Room  
1900 West 6th St.  
The Dalles, OR

## AGENDA

Traffic Safety Commission

Wednesday, January 18, 1995

I. Call To Order

II. Roll Call

III. Minutes

A. November 16, 1994 Meeting Minutes.

IV. Public Comment invited on any item not later appearing on the agenda.

V. Audience Participation/Presentations

A. Discussion with Planning Commission Member Ken Farner Regarding Large Trucks Parking on the Main Streets to Deliver Merchandise to Stores.

VI. OLD BUSINESS

A. Progress Report Regarding Radar/Reader Board Program.

B. Decision Regarding Request to Consider Placement of a 25mph Speed Sign on Each Side of the Columbia Gorge Community College Entry.

VII. NEW BUSINESS

A. Request from the Oregon Department of Corrections to Designate two Parking Spaces for Official Use Only on Washington Street Between East 4th and 508 Washington.

B. Request from John Byers for Installation of a Street Light in the Area of 305 East 5th Street.

C. Request from Charlie Coutee for Installation of a Street Light at the Corner of 18th & Morton.

D. Request from Dr. W. Jay Hoffman to Consider Adding a No Parking Zone at the Northeast Corner of East 19th and Oregon.

VIII. DEPARTMENT REPORT

IX. COMMISSION COMMENTS

X. ADJOURNMENT

SUBJECT TO  
COMMISSION APPROVAL  
AT THEIR NEXT  
REGULAR SESSION

### M I N U T E S

Traffic Safety Commission  
Regular Meeting  
January 18, 1995  
Public Works Conference Room

**COMMISSION PRESENT:** Chairman Don Hall, Bill Probstfield, George Pulliam, Blackie Stroh, Police Department Representative Darrell Hill and City Council Representative Ray Koch.

**COMMISSION ABSENT:** David Espey, Tim Planz and Wayne Vial.

**STAFF PRESENT:** Public Works Engineer II Bob Brown and Administrative Assistant Barbara Schroeder.

### ROLL CALL

Roll Call was conducted. Espey, Planz and Vial absent.

### MINUTES

It was moved by Probstfield and seconded by Pulliam to approve the November 16, 1994 meeting minutes as presented. The motion carried unanimously. Espey, Planz and Vial absent.

### PUBLIC COMMENT

None.

### AUDIENCE PARTICIPATION/PRESENTATIONS

#### Discussion with Planning Commission Member Ken Farner Regarding Large Trucks Parking on the Main Streets to Deliver Merchandise to Stores

Planning Commission member Ken Farner advised the Commission he has been concerned about large trucks making deliveries on the street. He said when he expressed this concern to the Planning Commission they advised him to discuss this with the Traffic Safety Commission. Farner said he knows this practice can not be eliminated, however, he is concerned that a tragedy could eventually occur as a result of this practice. Farner said he has observed trucks going up on the curb, knocking over signs and never

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looking back. He said he also observed a woman who got stopped behind a truck which was stopped in the street unloading merchandise and when she tried to go around it she almost got hit. Farner suggested pylons or something similar be used while merchandise is being loaded or unloaded and encouraged the Traffic Safety Commission to seek the cooperation of the downtown merchants in finding a solution to this problem.

Hall said he feels all the Traffic Safety Committee can do is make the Police Department aware of the problem so they can enforce any laws which may be broken by the delivery drivers. Hill said the Police Department receives calls all of the time and they go out and ask them to move, however, there is no other place for some of them to load or unload.

Farner said he would hope the downtown merchants will assist with this issue. He suggested the merchants may at least want to consider having someone out with the truck to assist with traffic.

Hall suggested asking the Chamber of Commerce to put something in their newsletter regarding this concern and asking their membership to assist with the problem.

Hall asked if there is an ordinance which requires merchandise be loaded and unloaded in the alley. Hill said no there is not.

Pulliam expressed concern with large trucks parking on 6th Street as they obstruct the view of traffic pulling out from the shopping centers.

Hall suggested the Commission keep these issues in mind over the next month or two and make note of their observations.

Brown said he feels something is going to have to be done about extended cab trucks parking on Court Street as they force traffic over the center line. Hall asked the Commission to keep this in mind before the Public Works Department does the line painting in the Spring.

#### **OLD BUSINESS**

##### **Progress Report Regarding Radar/Reader Board Program**

Hall advised the equipment will be used more as the weather improves.

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Decision Regrading Request to Consider Placement of a 25mph Speed Sign on Each Side of the Columbia Gorge Community College Entry

Brown advised the Commission there were only two speed signs in the entire stretch of Scenic Drive, therefore, the Public Works Department put up a few more signs.

Hall suggested Brown consider placing a sign for traffic traveling west which would say "College entrance 500' ahead" to make traffic aware there is an entrance/exit ahead.

Stroh expressed concern regarding the intersection at the bottom of Brewery Grade. He said he saw two near accidents within 5 minutes on Tuesday.

Brown said the State of Oregon is supposed to have a revised intersection plan for the City. He does not know what is holding this up.

Hall asked if it would help to have the Traffic Safety Commission write a letter to State Engineer Steve Wilson advising him of the Commission's concern.

Pulliam asked if it would make sense to put a 3-way stop at this intersection. Probstfield said he feels a 3-way stop is the only solution which would not require redoing the intersection.

It was moved by Stroh and seconded by Pulliam to send a letter from the Traffic Safety Commission to State Engineer Steve Wilson advising him of the Commission's safety concerns for traffic safety at the intersection of Hwy 30 and Brewery Grade and to see what can be done to resolve the problem. The motion carried unanimously. Espey, Planz and Vial absent.

NEW BUSINESS

Request from the Oregon Department of Corrections to Designate Two Parking Spaces for Official Use Only on Washington Street Between East 4th and 508 Washington

Brown advised the Commission the State Corrections Department said they need a place to park their vehicles for transporting parolees.

Hill said the Corrections Department calls the Police Department to do the transporting of parolees for them. He also pointed out there is a parking lot available at the back of the building they are located in.

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Probstfield said he agrees there does not appear to be a need to designate spaces on the street.

It was moved by Probstfield and seconded by Stroh to regretfully deny the request to designate two parking spaces for official use only on Washington Street between 4th and 508 Washington. The motion carried unanimously. Espey, Planz and Vial absent.

Request from John Byers for Installation of a Street Light in the Area of 305 East 5th Street

Brown said there is a street light at 5th & Washington. He said he did not see a pole on 5th Street where a light could be placed, however, 5th Street is very dark. Brown said he will talk to Northern Wasco County PUD to see if the existing light can be increased in wattage and/or deflected to light up 5th Street.

Probstfield said he would like clarification of where they are requesting the light be installed.

Request from Charlie Coutee for Installation of a Street Light at the Corner of 18th and Morton

Brown said this is a very dark intersection with poles available for placement of a light. He indicated he has no problem with this request.

It was moved by Probstfield and seconded by Stroh to recommend the City Council approve the request to install a street light at 18th & Morton. The motion carried unanimously. Espey, Planz and Vial absent.

Request from Dr. W. Jay Hoffman to Consider Adding a No Parking Zone at the Northeast Corner of East 19th and Oregon

Brown advised the Commission the Public Works Department has completed this request. He said this needed to be done, therefore, did so right away.

DEPARTMENT REPORT

Brown advised the Commission that a previous concern raised regarding the center line on 14th at Union does in fact need to be moved and the "No Parking" should be extended in this block on the south side of the street. He said these changes will make this block consistent with the rest of the area and will be completed as soon as painting can occur.

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COMMISSION COMMENTS

Probstfield said he noticed from the last meeting minutes that there was quite a lengthy discussion by Dr. Koch regarding "B" Road. He asked what is to be done on this matter.

Koch said, since this discussion the developer has changed the plan. He said there should still be some concern, however, for placement of a street in the future.

Hall said he attended the public meeting on this matter which was attended by approximately 75 people. He said the development would be near 1700 West 10th where two acres have been purchased with an option on an additional two acres. Hall said they are going to develop the two acres from 10th Street first and this will be low income housing. He said he asked Ruby Mason and the developer to make provision for a street going through from 10th to 13th.

Koch said the last drawing he saw showed the street dead ending.

Hall said he spoke with Ray Schulten's son-in-law who told him he has rental housing available which qualifies as low income and there are no people needing it. Koch explained that the determination for low income housing needs are Mid-Columbia wide, not just The Dalles. Hall said he believes The Dalles is beginning to see low income people moving in from Hood River because of the cost of housing in Hood River and the lack of low income housing available there.

ADJOURNMENT

The meeting adjourned at 8:12 a.m.

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Prepared By/  
Barbara Schroeder, Administrative Assistant

**RESOLUTION NO. 95-008**

**A RESOLUTION CONCURRING WITH THE MAYOR'S  
APPOINTMENTS OF CITY COUNCILORS TO  
VARIOUS BOARDS AND COMMISSIONS**

**WHEREAS**, Council representation is needed on several Boards and Commissions in the City of The Dalles; and

**WHEREAS**, these assignments are made by the Mayor; and

**WHEREAS**, The Mayor has made the following assignments:

9-1-1 Committee, Mary Ann Davis

Historic Landmarks Commission, Dee Hill

Traffic Safety Commission, Ray Koch

Ambulance Advisory Committee, Robb Van Cleave

Regional Development Council, Dave Beckley

Mid Columbia Council of Governments, Bob Briggs

Mid Columbia Community Action Council, Dee Hill

Mid Columbia Economic Development, Bob Briggs

Wasco Children's Center Task Force, Robb Van Cleave

**WHEREAS**, the City Council desires to concur in the appointments to the various Commissions;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL AS  
FOLLOWS:

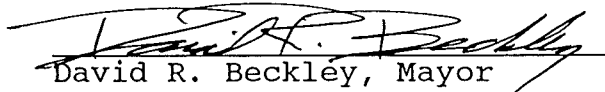
Section 1. The City Council hereby concurs in the Council  
assignments to various Boards and Commissions as listed above.

PASSED AND ADOPTED THIS 23RD DAY OF JANUARY, 1995.

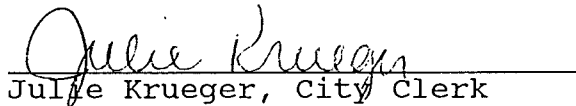
Voting Yes, Councilors:	<u>Briggs, Koch, Davis, Van Cleave</u>
Voting No, Councilors:	<u>None</u>
Absent, Councilors:	<u>Hill</u>
Abstaining, Councilors:	<u>None</u>

AND APPROVED BY THE MAYOR THIS 23RD DAY OF JANUARY, 1995.

SIGNED:

  
David R. Beckley, Mayor

ATTEST:

  
Julie Krueger, City Clerk



# ABOUT TOWN

Who's who and what's what around Portland

## Is this a great city or what? Psst... it could be 'what'

Tired of hearing about how livable this burg is? Pull up a chair and meet Peter Newman

**P**ortlanders sure are smug. Maybe because, year after year, experts on this and that come visit, poke about a bit, then pronounce us God's gift to urban living.

We buy into it. Mostly, of course, because we keep comparing our city to Lost Angeles and Seattle.

Peter Newman takes a different approach.

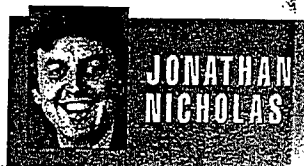
He compares us to Stockholm and Singapore.

Talk about a spoilsport.

Newman, an Aussie, passed through town the other day on his way from Perth to Pennsylvania.

He came armed with the kind of research that can pop a party load of civic balloons.

Newman is one of the authors of a landmark study conducted during



JONATHAN NICHOLAS

the 1980s in 32 cities around the world. Places he looked at ranged all the way from Houston to Vienna. No prizes for guessing which appears at each end of the resulting livability index.

Newman's key conclusion goes something like this.

"In simple terms, the more space devoted to cars, parking lots and freeways, the more sprawling, the more energy-wasteful and the less economically successful the city.

"On the other hand, cities with a

greater orientation to public transport have higher densities, more efficient energy use and are some of the most economically successful and attractive ones in the world."

Yes, professors — Newman teaches at Murdoch University in Western Australia — really do talk like that.

Pressed to talk dirty, he has this to say about Americans and their love of their cars. "In the next century, when citizens here look back on their freeway systems, they will wonder how they ever came to do it."

The writing, he insists, already is on the exit ramp wall: The more we spend on roads, the poorer we make ourselves and the worse we end up.

Newman's warning comes not a minute too soon. Don't be fooled into thinking that we in the West, eco-sensitive recyclers that we are, have been moderating our commitment to the automobile.

We have not.

In Los Angeles during the 1980s, says Newman, car usage increased by as much as the total car usage in either London or Paris.

In Portland, despite all of that in-

credible excitement over MAX — you do remember the thrill of your first ride, don't you? — mass transit's share of total urban trips decreased from 16 percent in 1980 to 11 percent in 1990.

It doesn't have to be this way.

Not even in North America.

In Toronto, for example, a whopping 21 percent of all urban trips are made on public transit.

In Detroit, just down the road, only 1 percent of trips are by bus or rail.

(Guess which of those two cities is thriving?)

Newman's crusade is not merely to persuade us not to build any more freeways. He wants us to retrofit the car-soaked culture we created in our suburbs.

"Traffic calming" is the mantra of the moment.

Here in Portland, opportunities abound. (Though Beaverton may be beyond help.)

A lovely little opportunity presents itself in Northeast Portland, where the six-lane corridors of Broadway and Weidler — the kind of streets that Newman calls "rat

runs" — beg to be narrowed, to be "calmed" and made friendly, to something other than the infernal combustion engine.

Newman advocates everything from reducing the number of lanes, narrowing street entries and adding bends to the road to change the psychological feel of a street. The goal, he says, is to announce to drivers: "Beware, this is a shared space."

Success can be measured by the joy citizens experience in the "urban villages" that develop at the heart of neighborhoods that decide to make the automobile an adjunct rather than the lifeblood of their being.

All the recent data, says Newman, suggest that building highways is an anachronistic idea that can only damage cities economically.

"Eventually, people will realize it and refuse to allow any more money to be taken from them and used for a purpose that is so detrimental to their lives."

Jonathan Nicholas writes his column each Monday, Wednesday, Friday and Sunday. Reach him by phone at 221-8533, by fax at 294-4026 or by mail at 1320 S.W. Broadway, Portland 97201.



## CITY of THE DALLES

313 COURT STREET  
THE DALLES, OREGON 97058

(503) 296-5481

### FAX TRANSMISSION INFORMATION

DATE: February 8, 1995

SEND TO: Les Schwab Tire

ATTENTION: Dennis Sorce

FAX NUMBER: (503) 447-9133

TOTAL PAGES (Including this sheet): 10

SENDER: City of The Dalles, Oregon

CONTACT PERSON: Sherry Walker (For Don Hall)

PHONE NUMBER: (503) 296-5481 Ext. 119

FAX NUMBER: (503) 296-6906



**CITY of THE DALLES**

313 COURT STREET  
THE DALLES, OREGON 97058

(503) 296-5481

Mr. Dennis Sorce  
Les Schwab Tire Company  
Prineville, Oregon 97754

February 8, 1995

Dear Dennis,

Thank you for taking the time to listen to my pitch for our proposal to have your boss, Les Schwab, install "Please Buckle Up" signs in all of the very popular 'Les Schwab Tire' outlets spread throughout the western part of the United States - all 255 locations.

As you must realize by the FAX sheets we are presenting to you, this is a real worthwhile endeavor for Les Schwab Tire Company's full support.

This support is needed in not only the less populated parts of the states, but also in the metro parts you serve ... over 30 locations of Les Schwab Tire stores in the Portland/Valley area.

Les Schwab Tire has made a gesture of good will within all our communities for over 30 years. It is our desire that Les Schwab Tire take the "bull by the horn" and make this safety program as popular as your "Free Beef" promotion.

Again, let me thank you for your time and consideration of this Les Schwab Tire life saving support of Buckle Up.

If you have any questions on this proposal, please call me at (503) 296-4518 or FAX me at (503) 296-6906.

Sincerely,

*Don Hall*

Don M. Hall  
Chairman, The Dalles Traffic Safety Commission  
Member of Community Traffic Safety Program

## COMMUNITY TRAFFIC SAFETY PROGRAM

### Transportation Safety Section

#### Oregon Department of Transportation

357-A Warner Milne Road

Oregon City, Oregon 97045

(503) 656-7207

January 27, 1995

Don Hall

The Dalles Traffic and Safety Commission

2610 Mill Creek Drive

The Dalles, OR 97058

Dear Don:

Here is the information for *Buckle-Up* signs.

1. Place to Purchase From:

Traffic Safety 1-800-547-8518

Mailing Address: 2324 S.E. Umatilla

Portland, Oregon 97202

Need to order from Dick Parsons (gave a special price).

Dick recommended engineering grade signs since they would be used at the exit of a business rather than on the highway.

— 36" X 30" (high) - *Buckle-Up Oregon* - \$30.95

— 18" X 18" - *Please Buckle Up* - \$10.25

Dick Parsons recommended the smaller sign for a business exit.

2. Information on Posts/Installation:

Sign needs to be 7 feet off the ground - so with the 18" sign need a 10.5 foot round tube (allows for 2 feet in the ground). These are \$12.95 each or \$15.95 delivered.

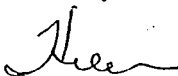
Mounting hardware - 2 sets per sign - \$1.45 per set or \$2.90 per sign.

3. The total cost for the 18" X 18" - *Please Buckle Up* sign - would be \$29.10 (ready to put in the ground).

Don, I hope this information is what you need. Please let me know if you have any questions or need further information.

Thanks for arranging the meeting on the 17th. I look forward to seeing you then.

Sincerely,



Helen Liere, Coordinator

Community Traffic Safety Program



# STRENGTHENING SEAT BELT USE LAWS

## INCREASE BELT USE AND DECREASE CRASH FATALITIES AND INJURIES

Traffic crashes are the leading cause of death for Americans from 5 to 32 years of age. Wearing safety belts is the easiest and most effective way of cutting the highway death toll—and strong occupant protection laws are the most effective way of increasing safety belt use. Highway deaths could be cut dramatically if all 50 states had belt use laws in effect, and if most states took a few simple steps to upgrade their existing laws.

## ENACT SAFETY BELT USE LAWS IN EVERY STATE AND THE TERRITORIES

- Currently 48 states, the District of Columbia, Puerto Rico, and the Territories have belt use laws on the books. But two states—Maine and New Hampshire—have no law requiring belt use by adults.
- The population weighted average of belt use in states with safety belt laws averages 66 percent, but averages just 43 percent in states without belt laws.
- All 50 states, the District of Columbia, Puerto Rico, and the Territories have child passenger safety laws (“car seat laws”) that cover babies and small children. But all states should have legislation that protects children *and* adults.

## MAKE ALL BELT USE LAWS SUBJECT TO PRIMARY ENFORCEMENT

**DEFINITIONS:** *Primary Enforcement:* A citation can be written whenever a law officer observes an unbelted driver or passenger. *Secondary Enforcement:* A citation can only be written after an officer stops the vehicle for some other infraction.

- Usage rates are higher, and fatality rates are lower—in states with primary enforcement.
- Primary enforcement sends a message to motorists that belt use is an important safety issue that the state takes seriously.
- California’s experience in changing to primary enforcement on January 1, 1993 provides strong evidence of the benefits of primary enforcement laws. Statewide driver belt use increased from 70 percent in 1992 to 83 percent in late 1993 after the state changed to primary enforcement.



# PRIMARY ENFORCEMENT OF SEAT BELT USE LAWS

## INCREASE BELT USE AND DECREASE CRASH FATALITIES AND INJURIES

Usage is higher and fatalities and injuries are much lower in States that allow primary enforcement of their belt use laws. And, California's recent experience in changing from secondary to primary enforcement provides strong evidence of the benefits of switching to primary enforcement.

**DEFINITIONS:** Primary Enforcement: A citation can be written whenever a law officer observes an unbelted driver or passenger. Secondary Enforcement: A citation can only be written after an officer stops the vehicle for some other infraction.

### HIGHER BELT USE RATES

- States with primary laws averaged 12 percentage points higher usage than those with secondary laws (75 versus 63 percent), as of December 1993.
- California's statewide driver belt use increased from 70 percent in 1992 with a secondary enforcement law to 83 percent in late 1993 after the state changed to primary enforcement.
- In six California cities NHTSA studied, driver belt use increased nearly 18 percentage points—an increase almost identical to that which occurred in those same cities when the secondary enforcement law was first adopted in 1986. The Insurance Institute for Highway Safety also reported that Los Angeles driver and front seat passenger use increased from 56 to 76 percent, with similar gains found in Sacramento, San Francisco and San Diego.

### GREATER FATALITY REDUCTION

- During the first full year after enforcement of their belt laws began in five primary and eleven secondary law states, fatality rates dropped 21 percent in the primary states versus 7 percent in the secondary states.
- During the same period, for persons age 21 and younger, there was a 24 percent reduction in fatality rates in the primary states versus a 3 percent reduction for that age group in the secondary states.

Primary enforcement sends motorists a clear message that the state considers belt use mandatory for the safe operation of a motor vehicle. In a public opinion survey in Michigan in 1988, 68 percent reported that their belt use would increase if the police could pull them over just for not using their seat belt—the same way as for speeding.

Surveys of public approval suggest that while a substantial proportion of the population does not always support primary laws prior to their enactment, by far the majority support them after enactment—even where enforcement agencies intensify enforcement efforts.

- *California:* California has had over a year's experience with the upgrade to primary enforcement with no significant adverse public or official reaction to the change.



## HIGHWAY SAFETY/HEALTH AND INJURY CONTROL

### **FACT SHEET**

President Clinton's health care injury control proposal calls for increased individual responsibility for health and safety. Further improvements in highway safety will assist in the national effort to reduce health care costs.

About 40,000 people die in traffic crashes each year and 5 million are injured. One hundred seven people die each day from traffic crashes. (In comparison, about 25,000 murders and one million aggravated assaults occur each year.

Traffic crashes are the leading cause of death for people between the ages 5 and 32.

Motor vehicle crashes cost the nation \$137 billion annually, including \$14 billion in health care costs (\$3.7 billion of which is paid directly by taxpayers). The cost to employers is \$37 billion each year. We save \$35,000 in health care costs alone for each serious injury we prevent. In comparison, crime of all sorts costs the nation \$19 billion each year.

Secretary of Transportation Federico Peña has set tough new goals for increasing seat belt use and decreasing drunk driving; the two actions that hold the most promise of saving lives, preventing injuries, and reducing traffic-related health care and other economic costs.


Reducing the percentage of alcohol-related fatalities to 43 percent of total fatalities and related injuries by a proportionate amount would save 1,200 lives and spare American taxpayers \$282 million in health care costs, \$73 million of which is publicly funded. Another \$208 million would be saved in income taxes and public assistance.

Increasing seat belt usage in passenger cars alone to 75 percent would save 1,700 lives and many times that number of injuries. Health care costs would be reduced by \$684 million (\$180 million of which is publicly-funded) and another \$328 million would be saved in income taxes and public assistance.

The Department of Transportation will meet Secretary Peña's highway safety/health and injury control goals by working with states, communities, and private organizations to encourage strict enforcement of state seat belt and anti-drunk driving laws, and through intensive public information activities to alert Americans to the savings in lives and dollars that will accrue from these activities.



**Tires LES SCHWAB**



PLEASE BUCKLE-UP  
"WE WANT YOU HERE  
YEAR-AFTER YEAR"

LES Schwab sign.

*Les Schwab*

