

TIME: 7:00 a.m.  
PLACE: The Dalles Public Works Department  
Conference Room  
1215 W 1<sup>st</sup> Street  
The Dalles OR 97058

AGENDA  
TRAFFIC SAFETY COMMISSION  
JANUARY 15, 2014

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES – December 18, 2013
- IV. PUBLIC COMMENT
- V. AUDIENCE PARTICIPATION OR PRESENTATIONS
- VI. OLD BUSINESS  
Sonrise Academy School Zone Sign Placements
- VII. NEW BUSINESS
- VIII. ADJOURNMENT

## TRAFFIC SAFETY COMMISSION

January 15, 2014

COMMISSION PRESENT: John Nelson, Frank Pyles, Chuck Covert, Donna Lawrence, Jim Bishop and John Layson

ABSENT MEMBERS: Mike Kilkenny

STAFF PRESENT: Dale McCabe – City Engineer, Tim McGlothlin – Council Representative, Bill Barrier – Transportation Manager, and Cindy Keever – Administrative Secretary

PUBLIC PRESENT: Russ Brown and Clay Smith

Chuck Covert moved to approve the minutes of the December meeting. Frank Pyles seconded the motion and the motion passed unanimously.

### **PUBLIC COMMENT/AUDIENCE PARTICIPATION/PRESENTATIONS:**

#### **OLD BUSINESS:**

##### **1) Oregon TSC 2013 Survey for Oregon Impact**

John Nelson asked members for their ideas on the list of questions from the 2013 survey. Attached are the combined ideas that will be submitted to Oregon Impact.

##### **2) Sonrise Academy School Zone/Crosswalk Request**

Dale McCabe and Bill Barrier looked at the areas surrounding Sonrise Academy and The Dalles High School. Bill passed out a map showing the areas that need “school zone” signs. The area needs to have 25 signs installed and would encompass both Sonrise and The Dalles High School. Discussion was held regarding the large number of signs that are needed to comply with the MUTCD manual (*Manual on Uniform Traffic Control Devices*). Tim McGlothlin suggested breaking the cost of the project into two phases.

Phase I would include the Sonrise Academy area and they would pay for the purchase of those signs. Phase II would look at The Dalles High School sign needs and the costs involved to bring the signage up to the standards established by the MUTCD manual.

Russ Brown said he thought the installation of additional signs near the high school was a typical government knee jerk reaction about needing new signs for the area around The Dalles High School that has been unsigned for many years and it has functioned just fine.

Chuck Covert said he agrees that it needs to be done, but the problem is who will pay for the new signs? John Layson thought it was a good idea to break the project into Phase I and Phase II. Discussion was held regarding the creation of a school zone from Washington to Federal Streets for Sonrise Academy that is contiguous to the school property.

Donna Lawrence had questions regarding how the school zones affect neighbors and their on-street parking, how do ADA ramps effect on street parking, and does the installation of school zone signs mean It is necessary to put in a crosswalk and signs?

A motion was made by Chuck to approve the request from Sonrise Academy to establish a school zone and install the appropriate signage on 12<sup>th</sup> street and install ADA ramps and painted crosswalks at 12<sup>th</sup> and Federal. It was the Traffic Safety Commission's recommendation and preference that all costs associated with the school zone for Sonrise Academy be paid for by Sonrise Academy. A motion was also included for the approval to proceed with the project using Phase I and II Plan. Jim Bishop seconded the recommendation and the motion passed unanimously.

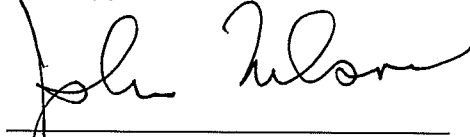
**NEW BUSINESS:**

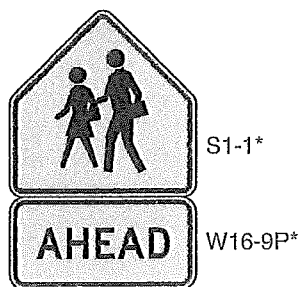
Jim Bishop expressed his, and his neighbor's, concerns regarding driving in slick conditions down Fremont Street towards Hwy 197. The bank on the right side of the road is steep and needs a guardrail. This is a County Road, so Chuck Covert said he will take Jim's concerns to the next county roads meeting.

There being no further business to come before the Commission, Chuck moved to adjourn. Frank seconded the motion and the motion passed unanimously.

Cindy Keever  
Administrative Secretary  
City of The Dalles

Final approval

  
\_\_\_\_\_  
John Nelson

**Figure 7B-6. In-Street Signs in School Areas****A - In advance of the school crossing**

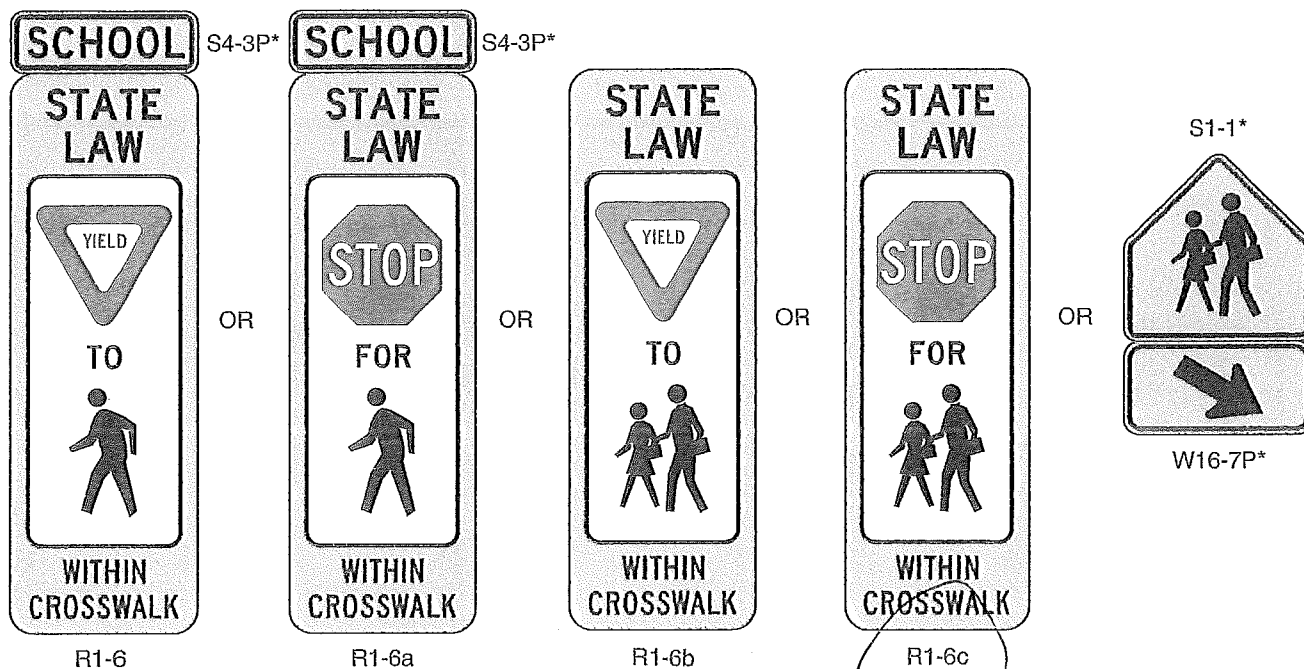
\* Reduced size signs:

S1-1 12 x 12 inches

S4-3P 12 x 4 inches

W16-7P 12 x 6 inches

W16-9P 12 x 6 inches

**B - At the school crossing**

Notes:

1. The use of the STATE LAW legend is optional on the R1-6 series signs (see Section 7B.12).
2. The use of the SCHOOL plaque above the R1-6 and R1-6a signs is optional.

**Section 7B.12 School Crossing Assembly****Standard:**

- 01 If used, the School Crossing assembly (see Figure 7B-1) shall be installed at the school crossing (see Figures 7B-4 and 7B-5), or as close to it as possible, and shall consist of a School (S1-1) sign supplemented with a diagonal downward pointing arrow (W16-7P) plaque to show the location of the crossing.
- 02 The School Crossing assembly shall not be used at crossings other than those adjacent to schools and those on established school pedestrian routes.
- 03 The School Crossing assembly shall not be installed on approaches controlled by a STOP or YIELD sign.

**Option:**

- 04 The In-Street Pedestrian Crossing (R1-6 or R1-6a) sign (see Section 2B.12 and Figure 7B-6) or the In-Street Schoolchildren Crossing (R1-6b or R1-6c) sign (see Figure 7B-6) may be used at unsignalized school crossings. If used at a school crossing, a 12 x 4-inch SCHOOL (S4-3P) plaque (see Figure 7B-6) may be mounted above the sign. The STATE LAW legend on the R1-6 series signs may be omitted.

Figure 7B-1. School Area Signs

School Advance  
Crossing Assembly

S1-1



W16-9P

OR



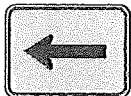
W16-2aP

OR



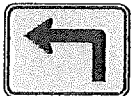
W16-2P

OR



W16-5P (optional)

OR



W16-6P (optional)

School Crossing  
Assembly

S1-1



W16-7P

## School Zone Sign



S1-1



S4-7P (optional)



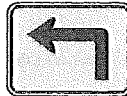
S4-3P (optional)

OR



W16-5P (optional)

OR



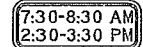
W16-6P (optional)

School Speed  
Limit Assembly

S4-3P

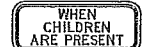


R2-1



S4-1P

OR



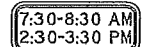
S4-2P

OR



S4-4P

OR



S4-1P



S4-6P



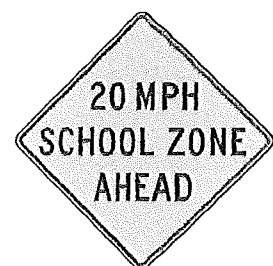
S3-1



S3-2



S4-5



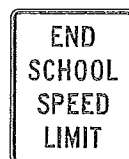
S4-5a



S5-1

R2-6P  
(optional)

S5-2



S5-3

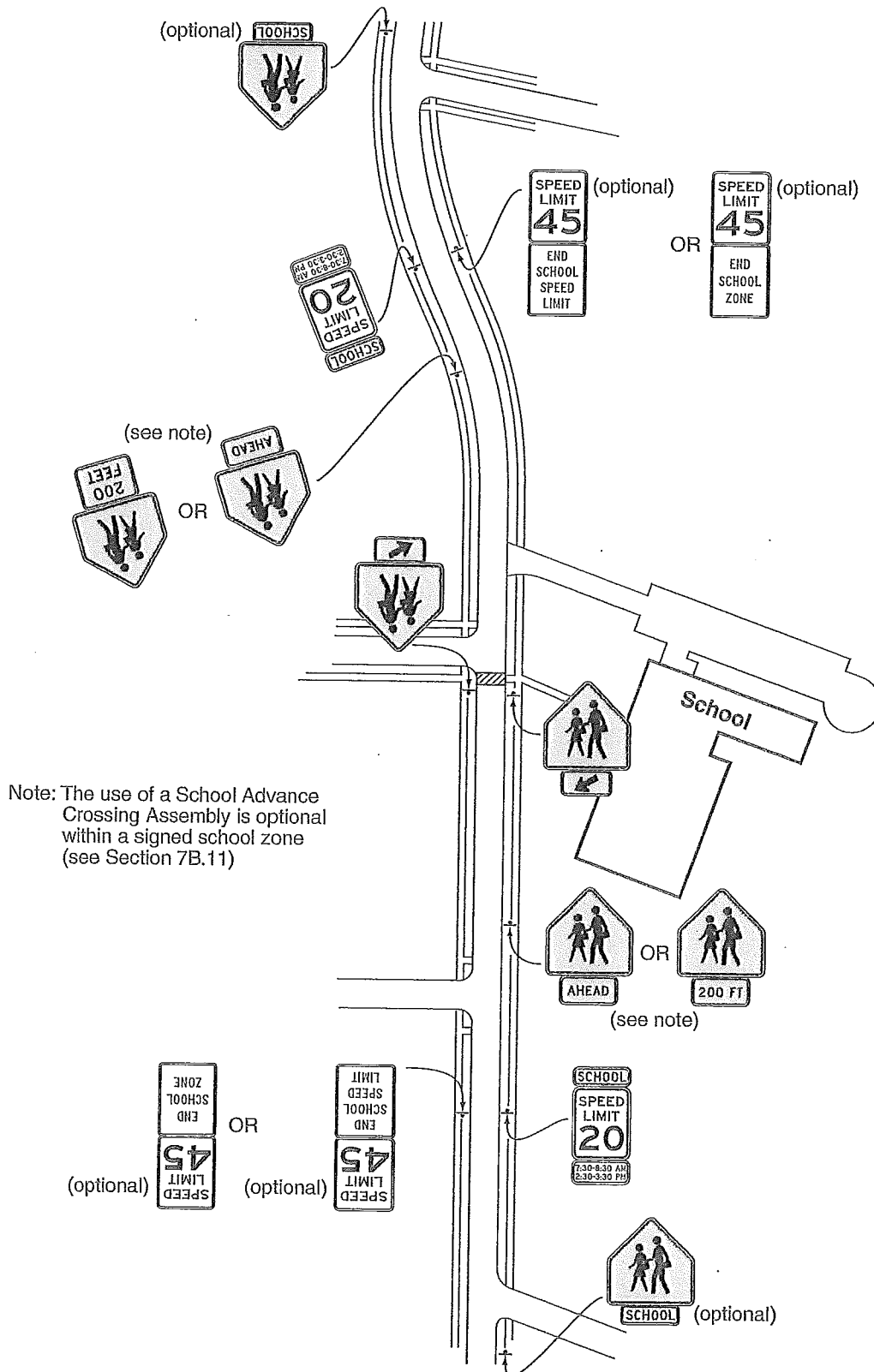


R2-10



R2-11

**Figure 7B-5. Example of Signing for a School Zone with a School Speed Limit and a School Crossing**



## TRAFFIC CONTROL DEVICE REQUEST

Name: <u>Beth Barber</u>	Date: <u>1-16-14</u>
Address: <u>P.W.</u>	
Daytime Phone: <u>506-2011</u>	
Representing (i.e., City Department, Business or Organization) <u>P.W., Traffic Safety</u>	
Current Device (if any) <u>standard school/zone signs / standard crosswalk signs</u>	
Device or amendment requested <u>new school crosswalk fluorescent signs</u> Cost: <u>\$310.00</u>	
Location <u>(2) on E 12th, 1 each on east side and west side of middle school</u>	
Reason for request <u>children crossing at 12th H street prior to and after school. To give more visual reference to the crosswalk potential. Simply adding (2) signs. NOT changing all zone signs</u>	
Traffic Safety Commission Review	
Approval <u>1-15-14</u>	Denial _____ Amend as attached _____
<u>Attach minutes of discussed item</u>	
Public Works Director Review	
Recommendation <u>Implement as described.</u>	
Comments _____	
Signature <u>R. Anderson</u>	Date <u>1/17/14</u>

### CITY MANAGER ACTION

Approval X Amend and Approve \_\_\_\_\_ Denial \_\_\_\_\_

Amendment or condition \_\_\_\_\_

Signature Nelson K. Young Date 1/20/2014

1/15/14

Russ Brown 903 E 14<sup>th</sup> St. T.D.  
Clay Smith 1363 W. 13<sup>th</sup> St. T.D.



## **Oregon TSC Survey 2013**

### **1) Please list some of your TSC's current needs;**

- A) Useable survey of the conditions around schools in order to develop safe walking and biking routes to school by making sure the signage is current and easily seen and painted crosswalks are in place and are bright and noticeable.
- B) Create a school zone around The Dalles High School that includes proper signage and painted crosswalk improvements.
- C) Tie in a safe route to school plan to an updated Bicycle Master Plan.
- D) Create better options to make pedestrian crosswalks in the downtown area a safer experience.
- E) Money to repair potholes thru out the City.
- F) To have the ability to analyze citizen complaints regarding traffic safety and street conditions by having equipment available that can measure traffic conditions and can create raw data that can be utilized.

### **2) Is your TSC aware of any concerns from local employers?**

- A) Local principals have voiced concerns about the speed of traffic in school zones especially near the Middle and High Schools and safe walking zones especially in the Chenoweth Elementary school zone.
- B) Downtown business owners have expressed concerns about traffic speed and lack of driver's awareness to pedestrian traffic.
- C) Overall lack of awareness that a Traffic Safety Committee even exists and is available to listen to and act upon citizen complaints.

### **3) Please identify any needs your TSC has related to training.**

- A) Creation of a manual which identifies and explains the acronyms that are commonly used by government agencies.
- B) Members expressed appreciation for past training opportunities that were provided by ACTS Oregon. There is a strong interest among members to have those training opportunities offered again. Is this something that Oregon Impact could offer? Specific idea for training were: Learning how other cities solve their traffic safety problems, New laws that are in effect and pending legislation, Vehicle safety, Bike safety, Pedestrian safety, New signage and Traffic signaling devices.
- C) Local training is needed regarding which governmental entity (City, County, State or Federal) is responsible for maintaining roads and streamline and simplify the process regarding ownership and responsibilities.

**4) Please indicate any specific projects you would like funded**

Increase of funding for road repair, especially for the repair of the degraded road bases.

**5) What brought you to be involved in your local TSC?**

Read a local advertisement asking for citizen involvement on the Traffic Safety Committee.

**6) What are some of the successes that the TSC has achieved?**

- A) Speed reduction on 10<sup>th</sup> Street, between Cherry Heights and Webber.
- B) Painting of bike lanes on Dry Hollow Road
- C) Construction of roundabout at the bottom of Brewery Grade on the east side of town.
- D) Redesign of the intersection at the top of Brewery Grade where 9<sup>th</sup> Street and Dry Hollow Road intersect with Brewery Grade.
- E) Sidewalk and pedestrian crosswalks and bump outs on Kelly Avenue between 10<sup>th</sup> and 12<sup>th</sup> Street.
- F) Narrowing and restriping of the drive lane where 2<sup>nd</sup> Street merges into Lincoln Street and where Lincoln intersects with 3<sup>rd</sup> Street.
- G) Repainting of lines, and additional signage to clarify the separation between the thru traffic merging left into 2<sup>nd</sup> Street and the right turn only lane function at Cherry Heights.
- H) The removal of street parking spaces near intersections to improvement visual site clearances at several places throughout the City.

**7) What are some of the things you have learned from being a part of the TSC?**

- A) A unique ability for the TSC to achieve results quickly because of good communication between the Public Works Department and the Traffic Safety Commission.
- B) Experience the ongoing partnership and cooperation between the Traffic Safety Commission, the Public Works Department, the Police Department, the Planning Department, a City Council representative and the City Manager in order to respond to public needs in a timely manner.

**8) Is there anything else that you would like to share with others whether members of a similar committee, or citizens looking to help make their community safer?**

People that have concerns and are bringing both the problem and their ideas for possible solutions to the Traffic Safety Commission come away from the meetings feeling more involved, more informed and with a better understanding of the governmental process.

Respectfully submitted by

John Nelson