

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

AGENDA
TRAFFIC SAFETY COMMISSION
DECEMBER 17, 2014

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF MINUTES - November 19, 2014
- IV. PUBLIC COMMENT
- V. AUDIENCE PARTICIPATION OR PRESENTATIONS
- VI. OLD BUSINESS
- VII. NEW BUSINESS
 - A. Request for Allowing Long Boards on City Streets and/or Sidewalks
- VIII. ADJOURNMENT

TRAFFIC SAFETY COMMISSION

December 17, 2014

COMMISSION PRESENT: John Nelson, Fred Davis, Frank Pyles, Mike Kilkenny,
Chuck Covert and Donna Lawrence

ABSENT MEMBERS: Jim Bishop

STAFF PRESENT: Dale McCabe – City Engineer, Bill Barrier – Transportation
Manager, Jay Waterbury – Police Chief, Dawn Marie Hert –
Senior Planner, Tim McGlothlin – Council Representative
and Cindy Keever – Administrative Secretary

PUBLIC PRESENT: Alexis Keilman, Damon Spangle, Brian Goodwin and Jerry
Johnson

Chuck Covert made a motion to approve the minutes as written. Mike Kilkenny seconded the motion and the motion passed unanimously.

PUBLIC COMMENT/AUDIENCE PARTICIPATION/PRESENTATIONS:

Alexis Keilman and Damon Spangle distributed handouts from a Power Point presentation explaining why they think longboards should be allowed on the streets (similar to bike traffic) and how the City's ordinance could be worded (similarly to the Portland ordinance) to allow for longboards on the streets.

Some of the items Alexis discussed were: 1) Longboards can't be used to do tricks 2) Crashing isn't as likely (as when using a skateboard) if it is done in a safe environment 3) Longboard riders must abide by the traffic rules 4) Longboards can't be ridden after dark 5) Riding would only start after 7:00a because of the noise they make (follow curfew hours for noise ordinance) 6) Riders would wear some type of light to make themselves more visible 7) Summer is basically the only time to ride because of sanding gravel on edge of road

A discussion was held regarding how the message could get to the longboard riders that they must obey the laws, the importance of wearing a helmet and the need to police themselves so rules are followed. Chief Waterbury said our City ordinance needs a better definition of what a longboard is. Members agreed their biggest concerns were for the safety of both the riders and the drivers of vehicles. It was suggested that members continue to monitor the longboard issues and solutions in the Portland area which could then possibly be adapted to The Dalles ordinance at a later time.

Chuck Covert made a motion to deny the request to change the ordinance to allow longboard riders in The Dalles to ride in the street (currently the ordinance allows for the use of longboards on the sidewalks, except in the downtown area). Donna Lawrence seconded the motion and the motion passed unanimously.

OLD BUSINESS:

1) Tree Trimming

The question was asked if the trees were trimmed on Court Street just below the library, as it did not appear they had been trimmed. Bill Barrier thought they had been trimmed, but said he would double check and let the group know at the next meeting.

2) Speed Signs on 4th Street

Chief Waterbury checked 4th Street for adequate 20 mph signs and reported all necessary signs are in place.

3) Signage for Mill Creek Bridge

Bill reported Public Works will be adding additional truck signage regarding the Mill Creek Bridge on 6th Street. Additional signs will be installed at Trevitt and 3rd Place and on Mt. Hood and 6th.

4) School Zone Signs near Sunrise Academy

Fred Davis let the group know he had emailed Sunrise Academy informing them of their options.

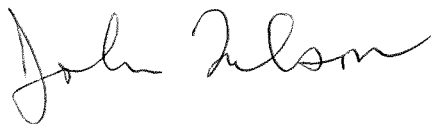
NEW BUSINESS:

None.

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

Cindy Keever
Administrative Secretary
City of The Dalles

Final approval



John Nelson



CITY OF THE DALLES
Department of Public Works
1215 West First Street
The Dalles, Oregon 97058

January 21, 2015

Dear Alexis –

Thank you for your research and participation in the City's request for more information regarding changing the City's ordinance to allow longboards to be used on area streets.

The Traffic Safety Commission listened to your ideas and appreciated your thoroughness but chose to keep the current ordinance "as is" by a unanimous vote. The sentiment that was raised repeatedly was the safety factor for the people riding the longboards and the drivers who may interact with them and the concern that the riders will not obey the traffic rules and could potentially cause a tragic accident.

We appreciated your taking the time to visit our meeting.

Please let me know if you should have any other questions.

Thank you.

Bill Barrier
City of The Dalles Support Staff for
Traffic Safety Commission

Public
Present

TSC - 12/17/14

Jerry Johnson 296-5049

Brian Goodwin 296-4232

Damon Spangle 509-250-3199

Alexis Keilman 541-980-3012 - get mailing

The Dallas Ordinance

Section II. Sleds or Skates on Streets.

A. The use of rollerskates or in-line skates shall be governed by the provisions of subparagraph (C) of this section. No person shall use skis, toboggans, sleds, skateboards, or any such similar device under the following circumstances:

I. For traveling on the streets within the city limits, at any time.

2. For traveling upon any sidewalk, public parking lot, or other public property owned or controlled by the City during the hours of darkness, which shall be defined as the time between one-half hour after sunset until one-half hour before sunrise.
3. For traveling on the streets, sidewalks, public parking lots, or other public property owned or controlled by the City within an area located within the Central Business Zone, described by the following boundaries, on both sides of the street:

First Street - from Liberty to Taylor

Second Street - from Lincoln to the centerline of the Boat Basin overpass at milepost 85

Third Street - from Lincoln to the centerline of the Boat Basin overpass at milepost 85

Fourth Street - from Lincoln to Madison

[Subsection 3 amended by Ordinance No. 10-1304, adopted June 14, 2010]

4. Traveling in a manner which endangers persons or property.
5. For traveling upon that portion of Union Street, including the street and sidewalks within the public right-of-way, extending north from the Union Pacific Railroad tracks adjacent to First Street, to and through the Union Street Undercrossing, and including the walking, sitting, and wall areas within the promenade area of the Union Street Undercrossing, excluding the asphalt portion of the Riverfront Trail adjacent to the Union Street Undercrossing. [added by Ordinance 03-1250 adopted by City Council and approved by the Mayor December 8, 2004.]
6. For traveling upon the center island of the roundabout located at East Second Street and Brewery Grade. [added by Ordinance No. 10-1304 adopted by City Council June 14, 2010.]

Persons utilizing skis, toboggans, sleds, skateboards, or any such similar device, shall be considered pedestrians for purposes of this ordinance. Persons using such devices must yield the right of way to other pedestrians.

Any person who uses rollerskates or in-line skates to travel upon a public way or street, or upon a sidewalk, shall comply with the rules and regulations for the operation of bicycles set forth in ORS 814.400 to 814.440, and 814.480, as now

03 Traffic control signals are often considered a panacea for all traffic problems at intersections. This belief has led to traffic control signals being installed at many locations where they are not needed, adversely affecting the safety and efficiency of vehicular, bicycle, and pedestrian traffic.

04 Traffic control signals, even when justified by traffic and roadway conditions, can be ill-designed, ineffectively placed, improperly operated, or poorly maintained. Improper or unjustified traffic control signals can result in one or more of the following disadvantages:

- ✗ A. Excessive delay,
- B. Excessive disobedience of the signal indications,
- ✗ C. Increased use of less adequate routes as road users attempt to avoid the traffic control signals, and
- D. Significant increases in the frequency of collisions (especially rear-end collisions).

Section 4B.04 Alternatives to Traffic Control Signals

Guidance:

01 *Since vehicular delay and the frequency of some types of crashes are sometimes greater under traffic signal control than under STOP sign control, consideration should be given to providing alternatives to traffic control signals even if one or more of the signal warrants has been satisfied.*

Option:

02 These alternatives may include, but are not limited to, the following:

- A. Installing signs along the major street to warn road users approaching the intersection;
- B. Relocating the stop line(s) and making other changes to improve the sight distance at the intersection;
- C. Installing measures designed to reduce speeds on the approaches;
- D. Installing a flashing beacon at the intersection to supplement STOP sign control;
- E. Installing flashing beacons on warning signs in advance of a STOP sign controlled intersection on major and/or minor-street approaches;
- F. Adding one or more lanes on a minor-street approach to reduce the number of vehicles per lane on the approach;
- G. Revising the geometrics at the intersection to channelize vehicular movements and reduce the time required for a vehicle to complete a movement, which could also assist pedestrians;
- H. Revising the geometrics at the intersection to add pedestrian median refuge islands and/or curb extensions;
- I. Installing roadway lighting if a disproportionate number of crashes occur at night;
- J. Restricting one or more turning movements, perhaps on a time-of-day basis, if alternate routes are available;
- K. If the warrant is satisfied, installing multi-way STOP sign control;
- L. Installing a pedestrian hybrid beacon (see Chapter 4F) or In-Roadway Warning Lights (see Chapter 4N) if pedestrian safety is the major concern;
- M. Installing a roundabout; and
- N. Employing other alternatives, depending on conditions at the intersection.

Section 4B.05 Adequate Roadway Capacity

Support:

01 The delays inherent in the alternating assignment of right-of-way at intersections controlled by traffic control signals can frequently be reduced by widening the major roadway, the minor roadway, or both roadways. Widening the minor roadway often benefits the operations on the major roadway, because it reduces the green time that must be assigned to minor-roadway traffic. In urban areas, the effect of widening can be achieved by eliminating parking on intersection approaches. It is desirable to have at least two lanes for moving traffic on each approach to a signalized location. Additional width on the departure side of the intersection, as well as on the approach side, will sometimes be needed to clear traffic through the intersection effectively.

Guidance:

02 *Adequate roadway capacity should be provided at a signalized location. Before an intersection is widened, the additional green time pedestrians need to cross the widened roadways should be considered to determine if it will exceed the green time saved through improved vehicular flow.*

03 *Other methods of increasing the roadway capacity at signalized locations that do not involve roadway widening, such as revisions to the pavement markings and the careful evaluation of proper lane-use assignments (including varying the lane use by time of day), should be considered where appropriate. Such consideration should include evaluation of any impacts that changes to pavement markings and lane assignments will have on bicycle travel.*

CHAPTER 4B. TRAFFIC CONTROL SIGNALS—GENERAL

Section 4B.01 General

Support:

- 01 Words such as pedestrians and bicyclists are used redundantly in selected Sections of Part 4 to encourage sensitivity to these elements of "traffic."
- 02 Standards for traffic control signals are important because traffic control signals need to attract the attention of a variety of road users, including those who are older, those with impaired vision, as well as those who are fatigued or distracted, or who are not expecting to encounter a signal at a particular location.

Section 4B.02 Basis of Installation or Removal of Traffic Control Signals

Guidance:

- 01 *The selection and use of traffic control signals should be based on an engineering study of roadway, traffic, and other conditions.*

Support:

- 02 A careful analysis of traffic operations, pedestrian and bicyclist needs, and other factors at a large number of signalized and unsignalized locations, coupled with engineering judgment, has provided a series of signal warrants, described in Chapter 4C, that define the minimum conditions under which installing traffic control signals might be justified.

Guidance:

- 03 *Engineering judgment should be applied in the review of operating traffic control signals to determine whether the type of installation and the timing program meet the current requirements of all forms of traffic.*
- 04 *If changes in traffic patterns eliminate the need for a traffic control signal, consideration should be given to removing it and replacing it with appropriate alternative traffic control devices, if any are needed.*
- 05 *If the engineering study indicates that the traffic control signal is no longer justified, and a decision is made to remove the signal, removal should be accomplished using the following steps:*
- A. *Determine the appropriate traffic control to be used after removal of the signal.*
 - B. *Remove any sight-distance restrictions as necessary.*
 - C. *Inform the public of the removal study.*
 - D. *Flash or cover the signal heads for a minimum of 90 days, and install the appropriate stop control or other traffic control devices.*
 - E. *Remove the signal if the engineering data collected during the removal study period confirms that the signal is no longer needed.*

Option:

- 06 Because Items C, D, and E in Paragraph 5 are not relevant when a temporary traffic control signal (see Section 4D.32) is removed, a temporary traffic control signal may be removed immediately after Items A and B are completed.
- 07 Instead of total removal of a traffic control signal, the poles, controller cabinet, and cables may remain in place after removal of the signal heads for continued analysis.

Section 4B.03 Advantages and Disadvantages of Traffic Control Signals

Support:

- 01 When properly used, traffic control signals are valuable devices for the control of vehicular and pedestrian traffic. They assign the right-of-way to the various traffic movements and thereby profoundly influence traffic flow.
- 02 Traffic control signals that are properly designed, located, operated, and maintained will have one or more of the following advantages:
- A. They provide for the orderly movement of traffic.
 - B. They increase the traffic-handling capacity of the intersection if:
 1. Proper physical layouts and control measures are used, and
 2. The signal operational parameters are reviewed and updated (if needed) on a regular basis (as engineering judgment determines that significant traffic flow and/or land use changes have occurred) to maximize the ability of the traffic control signal to satisfy current traffic demands.
 - C. They reduce the frequency and severity of certain types of crashes, especially right-angle collisions.
 - D. They are coordinated to provide for continuous or nearly continuous movement of traffic at a definite speed along a given route under favorable conditions.
 - E. They are used to interrupt heavy traffic at intervals to permit other traffic, vehicular or pedestrian, to cross.

PART 1

GENERAL

CHAPTER 1A. GENERAL

Section 1A.01 Purpose of Traffic Control Devices

Support:

- 01 The purpose of traffic control devices, as well as the principles for their use, is to promote highway safety and efficiency by providing for the orderly movement of all road users on streets, highways, bikeways, and private roads open to public travel throughout the Nation.
- 02 Traffic control devices notify road users of regulations and provide warning and guidance needed for the uniform and efficient operation of all elements of the traffic stream in a manner intended to minimize the occurrences of crashes.

Standard:

- 03 **Traffic control devices or their supports shall not bear any advertising message or any other message that is not related to traffic control.**

Support:

- 04 Tourist-oriented directional signs and Specific Service signs are not considered advertising; rather, they are classified as motorist service signs.

Section 1A.02 Principles of Traffic Control Devices

Support:

- 01 This Manual contains the basic principles that govern the design and use of traffic control devices for all streets, highways, bikeways, and private roads open to public travel (see definition in Section 1A.13) regardless of type or class or the public agency, official, or owner having jurisdiction. This Manual's text specifies the restriction on the use of a device if it is intended for limited application or for a specific system. It is important that these principles be given primary consideration in the selection and application of each device.

Guidance:

- 02 *To be effective, a traffic control device should meet five basic requirements:*
- A. *Fulfill a need;*
 - B. *Command attention;*
 - C. *Convey a clear, simple meaning;*
 - D. *Command respect from road users; and*
 - E. *Give adequate time for proper response.*
- 03 *Design, placement, operation, maintenance, and uniformity are aspects that should be carefully considered in order to maximize the ability of a traffic control device to meet the five requirements listed in the previous paragraph. Vehicle speed should be carefully considered as an element that governs the design, operation, placement, and location of various traffic control devices.*

Support:

- 04 The definition of the word "speed" varies depending on its use. The definitions of specific speed terms are contained in Section 1A.13.

Guidance:

- 05 *The actions required of road users to obey regulatory devices should be specified by State statute, or in cases not covered by State statute, by local ordinance or resolution. Such statutes, ordinances, and resolutions should be consistent with the "Uniform Vehicle Code" (see Section 1A.11).*
- 06 *The proper use of traffic control devices should provide the reasonable and prudent road user with the information necessary to efficiently and lawfully use the streets, highways, pedestrian facilities, and bikeways.*

Support:

- 07 Uniformity of the meaning of traffic control devices is vital to their effectiveness. The meanings ascribed to devices in this Manual are in general accord with the publications mentioned in Section 1A.11.

Section 1A.03 Design of Traffic Control Devices

Guidance:

- 01 *Devices should be designed so that features such as size, shape, color, composition, lighting or retroreflection, and contrast are combined to draw attention to the devices; that size, shape, color, and simplicity of message combine to produce a clear meaning; that legibility and size combine with placement to permit adequate time for response; and that uniformity, size, legibility, and reasonableness of the message combine to command respect.*
- 02 *Aspects of a device's standard design should be modified only if there is a demonstrated need.*

Changed Ordinance

Section II. Sleds or Skates on Streets.

A. The use of rollerskates or in-line skates shall be governed by the provisions of subparagraph (C) of this section. No person shall use skis, toboggans, sleds, skateboards (**with the exception of longboards: which are defined as a longer version of the skateboard used for cruising**), or any such similar device under the following circumstances:

- I. For traveling on the streets within the city limits, at any time.
2. For traveling upon any sidewalk, public parking lot, or other public property owned or controlled by the City during the hours of darkness, which shall be defined as the time between one-half hour after sunset until one-half hour before sunrise.
3. For traveling on the streets, sidewalks, public parking lots, or other public property owned or controlled by the City within an area located within the Central Business Zone, described by the following boundaries, on both sides of the street:

6-7.11 City of The Dalles Ordinances 6-7.12

First Street - from Liberty to Taylor

Second Street - from Lincoln to the centerline of the Boat Basin overpass at milepost 85

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Fourth Street - from Lincoln to Madison

[Subsection 3 amended by Ordinance No. 10-1304, adopted June 14, 2010]

4. Traveling in a manner which endangers persons or property.
5. For traveling upon that portion of Union Street, including the street and sidewalks within the public right-of-way, extending north from the Union Pacific Railroad tracks adjacent to First Street, to and through the Union Street Undercrossing, and including the walking, sitting, and wall areas within the promenade area of the Union Street Undercrossing, excluding the asphalt portion of the Riverfront Trail adjacent to the Union Street Undercrossing. [added by Ordinance 03-1250 adopted by City Council and approved by the Mayor December 8, 2004.]
6. For traveling upon the center island of the roundabout located at East Second Street and Brewery Grade. [added by Ordinance No. 10-1304 adopted by City Council June 14, 2010.]

B. Persons utilizing skis, toboggans, sleds, skateboards, **with the exception of longboards**, or any such similar device,

shall be considered pedestrians for purposes of this ordinance. Persons using such devices must yield the right of way to other pedestrians.

C. Any person who uses rollerskates or in-line skates to travel upon a public way or street, or upon a sidewalk, shall comply with the rules and regulations for the operation of bicycles set forth in ORS 814.400 to 814.440, and 814.480, as now constituted. A violation of these statutory provisions shall be considered a violation of the City of The Dalles Uniform Traffic Ordinance.

- I. No person shall use rollerskates or in-line skates for traveling, upon any public way or street, sidewalk, public parking lot, or other public property owned or controlled by the City during the hours of darkness, which shall

constituted. A violation of these statutory provisions shall be considered a violation of the City of The Dalles Uniform Traffic Ordinance.

1. No person shall use rollerskates or in-line skates for traveling, upon any public way or street, sidewalk, public parking lot, or other public property owned or controlled by the City during the hours of darkness, which shall be defined as the time between one-half hour after sunset until one-half hour before sunrise.

2. No person shall use rollerskates or in-line skates for traveling in a manner which endangers pedestrians, motor vehicles, or other persons or property.

Muxis

Portland Skateboarding Laws

Portland is one of the few cities that recognizes skateboarders as cyclists (in the eyes of the law) and has given

them equal rights. We are allowed to skateboard on nearly every street and sidewalk in the city, but there are

a few specific laws pertaining to skateboarding that we must acknowledge and follow.

No skating after 10pm (*on specific roads in the Arlington Heights Neighborhood)

- Due to visibility and the sound levels created by skateboards, we determined that no skating after 10pm on specific roads would be fair. As much as we'd like to think we can be quiet and stealthy, skateboards do create an amount of sound that is past the level allowed in a residential neighborhood after 10pm. *If a skateboarder is on one of these roads from the hours of 10pm-7am they will receive a \$115 fine.*

*The roads include the following: 1. SW Fairview Boulevard between SW Knights Boulevard and SW Kingston Avenue; 2. SW Kingston Avenue between SW Tichner Drive and the Washington Park entrance; 3. SW Tichner Drive between SW Kingston Avenue and SW Marconi Avenue; 4. SW Marconi Avenue; 5. SW Park Place between SW Marconi Avenue and SW Wright Avenue; 6. SW Lafayette Place; 7. SW Hampshire Street between SW Lafayette Place and SW Champlain Drive; 8. SW Champlain Drive between SW Hampshire Street and SW Rutland Terrace; 9. SW Rutland Terrace; and 10. West Burnside Street from Skyline Boulevard to SW Vista Avenue.

(For those of you who are unfamiliar with the street names, this covers all the Zoobomb routes)

Obey all traffic laws

- This means no speeding, blowing stop signs, going in the on-coming lane, making illegal passes, skating in large groups, etc... Basically, if you wouldn't do it in a car, don't do it on your skateboard. Before, skateboarders were in a grey-area legally and the fines related to traffic violations were minimal (\$25 or so) but now that has been changed so that skateboards are the same as bicycles; which means the fines have been increased. So if you blow a stop sign you can get a \$250+ fine.

If you are under the age of 16 you must wear a helmet

- Helmets are a great idea so everybody should wear them. But legally, you are required to wear one when you are 16 and under or you get a \$25 ticket (just like bikes).

If you are going under the speed limit you must yield the right-of-way to vehicles approaching from the rear.

- If you are holding up traffic move to the side of the road or shoulder and let them go around you. There is no point in pissing off the other road users behind you by going really slow and taking up the whole lane. Share the road (or get a \$115 fine).

No skitching

- Don't grab onto cars and don't let people grab onto your car. It's dumb and you can get a \$115 fine.

Wear lights when skating at night or early morning (times of limited visibility)

- You need a white light in front (visible up to 500ft.) and a red light or red reflective material in back (also visible up to 600ft.). And just like cyclist, you can get a \$115 fine for not having proper lights at night.

No skating on the sidewalks in downtown Portland and no skating on sidewalks/streets in the bus mall and park blocks

- And like most of the other aspects of the ordinance there is a \$115 fine attached with this one.

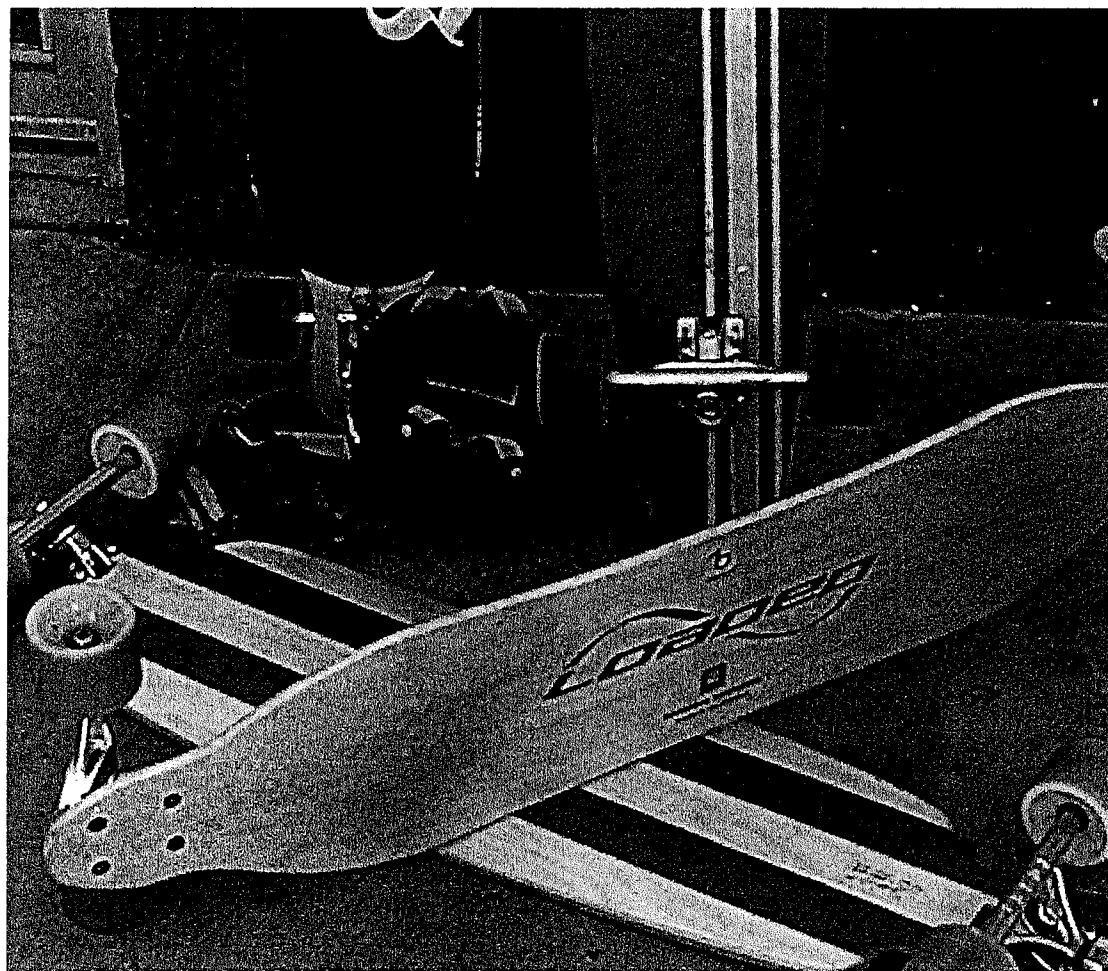
be defined as the time between one-half hour after sunset until one-half hour before sunrise.

6-7.11 City of The Dalles Ordinances 6-7.15

2. No person shall use rollerskates or in-line skates for traveling in a manner which endangers pedestrians, motor vehicles, or other persons or property.

12

Thank You for watching



The good

- Fun transportation
- Eco friendly
- Good exercise
- Wont do tricks

But there is a long list of reasons why
it's a lot more dangerous than the
road.

- Gravel gets pushed into the bike lane
- Bike wheels are a lot bigger and can roll over them
- Longboard wheels are smaller and can not
- Plus we only have a few bike lanes

Such as this!



4

Longboarding is a very good way to get around its not meant for doing tricks.



2

Longboarding and skateboarding are two completely different things.



Bicycle Interest Group Meeting Notes:
December 11, 2014

Attending:

Daniel Hunter, City of The Dalles
Clay Smith, North Wasco County PUD
Katy Young, Riverfront Trail
Matthew Klebes, Main Street
Andy Knight, The Dalles Chamber of Commerce

Review of the Agenda

It was again discussed that the change in meeting day may have contributed to the reduced number of those in attendance. A few of those in attendance asked if having the meetings was still relevant given there are committees currently and under development that meet the same goals. Daniel told those in attendance he would discuss the matter with Mayor Lawrence and send the group an email with any update.

It was discussed that we expect to hear from Cycle Oregon on our grant application before Christmas. That grant would provide funding for bike racks, bike lockers and wayfinding.

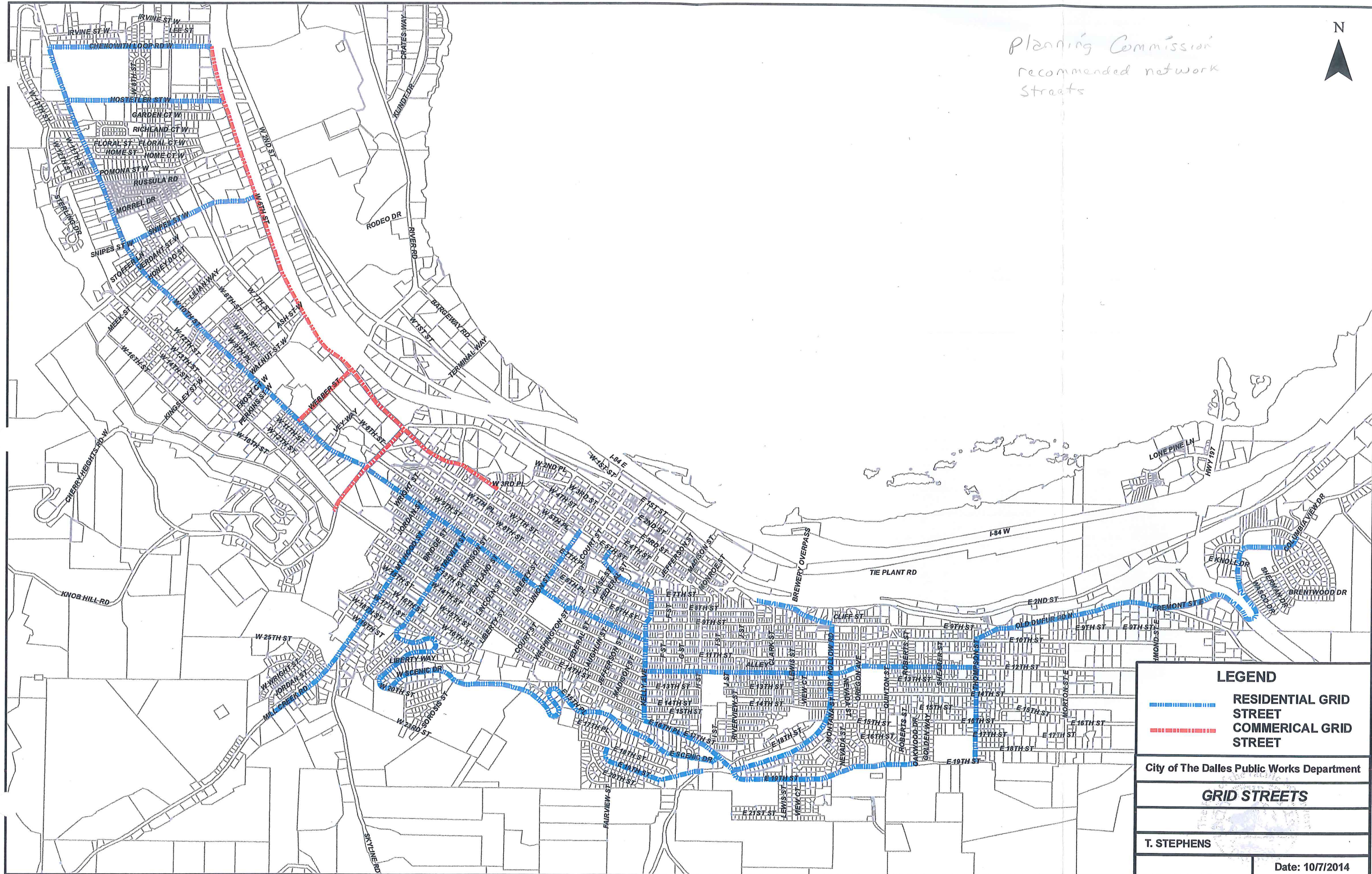
We briefly discussed possible bike locker locations. Daniel made the point that, during the Gorge Hub Working Group meeting the usefulness of having lockers at the Hub was questioned. Alternatives discussed at the bicycle group meeting were the lot near St. Peters, the Park & ride lot at the East end and the Granada Block parking facility if it is built.



The issue of longboard use downtown was briefly discussed. The group discussed options and potential effects of longboard use. Matthew mentioned snowboard tethers attached to the riders leg that prevent uncontrolled separation of rider and board. The group also discussed having longboard riders use bike lanes. Clay and Katy, both avid bicycle riders, stated they would not mind sharing the lanes.

Clay Smith expressed interest in serving on the City Bicycle Plan Advisory Committee.

The meeting adjourned

Planning Commission
recommended network
streets



LEGEND	
	RESIDENTIAL GRID STREET
	COMMERICAL GRID STREET
City of The Dalles Public Works Department	
GRID STREETS	
T. STEPHENS	
Date: 10/7/2014	