

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  
DECEMBER 20, 2017

- I. CALL TO ORDER
- II. APPROVAL OF MINUTES – November 15, 2017
- III. PUBLIC COMMENT
- IV. OLD BUSINESS
  - A) Status of No Left Turn Sign on Washington onto 6<sup>th</sup> Place (alley) and No Left Turn Sign on 6<sup>th</sup> Place onto Washington - Harrell
  - B) 7<sup>th</sup> & Pomona – Site Visibility Issues Status
- V. NEW BUSINESS
  - A) 10<sup>th</sup> & “I” Street – Visibility Issues - Lawrence
  - B) Request to Make 10<sup>th</sup> & Thompson a 4-Way Stop - Harrell
- VI. ADJOURNMENT

TRAFFIC SAFETY COMMISSION  
December 20, 2017

COMMISSION PRESENT: Frank Pyles, Fred Davis, Mike Kilkenny, Brent Bybee and Michael Holloran

ABSENT MEMBERS: Donna Lawrence and vacant position

STAFF PRESENT: Dale McCabe – City Engineer, Russ Brown – Council Representative, Chris Harrell – Transportation Manager, Jeff Kienlen – City Police and Cindy Keever – Administrative Secretary

PUBLIC PRESENT: none

Michael Holloran made a motion to approve the November minutes. Mike Kilkenny seconded the motion and the motion passed unanimously.

**PUBLIC COMMENT**

None

**OLD BUSINESS:**

1) Status of No Left Turn on Washington onto 6<sup>th</sup> Place (alley) and No Left Turn on 6<sup>th</sup> Place (alley) onto Washington

Chris Harrell told the Commission orange flags will be installed at the top of the newly installed signs which should alert drivers of new signs.

2) 7<sup>th</sup> & Pomona – Site Visibility Issues Status

Short discussion was held regarding reminder that Codes Enforcement had been notified and no further action was needed at this time.

**NEW BUSINESS:**

A) 10<sup>th</sup> & I Street – Visibility Issue

Members were not sure of the exact problem because issue was brought to commission member Donna Lawrence and she was absent from the December meeting. Discussion was held and Dale McCabe said the SW corner of the intersection has some pine bushes that could be causing a problem. Other possibilities causing problems could be the retaining wall on the SW corner and the intersection is on an incline too. The need to stop then proceed forward with caution was suggested but item will be forwarded to the January meeting in case other unknown issues are being experienced.

B) Request to Make 10<sup>th</sup> & Thompson a 4-Way Stop

Chris Harrell received a call from a citizen concerned about the danger at the intersection and requesting a 4-way stop. Dale showed a map of the area and talked about the suggestions from the Transportation Study Plan and the alternative plan that was chosen which includes

improvements for pedestrian and bicycles. According to the TSP nothing will happen to this intersection until 19<sup>th</sup> Street is punched through to the hospital.

C) Availability of Parking in the Downtown

A discussion was held regarding parking in the downtown area. Second Street specifically does not have "T" and "L" striping for the cars. Some people like that while others feel it wastes space. No perfect solution. A couple areas were also mentioned to the Transportation Manager that need freshened up with paint.

D) Blue Zone Group

The Blue Zone Group and what it means to The Dalles was discussed. Dale explained his role in the group and said at this time they have two marquee projects. 1) Mill Creek Trail and 2) 19<sup>th</sup> & Dry Hollow Intersection. These are preliminary discussions and things could change before plans are solidified.

E) West 2<sup>nd</sup> Street Utility Improvement Project

Dale gave a brief description of the upcoming project. Project will be on W 2<sup>nd</sup> Street between Webber and Hostetler Street and will commence the first part of January with the completion projected by the end of this coming June.

There being no further business to come before the Commission, Fred Davis moved to adjourn. Mike Kilkenny seconded the motion and the motion passed unanimously.

Cindy Keever  
Administrative Secretary  
City of The Dalles Public Works

Final approval

  
Frank Pyles

*Considerations: Consideration should be given to the potential for queue spillback into the upstream intersections of Bret Clodfelter Way and the westbound I-84 off ramp in the near- and mid-term. Currently, there is approximately 300 feet and 500 feet between the intersections, respectively.*

## Intersection Realignment

Several intersections within The Dalles have skewed approach geometry, which has been correlated to increased crash potential. The following locations have unique geometry that could be considered for realignment.

### ***Project I-6: Intersection Improvements at Thompson Street/East 10<sup>th</sup> Street/Old Dufur Road***

This intersection (Intersection #27) does not exceed the City or ODOT's operational standard but was identified as an issue via community feedback. The skew at this intersection creates sight distance issues for drivers facing westbound when approaching the intersection from East 10<sup>th</sup> Street or Old Dufur Road. The existing configuration includes stop sign control on the northbound Thompson Street and westbound East 10<sup>th</sup> Street approaches.

The following alternatives could improve operations and safety at this intersection:

- a) Realign the westbound Old Dufur Road approach to intersect E 10th Street at a 90-degree angle, creating two off-set "T" intersections, as shown in Figure 5-4.
- b) Construct two mini roundabouts, as shown in Figure 5-5.
- c) Construct an off-set "T" intersection and a mini-roundabout, as shown in Figure 5-6.
- d) Conversion of the TWSC variation to an all-way stop-control (AWSC) configuration with new sidewalks and crossing treatments.

### ***Alternatives Evaluation and Recommendation***

This intersection was identified to be an issue for all roadway users (vehicles, pedestrians, and bicyclists) due to a lack of sidewalks, crosswalks, and sight distance. Two alternatives were initially discussed at this location with the TAC/PAC. The first included two offset T-intersections. The second included two roundabouts. Based on PAC/TAC feedback, it was suggested to create an additional concept that is a hybrid of the two concepts. This would include an offset T-intersection along the Thompson Street approach with Old Dufur Road and the east leg of East 10<sup>th</sup> Street tying into a roundabout, as illustrated in Figure 5-6. Table 5-11 summarizes the evaluation criteria for each alternative.



**Table 5-11. Project I-6 Evaluation Criteria Summary**

Project ID	Evaluation Criteria Score by Goal				Total Score
	Goal 1: Safety and Mobility	Goal 2: Multimodal Options	Goal 3: Integration	Goal 4: Economic Development	
Alternative I-6a (two off-set "T" intersections)	4	1	1	0	6
Alternative I-6b (two mini roundabouts)	10	4	1	1	16
Alternative I-6c (Hybrid of Alternatives I-6a and I-6b)	8	4	1	1	14
Alternative I-d (AWSC)	4	3	1	0	8

*Recommendation: Based on the evaluation criteria and public input, the hybrid concept that includes an offset T-intersection and a roundabout is the preferred alternative.*

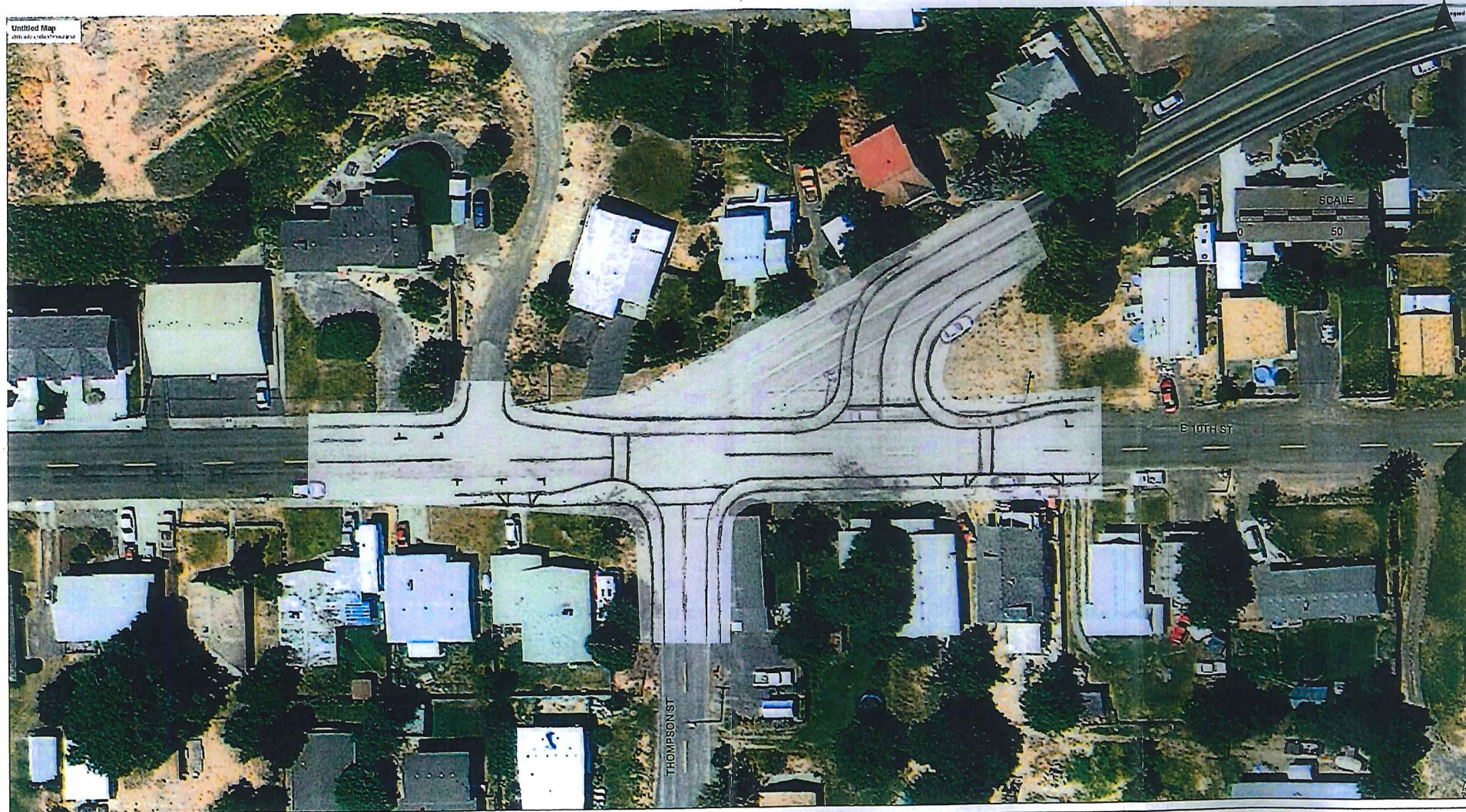
*The concept provides sidewalks, defined crossings for pedestrians, improves sight distance, and will help slow speeds making it more comfortable for bicyclists. This refined concept should be considered as a short-term to medium-term priority project.*

**Table 6-6. Intersection Improvements**

Map ID	Location	Project Type	Project Description	Cost Estimate	Estimated City Contribution*	Priority	Potential Funding Source			
							ODOT	City	Private	County
I-1	US 197/US 30	Intersection, Operations	Install a roundabout to address both safety and operational issues. The selection and design of the roundabout should consider the truck traffic that currently uses this route to gain momentum when traveling uphill on US 197 towards the landfill. A right-turn bypass lane from the west to south leg may assist trucks in maintaining momentum. <i>(Also shown as project S-1.)</i>	\$2.0 to \$2.5 million	\$250,000	High	✓			
I-2	US 197/Fremont Street/ Columbia View Drive	Intersection, Operations	Install sign upgrades, rumble strips, and dynamic message signage to manage speeds and provide advance warning of the intersection.	\$20,000	\$5,000	High	✓	✓		
			In the longer term, install an overpass while converting existing intersections to right-in, right-out. <i>(Also shown as S-2.)</i>	\$9,955,000	\$1,100,000	High	✓	✓		
I-3	US 197/ I-84 EB Ramps	Intersection, Operations	Install a minimal traffic signal to increase capacity. <i>(Also related to Safety projects S-8 and S-9.)</i>	\$1.25 to \$1.5 million	\$150,000	High	✓			
I-4	US 197/ Lone Pine Boulevard	Intersection, Operations	Construct single-lane roundabout.	\$1.5 to \$2.0 million	--	Low/Development Driven			✓	
I-6	Thompson St/E 10 <sup>th</sup> St/ Old Dufur Road	Intersection, Realignment	Convert the existing intersection to an off-set "T" and a mini-roundabout. This project should be completed in conjunction with or prior to project R-1, the E 19 <sup>th</sup> Street extension.	\$130,000	\$130,000	High		✓		
I-7	E 2 <sup>nd</sup> St/US 30	Intersection, Realignment	Realign this intersection into a more traditional T-intersection.	\$100,000	--	Low	✓			
I-8	Cherry Heights Rd/W 6 <sup>th</sup> Street	Intersection, Realignment	Convert the southbound approach to a shared left-through lane and an exclusive right-turn lane and modify the signal to provide permitted left-turn phasing. Extend the northbound left-turn lane on Cherry Heights Rd to accommodate future queue lengths.	\$20,000	\$20,000	High		✓		
I-9 & I-10	W 2 <sup>nd</sup> St / Webber Road and W 6 <sup>th</sup> St/Webber Road	Intersection, Realignment	Extend the northbound right-turn lane at the Webber and 2 <sup>nd</sup> Street intersection and the southbound right-turn lane at the Webber and 6 <sup>th</sup> Street intersection.	\$100,000	\$100,000	High		✓		
I-11	W 2 <sup>nd</sup> Street and W 6 <sup>th</sup> Street	Intersection, Realignment	Add an exclusive northbound and southbound left-turn lane at the 2 <sup>nd</sup> and 6 <sup>th</sup> Street intersections, respectively, by realigning the approaches. Alter the signal timings to accommodate the new lane configurations. Coordinate the signals.	\$500,000	\$500,000	Medium		✓		
Total Cost of High Priority Intersection Projects				\$13,855,000	\$1,755,000					
Total Cost of Medium Priority Intersection Projects				\$500,000	\$500,000					
Total Cost of Low/Vision Priority Intersection Projects				\$1,850,000	--					
Total Cost of Intersection Projects				\$16,205,000	\$2,255,000					

\*For projects in which the City will be a funding partner with multiple agencies, a 25% match is assumed to be the City's contribution and is used for the funding evaluation.





**PROJECT I-6a: CONCEPTUAL OFFSET "T" INTERSECTION  
THOMPSON ST/E 10TH ST/OLD DUFUR RD  
THE DALLES, OR**

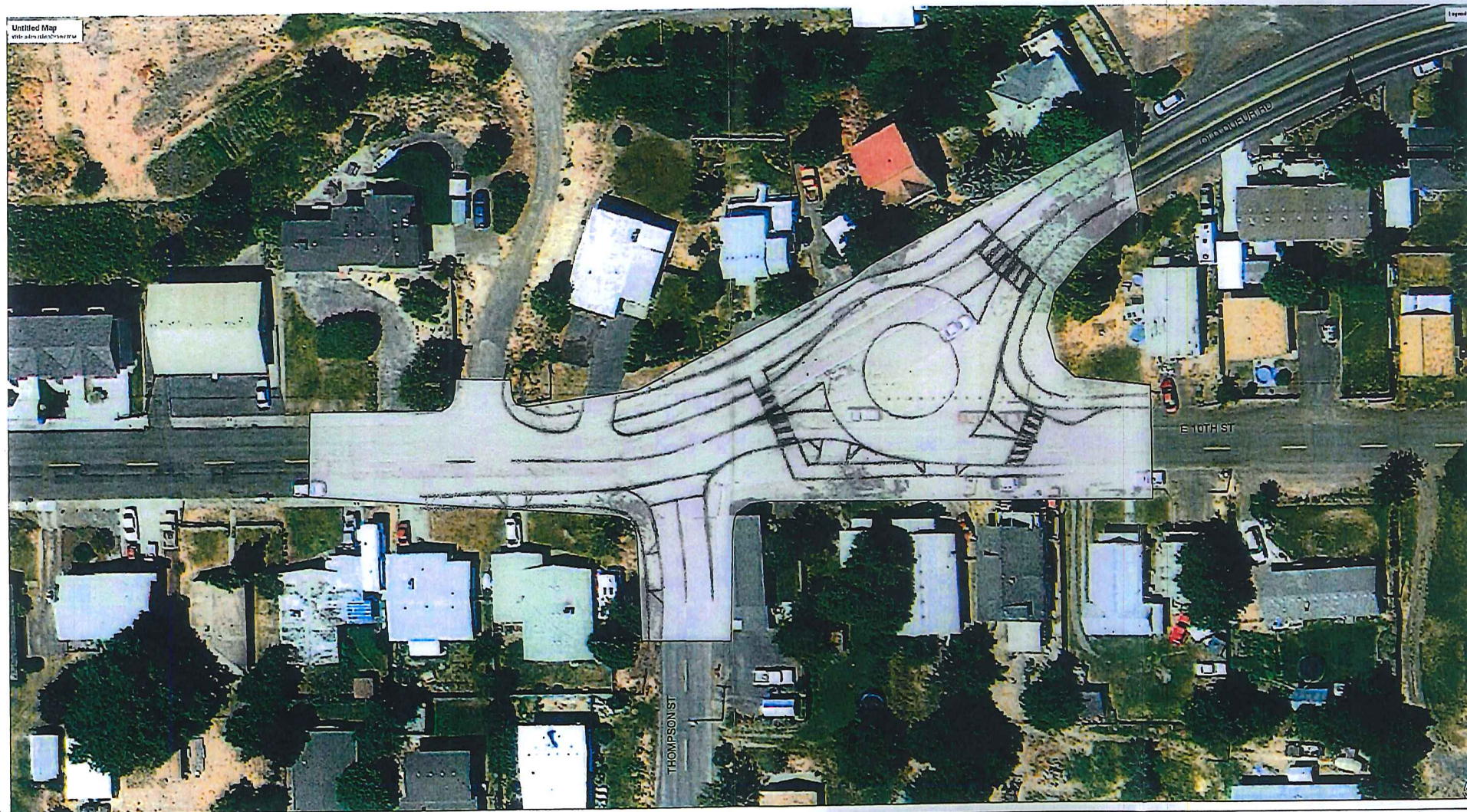
**Figure  
5-4**





Figure  
**5-5**





**PROJECT I-6c: CONCEPTUAL ROUNDABOUT & T-INTERSECTION  
THOMPSON ST/E 10TH ST/OLD DUFUR RD  
THE DALLES, OR**

Figure  
**5-6**



9TH ST. ↑

I ST

E 10TH ST

11TH ST. ↓

1113

1119

1119

1121

1121

1010

1201

1203

1205

1207

1110

1112

1116

1122

1202

1206

1208

1212