

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
NOVEMBER 21, 2018

- I. CALL TO ORDER
- II. APPROVAL OF MINUTES – October 17, 2018
- III. PUBLIC COMMENT
- IV. OLD BUSINESS
 - A) 14th & Dry Hollow Crosswalk Concerns – McCabe
- V. NEW BUSINESS
 - A) Chenowith Loop No Parking Request – Keinlen
 - B) I84, Exit #83 Right Turn Only Request - Holloran
- VI. ADJOURNMENT

Minutes

TRAFFIC SAFETY COMMISSION MEETING of November 21, 2018 7:00a

COMMISSION PRESENT: Frank Pyles, Fred Davis, Larry Fairclo, Mike
Kilkenny, Brent Bybee, Donna Lawrence and
Michael Holloran

ABSENT MEMBERS: none

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

PUBLIC PRESENT: Joshua Chandler, City Community Development
Department

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

PUBLIC COMMENT

Josh Chandler introduced himself and told the commission members he had been in contact with the property owners at 12th and Thompson Street. Dale McCabe passed around a picture that showed the two bushes that need to be removed or moved back towards the house. This information has also been passed on to the property owners. Discussion was held. Fred Davis said this issue has gone thru the process (with the same recommendation to move or remove the bushes) and doesn't feel the commission needs to do anything else. Dale said the next step will be to work with Josh and the Community Development Department and they will work with the property owners towards resolution.

No further action needed by the Traffic Safety Commission.

OLD BUSINESS:

A) 14th & Dry Hollow Crosswalk Request

Continuation of the discussion from October was held among members regarding the crosswalk, the speed limit and how far back the Pedestrian Crossing sign is located. Dale and Chris Harrell will look at the placement of the sign and talk to the Public Works Director about the discussion items.

B) Status of Fines for Using Cell Phone While Driving

The question was raised on the status of the cell phone fine being enforced at the \$1000 limit and why nothing further has occurred. More info is needed and will be addressed at the December meeting. Michael Holloran spoke with a local agency and there is a local diversion program for people who receive a ticket. This program is offered in both English and Spanish.

NEW BUSINESS:

A) Chenoweth Elementary Traffic Congestion

Jeff Kienlen explained the parents are parking along Chenoweth Loop between 8th and 10th Street to pick up their students at Chenoweth Elementary and it is adding to the congestion within the parking lot because it is difficult to see the cars and children when pulling out onto the street. Dale read an email from a concerned citizen regarding the matter too. Dale then told the group that Blue Zones has been working with the school administration to create a "pop up" starting Spring Break and continuing until the end of the school year, similar to what was done at the Dry Hollow School.

B) Interstate 84, Exit #83 Problems

A discussion was held regarding the difficulties traffic has when trying to turn left onto 6th Street. Michael read an email from ODOT and Dale told the group it had been addressed in the TSP (Traffic Safety Plan). Dale suggested he talk with the Public Works Director and then the City can reach out to ODOT. Michael will also reach out to ODOT and both will bring their findings to the December meeting.

C) 4th and Court Street Intersection

Larry Fairclo talked to the group about the stop signs on Court Street where it intersects with 4th Street. He said when he is stopped on Court heading south there is a small ornamental maple tree that is obstructing the view of the east bound traffic. Plus the vehicles on 4th Street park close to Court which makes it difficult to see oncoming traffic when looking right. It was asked why there is not a stop sign at that intersection. Dale told the group that 4th Street is designed to take some of the traffic off of 3rd Street so the City has tried to limit the stop signs in that area. No action necessary.

D) 6th & Webber Intersection

Russ Brown wondered about the status of the turn lanes at 6th & Webber and at 2nd & Webber. It is in the TSP but it comes down to funding for a project of that size. Item will be moved to December agenda for additional discussion.

E) Hospital Sign Moved on Taylor Street

Dale told the members about a concern he had received regarding the Hospital sign in the roundabout and how it directs traffic out of the roundabout then has them turn left onto Taylor Street and then the Hospital sign directs them to go straight up Taylor Street instead of turning left again on 3rd Street. Sign will be placed in the roundabout to relieve confusion.

E) Difficult Areas to Enter onto Roadway

A concern was expressed that the NW corner of 7th and Snipes is difficult to see oncoming traffic. Staff will look at the area.

A concern was also expressed for the intersection of 2nd and Snipes. Vehicles belonging to the auto repair business and the employees and patrons park close to Snipes and it makes it very difficult to see the east bound traffic on West 2nd Street. Officer Kienlen said this is an enforcement issue and suggested contacting Chris Simon with the Police Department to see if something can be done.

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

Cindy Keever
Administrative Secretary
City of The Dalles Public Works

Final approval


Frank Pyles

Cynthia Keever

From: Dale McCabe
Sent: Monday, October 22, 2018 9:47 AM
To: Cynthia Keever
Cc: Dave Anderson
Subject: FW: Scott Stephens, Crosswalk

Hello Cindy. This is probably something that should be added to the Traffic Safety Committee Agenda for November's meeting. Thanks.

Dale

From: Jean Corbin
Sent: Monday, October 22, 2018 9:42 AM
To: Dale McCabe; Chris Harrell; Cynthia Keever
Subject: FW: Scott Stephens, Crosswalk

Jean Corbin
PW Department Secretary
City of The Dalles
1215 W. 1st Street
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503-41-506-2001
jean.corbin@ci.the-dalles.or.us

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This email is also subject to the City's Public Records Retention Schedule.

From: Paula Webb
Sent: Monday, October 22, 2018 8:47 AM
To: Jean Corbin
Subject: Scott Stephens, Crosswalk

Jean,

On Friday, 10-19, Scott Stephens, 905 Chenowith Loop Rd, 541-298-8937, came in the office. He feels strongly that a crosswalk is necessary at the intersection of W. 8th and Chenowith Loop (near Chenowith Elementary).

In addition, there should be a solar powered sign that says "School Zone" with flashing lights and a display of the speed cars are traveling.

Kids are in danger because vehicles are exceeding the speed limit.

He said he's already been to the police department and to public works. A street sign and crosswalk are not something I provide.

Please pass this on to the appropriate individuals.

Thanks!



13th Pl

E 13th Pl

4th St

E 14th St

E 1

Montana St

Dry Hollow Rd

E 15th St

170

Intersection Operations

The City of The Dalles intersection operation standards are LOS of D for signalized and unsignalized intersections. ODOT operation standards were found according to Table 6 of the Oregon Highway Plan. The traffic volumes shown in Figure 3-10 were used to analyze traffic operations at the study intersections. Figure 3-11 and Table 3-4 summarize the results of the traffic operations analysis at the study intersections for the weekday p.m. peak hour. Figure 3-11 illustrates study intersections with yellow circles that are nearing the applicable performance thresholds (within 0.05 of the V/C target or LOS D). All other intersections are shown by green circles, indicating they are operating well below the applicable performance thresholds. *HCM Existing Traffic Condition worksheets are included in Technical Appendix C.* Key findings include:

- All study intersections currently operate acceptably according to their respective performance thresholds.
- The US 197/I-84 EB Ramp intersection currently satisfies applicable ODOT v/c targets during the weekday p.m. peak hour. The intersection has a v/c ratio of 0.79 and is approaching the 0.80 v/c target.
- Two other intersections, I-84 EB Ramps/W 6th Street and US 197/Lone Pine Lane operate at LOS D under existing conditions, which indicates that as volumes grow they will likely exceed the City's performance thresholds.

Intersection Queues

A queuing analysis was conducted at the five signalized study intersections using Synchro 8 software. Table 3-5 summarizes the 95th percentile queues for turning movements with exclusive lanes during the weekday p.m. peak hour, rounded to the nearest 25 feet (approximately 1 vehicle length). The available storage lengths reflect the striped storage for each movement at the intersections.

Table 3-4. Existing Intersection Operations – Weekday PM Peak Hour

Map ID	Intersection	Level of Service (LOS)	Delay (Sec)	Volume/Capacity (V/C)	Unsignalized Critical Movement	ODOT V/C Target	Meets Applicable Performance Thresholds?
1	Seven Mile Hill Rd/Chenoweth Rd	B	10.1	0.05	SB	N/A	Yes
2	US 30/River Rd	B	12.7	0.43	WB	0.90	Yes
3	I-84 EB Ramps/River Rd	B	12.1	0.26	WBR/ SB	0.80	Yes
4	I-84 WB Ramps/River Rd	B	14.7	0.21	NB	0.80	Yes
5	W 10th St/Hostetler Rd	B	10.4	0.08	WB	N/A	Yes
6	W 2nd St/Hostetler Rd	B	11.6	0.02	WB	N/A	Yes
7	I-84 EB Ramps/W 6th St	D	25.2	0.33	WB	0.80	Yes
8	Webber St/W 10th St	C	16.0	0.15	WB	N/A	Yes
9	Webber St/W 6th St	B	15.7	0.77	Signalized	N/A	Yes
10	Webber St/W 2nd St	B	14.8	0.69	Signalized	N/A	Yes
11	Webber St/W 1st St	B	10.5	0.11	WB	N/A	Yes
12	Cherry Heights Rd/W 10th St	C	16.1	N/A	AWSC	N/A	Yes
13	Cherry Heights Rd/W 6th St	C	22.7	0.58	Signalized	N/A	Yes
14	Mt Hood St/Skyline Rd	B	10.5	0.06	NBR/ WB	N/A	Yes
15	Mt Hood St/10th Street	C	18.0	N/A	AWSC	N/A	Yes
16	Union St/10th	B	10.7	N/A	AWSC	N/A	Yes
17	Union St/W 3rd St	C	37.5	0.40	Signalized	N/A	Yes
18	Union St/W 2nd St	B	13.0	0.36	Signalized	N/A	Yes
19	Kelly Ave/E 10th St	C	19.7	0.27	WB/NB	N/A	Yes
20	Dry Hollow Rd/3 Mile Rd	A	9.8	0.08	NE	N/A	Yes
21	Dry Hollow Rd/16th Pl/19th St	A	8.5	N/A	AWSC	N/A	Yes
22	Dry Hollow Rd/E 10th St	C	15.3	0.19	WB	N/A	Yes
23	Brewery Grade/US 30	C	20.0	0.80	EB	0.90	Yes
24	Brewery Overpass Rd/US 30	B	13.5	0.49	SB	0.90	Yes
25	Brewery Overpass Rd/I-84 EB Ramps	B	10.9	0.22	EB	0.80	Yes
26	Brewery Overpass Rd/I-84 WB Ramps	B	13.3	0.31	WB	0.80	Yes
27	Thompson St/E 10th St/Old Dufur Rd	B	10.3	0.81	NB	N/A	Yes
28	E 2nd St/US 30	B	10.1	0.09	WBL	0.90	Yes
29	US 197/US 30	D	33.7	0.57	SBL	0.85	Yes
30	US 197/Fremont St/Columbia View Dr	C	19.2	0.43	EBL/ WBL	0.85	Yes
31	US 197/I-84 EB Ramps	E	36.0	0.79	EB	0.80	Yes
32	US 197/I-84 WB Ramps	B	12.1	0.21	WB	0.80	Yes
33	US 197/Bret Clodfelter Wy	C	15.3	0.19	WB	0.85	Yes
34	US 197/Lone Pine Ln	D	27.5	0.27	EB	0.85	Yes

AWSC = All-way stop control, N/A = Not applicable

Table 4-2. Forecast 2035 Intersection Operations – Weekday PM Peak Hour

Map ID	Intersection	Level of Service (LOS)	Delay (Sec)	Volume/Capacity (V/C)	Unsignalized Critical Movement	ODOT V/C Target*	Meets Applicable Performance Thresholds?
1	Seven Mile Hill Rd/Chenoweth Rd	B	10.5	0.05	SB	N/A	Yes
2	US 30/River Rd	C	16.5	0.61	WB	0.90	Yes
3	I-84 EB Ramps/River Rd	C	16.6	0.13	SB	0.85	Yes
4	I-84 WB Ramps/River Rd	D	25.2	0.43	NB	0.85	Yes
5	W 10th St/Hostetler Rd	B	10.8	0.09	WB	N/A	Yes
6	W 2nd St/Hostetler Rd	B	11.9	0.03	WB	N/A	Yes
7	I-84 EB Ramps/W 6th St	D	33.2	0.49	WB	0.85	Yes
8	Webber St/W 10th St	C	17.1	0.17	WB	N/A	Yes
9	Webber St/W 6th St	C	20.4	0.76	Signalized	N/A	Yes
10	Webber St/W 2nd St	C	22.2	0.87	Signalized	N/A	Yes
11	Webber St/W 1st St	B	11.7	0.15	WB	N/A	Yes
12	Cherry Heights Rd/W 10th St	C	19.8	N/A	AWSC	N/A	Yes
13	Cherry Heights Rd/W 6th St	C	25.5	0.65	Signalized	N/A	Yes
14	Mt Hood St/Skyline Rd	B	11.1	0.03	WB	N/A	Yes
15	Mt Hood St/10th St	C	23.4	N/A	AWSC	N/A	Yes
16	Union St/10th	B	11	N/A	AWSC	N/A	Yes
17	Union St/W 3rd St	C	31.8	0.46	Signalized	N/A	Yes
18	Union St/W 2nd St	B	13.5	0.4	Signalized	N/A	Yes
19	Kelly Ave/E 10th St	C	18.9	0.29	WB	N/A	Yes
20	Dry Hollow Rd/3 Mile Rd	B	10	0.1	EB	N/A	Yes
21	Dry Hollow Rd/16th Pl/19th St	A	8.7	N/A	AWSC	N/A	Yes
22	Dry Hollow Rd/E 10th St	C	16.7	0.22	WB	N/A	Yes
24	Brewery Overpass Rd/US 30	B	11.8	0.30	EB	0.90	Yes
25	Brewery Overpass Rd/I-84 EB Ramps	C	15.9	0.40	WB	0.85	Yes
26	Brewery Overpass Rd/I-84 WB Ramps	C	16.2	0.25	NB	0.85	Yes
27	Thompson St/E 10th St/Old Dufur Rd	B	10.4	0.10	SB	N/A	Yes
28	E 2nd St/US 30	B	10.4	0.10	SBL	0.90	Yes
29	US 197/US 30	F	>50	1.13	SBL	0.85	No
30	US 197/Fremont St/Columbia View Dr	F	50.3	0.71	EB	0.90	City No, ODOT Yes
31	US 197/I-84 EB Ramps	F	>50	1.08	EB	0.85	No
32	US 197/I-84 WB Ramps	A	9.6	0.14	WB	0.85	Yes
33	US 197/Bret Clodfelter Wy	C	22.8	0.31	WB	0.90	Yes
34	US 197/Lone Pine Blvd	E	40.4	0.26	EB	0.90	City No, ODOT Yes

AWSC = All-way stop control, N/A = Not applicable, EB=Eastbound, WB=Westbound, SB=Southbound, NB=Northbound

* For critical movement at unsignalized intersections

Projects I-9 through I-11: Lane Alignment and Signal Optimization at Webber Street Signals

City staff has observed southbound queues from W 6th Street backing through the W 2nd Street intersection during midday peak periods due to the delay associated with permitted southbound left-turns. Ideally, the existing right-turn lanes would be extended beyond the queue in the shared through/left lanes to accommodate forecast demand queues at the Webber/6th Street (Intersection #9) and Webber/2nd Street (Intersection #10) intersections. Due to restrictions in width under the I-84 overpass, extending these turn lanes beyond 100 feet may not be feasible within the constraints of the existing structure.

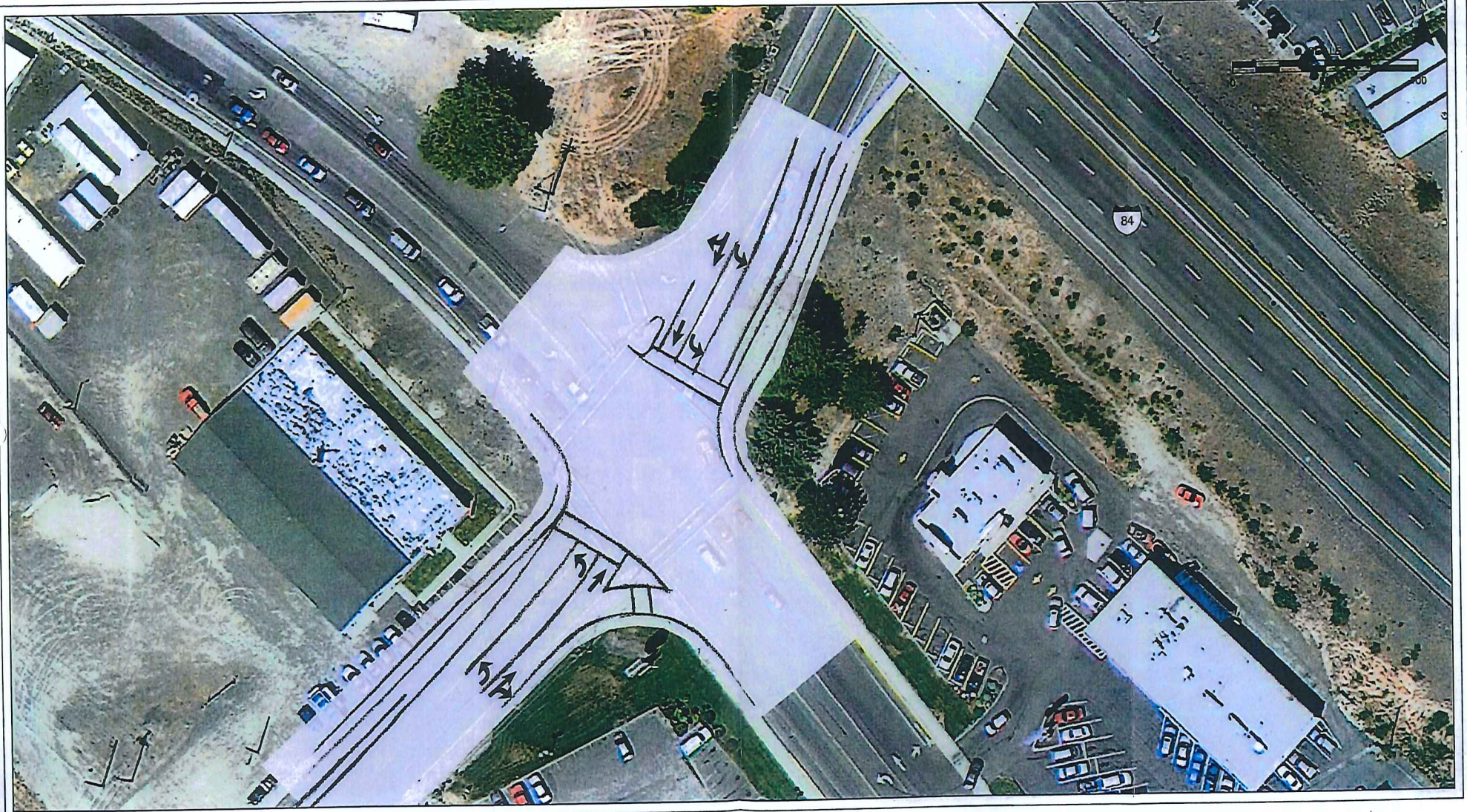
To increase capacity at the intersections, the north and south approaches should be realigned to provide exclusive left-turn lanes, as shown in Figure 5-8 and Figure 5-9. Providing left-turn lanes would facilitate running concurrent left-turn phases and provide a protected left-turn phase. Additional alternatives include signal coordination of the north and southbound through traffic to minimize queueing between the signals.

Alternatives Evaluation and Recommendation

Table 5-15 summarizes the evaluation criteria for projects associated with the queues at Webber Street/2nd Street and Webber Street/6th Street.

Table 5-15. Webber Street Signals - Projects I-9 through I-11 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-9 (Signal Timing Modifications)	2	0	1	2	5
Alternative I-10 (Extend right-turn lanes for queue storage)	2	0	1	2	5
Alternative I-11a (Realign Webber Street approaches to provide dedicated north and southbound left-turn lanes)	2	0	1	2	5
Alternative I-11b (Realign northbound Webber Street approach to extend northbound left-turn storage lane))	2	0	1	2	5



PROJECT I-11b: CONCEPTUAL REALIGNMENT
WEBBER STREET/W 6TH STREET
THE DALLES, OR

Figure
5-9



**PROJECT I-11a: CONCEPTUAL REALIGNMENT
WEBBER STREET/W 2ND STREET
THE DALLES, OR**

**Figure
5-8**

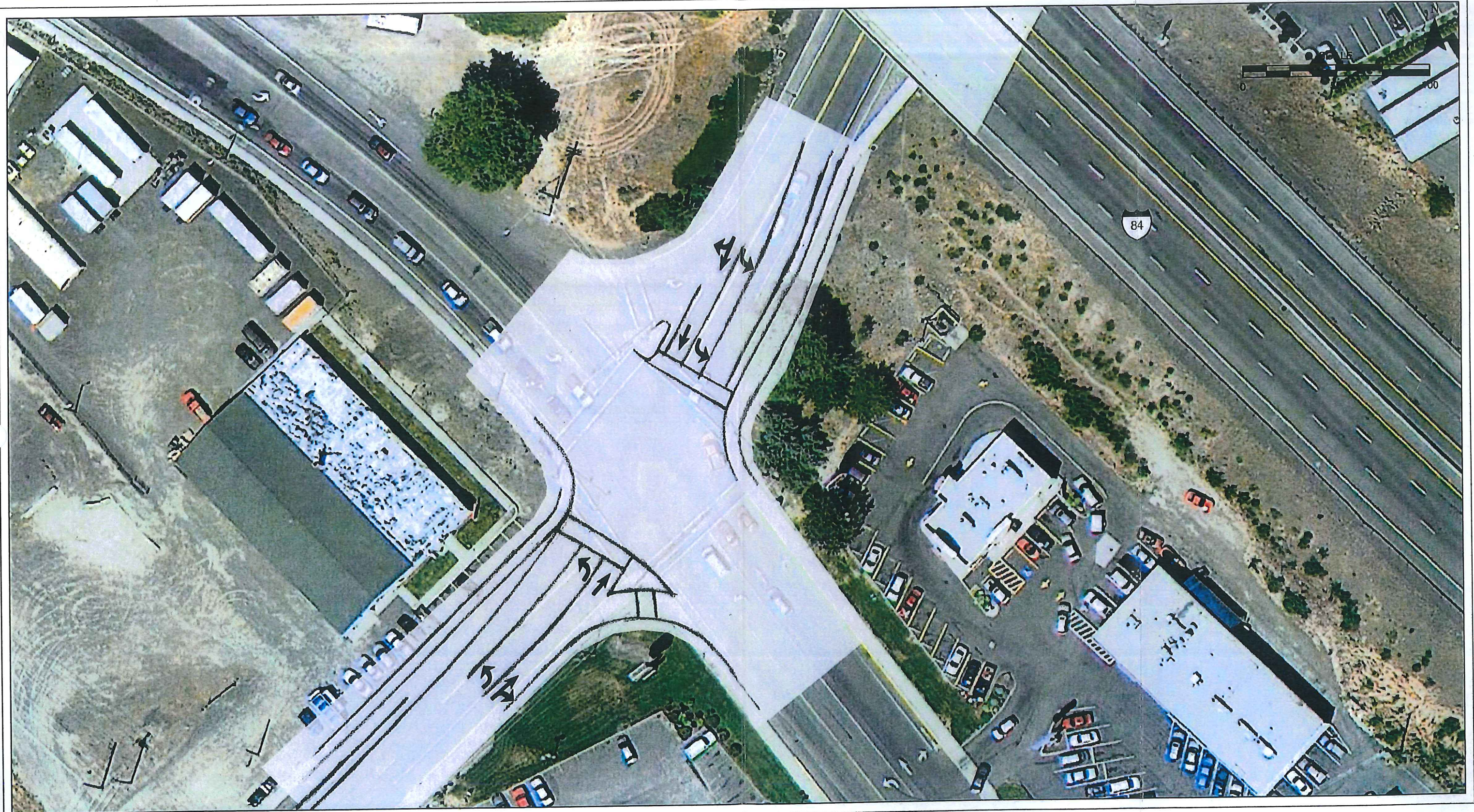


Figure
5-9



**PROJECT I-11a: CONCEPTUAL REALIGNMENT
WEBBER STREET/W 2ND STREET
THE DALLES, OR**

**Figure
5-8**