

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
May 15, 2019

- I. CALL TO ORDER
- II. APPROVAL OF MINUTES – April 17, 2019
- III. PUBLIC COMMENT
- IV. OLD BUSINESS
- V. NEW BUSINESS
 - A) Lack of Visibility at 9th and Union Intersection - McCabe
 - B) Suggestion to Lower the Speed on Webber – Keinlen
- VI. ADJOURNMENT

Minutes

TRAFFIC SAFETY COMMISSION MEETING
Of
May 15, 2019
7:00a

COMMISSION PRESENT: Frank Pyles, Larry Fairclo, Mike Kilkenny, Brent Bybee and Michael Holloran

ABSENT MEMBERS: Robert Kuenzinger and Fred Davis

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

PUBLIC PRESENT: Debbie Park, Director of Transportation NWCS District #21

Brent Bybee made a motion to approve the April minutes. Mike Kilkenny seconded the motion and the motion passed unanimously.

PUBLIC COMMENT

Debbie Park spoke to the commission about the lack of clear visibility at 10th and Chenoweth Loop Road. When stopped the stop bar/cross walk line she thinks it is very dangerous to the kids that are walking to school.

Dale McCabe spoke to the group about a clear vision triangle that was done last year. Some trimming of the trees was done, but according to Debbie it is still difficult to see around the trees. A discussion was held regarding the danger to the children walking in that area. Michael Holloran volunteered to talk to the homeowners at that location to see if a solution can't be found. Chris Harrell will forward owner information to Michael.

OLD BUSINESS:

A) New Sign on Dry Hollow

Chris Harrell told the commission members the new sign on Dry Hollow is up and functioning well. The thermoplastic markings that were put down along with the new signs in that area are looking good too. He would like to do a demonstration of the sign's capabilities at the June meeting.

NEW BUSINESS:

A) Lack of Visibility at 9th and Union Intersection

Dale McCabe explained the concern that was brought to him about visibility issues at this intersection. Staff did go up and conducted a vision triangle. While staff agreed it is a difficult intersection to see around if vehicles are parked right up to the corner there are many intersections similar to this one around town and extra caution needs to be taken when creeping out into the lane of traffic. Discussion was held and no further action was required.

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New Business continued –

B) Suggestion to Lower the Speed on Webber

Dale talked about a request from Officer Kienlen to lower the speed limit on 10th Street from Webber and extending the 25 mph zone west to Walnut Street.

A motion was made to extend the 25 mph speed zone to Walnut on 10th with Pyles, Fairclo, Kilkenny and Holloran in favor and Bybee opposed. Motion passed 4 to 1.

C) Traffic Lights at 2nd and Webber and at 6th and Webber

Dale brought a detailed report to the group that Robert Kuenzinger had recently compiled with suggestions for both intersections to help traffic flow better. Members were very interested in the report. Dale said he had contacted ODOT and they will look at the report and will also give the City a report with the pros and cons of the suggested changes in Robert's report. Dale will bring the ODOT back to the commission as soon as he receives it.

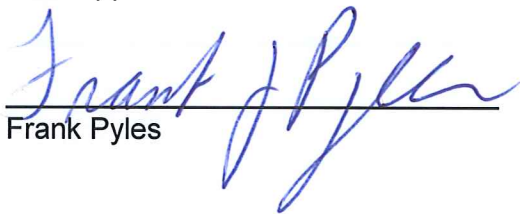
D) Miscellaneous

Chris updated the commission about the timelines for long line painting by the County (on City streets) and the yellow curb application that is to start the second week of June.

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

Cindy Keever,
Administrative Secretary
City of The Dalles Public Works

Final approval


Frank Pyles

The Dalles Transportation System Plan

Webber Road @ W 2nd Street & Webber Road @ W 6th Street

ID: I-9 & I-10

Description:

Extend the northbound right-turn lane at the Webber and 2nd Street intersection and the southbound right-turn lane at the Webber and 6th Street intersection.

Project Type: Intersection, Realignment

Grouping: N/A

Priority: High



Cost: \$100,000

Potential Funding Sources: City

Considerations: N/A

Project Goals:

Safety and Mobility



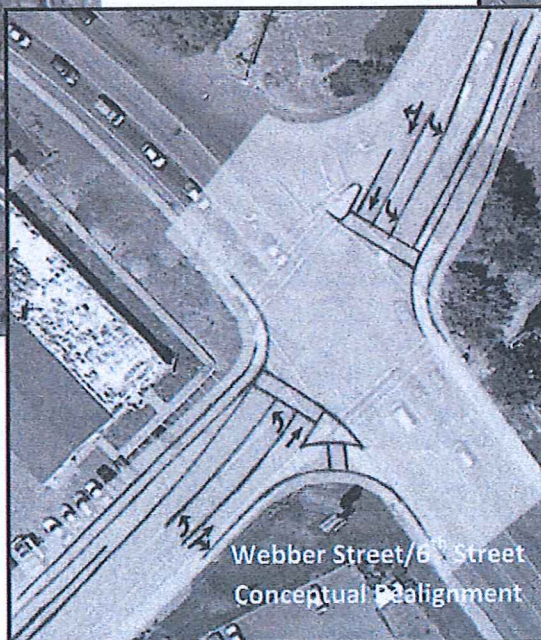
Accessibility and Connectivity



Integration

Economic Development

Project Location/Images:



This is the current configuration facing north and south on weber at 6th St.



Proposed new configuration for Weber St north and south at 6th St.



Background

I have spent the time going through the committee minutes of the last year. In reviewing these minutes I have noticed that the 6th St and Weber intersection has been a topic repeatedly.

I have spent a few days at the intersection and observed the real time traffic flow. From this observation I have determined that the traffic flow on east/west 6th street flows very well with the traffic signals currently in place as well as signal timing for the yellow flashing light to allow left hand turns.

I have observed the traffic flow on north/south Weber to be a real issue with the traffic signals currently in place. They are confusing to drivers and consequently cause drivers to face off in the intersection as the drivers seem hesitant to make the left hand turn with the opposing driver making a left hand turn. Drivers can't see around the vehicle turning and are worried that the second vehicle is going to come straight and not turn. This seems to use up the allotted traffic signal time to both north and south bound traffic

Objectives

- To review current traffic signal timing.
- To replace the current traffic signals to a new configuration.
- Using current time frames set for north and south to be divided proportionally and adjusted to a new light configuration. Longer for south bound and less time for north bound flow.
- To have north and south proceed with their own dedicated time frame. Whereas north would be on a red light while south moves and the south be on a red light to move the north traffic.

Scope

I feel that with these modifications to the north and south bound traffic the intersection would flow smoother. I see that this would eliminate the face off that drivers are currently experiencing. I also think that these modifications will allow more time or to push the time frame out in regards to the realignment of the intersection as outlined in the TSP.

I have included a picture of our current configuration as well as the proposed configuration. This current proposal I feel will be a simpler remedy to a problem and provide driver training for the intersection realignment that is recommended in the TSP. reference TSP appendix A-17

Robert Kuenzinger

