
Meeting Agenda

The Dalles Transportation System Plan (TSP)

TAC/PAC Meeting #1, November 18, 2015: 3:30 p.m. – 5:30 p.m.

The Dalles - Council Chambers, Oregon

Attendance: See attached sign-in sheet

Meeting Notes

1. Casey Bergh provided an introduction to the project and its purpose
2. Everyone was asked to introduce themselves and identify their interests in relation to the project and describe what changes have occurred since the last TSP that we need to address in this TSP Update..
3. Transportation Issues identified by the TAC & PAC include:
 - a. Safe Routes to School (SRTS)
 - i. Chenowith Elementary School & Wahtonka alternative high school need sidewalks, students walk along 10th Street (high volumes) to get to school
 - ii. Elementary school students have no safe route to school due to lack of sidewalks
 - iii. The existing SRTS plans will be provided to the consulting team
 - b. Active mode of transportation
 - i. Developing active mode of transportation would help prevent child obesity. The Dalles is above the American average for child obesity and has the highest child obesity rate in the state.
 - ii. The transit element of the previous TSP is limited and needs to be enhanced.
 - iii. Comfort is an important goal for active transportation as well as aesthetic.
 - iv. The Dalles bike committee is developing a map of priority bicycle routes.
 - v. The TSP should focus on multimodal connectivity.
 - vi. The Dalles Mainstream organization support the complete street concept
 - vii. Add a bike layer and sidewalks layer to the interactive map
 - viii. The Dalles wants to be a bike-friendly city
 - ix. 10th St and 12th St are used as bike corridors
 - c. City's boundaries & Land use
 - i. Urban Growth boundaries need to be changed to no longer be in the middle of roadways: causes issues when the roadway needs improvements
 - d. Economy
 - i. Transportation improvements should reflect on economy
 - ii. There is a lack of funding so prioritize proposed improvements
4. Project Overview
 - a. Project Purpose

- b. Study Area
 - c. Project Schedule
 - d. Roles & Responsibilities
 - e. Project Outcomes (Projects, Programs, Policies, Pilot Projects, and Studies)
 - f. The project website is online at www.thedallestsp.com
5. Review & Discussion of Project Goals & Objectives
- a. Casey introduced the general goals and summarized the objectives outlined in Technical Memorandum #2, available on the [project website](#).
6. Plans & Policy Review
- a. Darci Rudzinski introduced the key information summarized in Technical Memorandum #1, available on the [project website](#).
7. Existing Conditions Discussion
- a. Population Projection & Priority Lands for Development
 - i. The Dalles has an enterprise zone where the City is encouraging development and is offering tax incentives and regulatory flexibility (to be included in the zoning map)
 - ii. The airport has prepared a master plan and will provide that to the consulting team to be incorporated in the zoning map
 - b. Functional Classification
 - i. All roadways in The Dalles will be classified as local, collector, or arterial. These designations reflect the intended purpose and use of the roadway. The City needs to balance the system to provide high access on local roads and high mobility (low access) on arterials. Functional classification will influence roadway cross-sections and inform improvements to roads that may need a wider cross-section to serve its purpose.
 - c. Roadway Operations
 - i. Existing Conditions

The consulting team conducted analysis and identified that all intersections are operating at or below City and ODOT standards/targets. A few intersections are identified in Tech Memo #3 as having need for improvements. Additional comments from the Advisory Committee included:

 - a. #33 – US 197 & Bret Clodfelter Wy: a lot of school bus+ semi-truck use this intersection, maybe turn it into a roundabout
 - b. #9 – Webber St & W 6th St: traffic is awful especially during the morning peak hour because of schools in the vicinity, lack of guidance at this intersection
 - c. #10 – Webber St – W 2nd St: lots of traffic, maybe change into a roundabout
 - ii. Future Traffic Volume Projections
 - a. These will be discussed at the next Advisory Committee meeting in February 2016.

d. Crash History Review & Safety Needs

The consulting team reviewed reported crashes over a 5-year period and identified several intersections with potential for safety improvement. Additional comments from the Advisory Committee included:

- i. 6th Street from Snipes to Hostetler is the most dangerous street in town, lots of people doing ½ turn
- ii. #27 – Thompson St & E 10th St/ Old Dufur Rd: not safe for ped/bike

8. Existing and Future Transportation Issue Workshop

- a. A workbook was distributed to TAC/PAC members to provide a format to provide comments on the key elements outlined in Tech Memo #3.

9. Upcoming Meetings and Deliverables

- a. Next TAC/PAC Meeting: February 10, 3:30-5:30 PM
- b. Public Meeting #1: February 10, 6:30 – 7:30 PM
- c. Upcoming deliverables: Tech Memo #4: Future System Conditions

Tech Memo #5: Alternatives Analysis and Funding Program