

City Community Updates



Public Works

Water

- April has been one of the driest on record, and this dry spell may last through the summer. Please consider this as you do your spring planting. Selecting plants that can thrive with as little supplemental water as possible will help reduce the potential for water rationing this summer.
- Carlton Oaks had new water master meters installed this week.

Parks



- We are enjoying hearing and seeing all the enjoyment at the new Wennerberg Park playground!
- Summer baseball practice has begun on the ballfields.
- Wood chips are available while supply lasts from the Ice storm damage we will deliver. Please call Lyn Carl at Carlton Public Works 503-435-8569 for details.

Streets

- Potholes were addressed on N. 2nd St. last week with a few others on Arthur and East Main. Please use the Contact Us feature on the website to report any potholes that are impacting you.

Police



“When an act of kindness leaves a lasting impression! This is the side you don't see thanks again.”

(Jeanne Clayton – Grandmother of Delaney Riha speaking about how little Delaney Riha’s day ended after receiving a teddy bear from the Carlton Police Department)

PREVENTION/EDUCATION - Please watch and help save lives, the life you save may just be your own or that of a family member

(Please review the following educational information related to the responsibilities of pedestrians and drivers)

- <https://youtu.be/XoxbD-DtegU> (Pedestrian Responsibilities at Crosswalks)
- <https://www.youtube.com/watch?v=sRX1UgFibzA> (Driver Responsibility at Crosswalks)
- **Texting and Driving Kills**

ORS 811.028¹

Failure to stop and remain stopped for pedestrian

(1)The driver of a vehicle commits the offense of failure to stop and remain stopped for a pedestrian if the driver does not stop and remain stopped for a pedestrian when the pedestrian is:

(a)Proceeding in accordance with a traffic control device as provided under ORS **814.010 (Appropriate responses to traffic control devices)** or crossing the roadway in a crosswalk; **and**

(b)In any of the following locations:

(A)In the lane in which the driver’s vehicle is traveling;

(B)In a lane adjacent to the lane in which the driver’s vehicle is traveling;

(C)In the lane into which the driver’s vehicle is turning;

(D)In a lane adjacent to the lane into which the driver's vehicle is turning, if the driver is making a turn at an intersection that does not have a traffic control device under which a pedestrian may proceed as provided under

ORS [814.010 \(Appropriate responses to traffic control devices\)](#); or

(E)Less than six feet from the lane into which the driver's vehicle is turning, if the driver is making a turn at an intersection that has a traffic control device under which a pedestrian may proceed as provided under ORS [814.010 \(Appropriate responses to traffic control devices\)](#).

(2)For the purpose of this section, a bicycle lane or the part of a roadway where a vehicle stops, stands or parks that is adjacent to a lane of travel is considered to be part of that adjacent lane of travel.

(3)This section does not require a driver to stop and remain stopped for a pedestrian under any of the following circumstances:

(a)Upon a roadway with a safety island, if the driver is proceeding along the half of the roadway on the far side of the safety island from the pedestrian; or

(b)Where a pedestrian tunnel or overhead crossing has been provided at or near a crosswalk.

(4)For the purposes of this section, a pedestrian is crossing the roadway in a crosswalk when any part or extension of the pedestrian, including but not limited to any part of the pedestrian's body, wheelchair, cane, crutch or bicycle, moves onto the roadway in a crosswalk with the intent to proceed.

(A pedestrian does not need to put their whole body into the crosswalk to trigger their right of way. ORS 811.028(4).)

ORS 811.005¹

Duty to exercise due care

None of the provisions of the vehicle code relieve a pedestrian from the duty to exercise due care or relieve a driver from the duty to exercise due care concerning pedestrians.

Extra Carlton PD Safety Tidbit



Question:

How many people know what this yellow pad is generally found on the sidewalk adjacent to where crosswalks are located? (Hint...this is not a trigger location that once you step on it, vehicles are required to stop.)

For a pedestrian to trigger a vehicle's obligation to stop, they must cross over the edge of the sidewalk plain where the existing roadway surface starts and have the intent to cross the roadway. Once this plain is crossed, the pedestrian must use due caution and ensure vehicles have stopped before proceeding through the crosswalk. A vehicle must stop at a reasonably safe distance before the crosswalk when a pedestrian crosses this plain, and if they do not, it can be an expensive citation.

ANSWER:

Testing Truncated Domes

by Mark Chandler

Accessibility guidelines for the disabled require detectable warnings on all curb ramps. Here's how some States are getting the job done right.

Intersections that permit vehicles and pedestrians to interact are complex environments, especially for people who are blind or visually impaired. For safe and independent travel, persons with limited or no vision depend on environmental cues such as curbs, texture changes

underfoot, ambient sounds, and physical elements that can be sensed by a cane. People with low vision also rely on color contrast as a navigational aid.

The Americans with Disabilities Act (ADA), passed in 1990, required the establishment of design criteria for building and altering commercial and public facilities, including sidewalks and curb ramps. In 1991, the U.S. Department of Transportation (USDOT) and the U.S. Department of Justice (USDOJ) developed a set of regulations for new construction and alterations. The regulations include standards that reference the *ADA Accessibility Guidelines for Buildings and Facilities* (ADAAG), developed by the U.S. Access Board—an independent Federal agency devoted to accessibility for people with disabilities. The guidelines require the installation of *detectable warnings* on sidewalks, street crossings and curb ramps, hazardous vehicular ways, and transit platform edges.

The guidelines define a detectable warning as "a standardized surface feature built in or applied to walking surfaces or other elements to warn visually impaired people of hazards on a circulation path." Detectable warnings are texturally unique and standardized features, intended to function much like stop signs. The warning alerts visually impaired pedestrians to the presence of hazards in the line of travel, indicating that they should stop and determine the nature of the hazard before proceeding further.

Since 1991, truncated domes have been the standard design requirement for detectable warnings on curb ramps and at flush transitions from sidewalks to street crossings. The U.S. Access Board temporarily suspended the standard in 1994 but allowed the suspension to expire in 2001, reestablishing the mandate.

The small, flattened domes provide a surface that is distinguishable underfoot and by cane, and they are closely spaced so that pedestrians can maintain stability. In addition, the color of the domes contrasts with the surrounding pedestrian ramp to provide a cue for low-vision persons that a transition from the pedestrian area to the vehicular area is forthcoming.



Texas DOT

Members of the Public Rights-of-Way Access Advisory Committee evaluate a retrofit installation of truncated domes on a curb ramp in Portland, OR.

The ADAAG requires that municipalities and States install truncated dome surfaces on all new curb ramps and on any projects involving alterations to existing ramps. "The lack of curb ramps and noncompliance with design standards for these facilities constitute the greatest number of ADA complaints in the pedestrian environment," says Associate Administrator for Civil Rights Frederick Isler of the Federal Highway Administration (FHWA). "There continues to be a misconception that detectable warnings are not a requirement, but they are." (See "Truncated Warning Domes and the Americans with Disabilities Act" on this page.)

Defining Truncated Domes

According to the U.S. Access Board, research conducted in the 1980s indicated that the truncated dome is the most effective system for providing a distinctive pattern detectable by cane and underfoot. The research showed that other designs, such as grooves, striations, and exposed aggregate, are not detectable in the sidewalk and roadway environment because of similarities to other surface textures and defects.

Warnings should adjoin or abut the hazard to signal the impending change and extend beyond the average stride length so a person can detect, understand, and react to the warning before encountering the hazard.

Finance-Administration-Planning

- **To Review Previous City Community Updates:**
 - [City Community Updates | City of Carlton, Oregon](#)



- The lifeguard positions for this summer have been posted and advertised. Applications are accepted through April 30.
 - Seven lifeguard applications received to date

- Lifeguard certification scheduled
- Pool maintenance will be starting this week with the boiler & water heaters

The City is planning a possible smaller opening driven by the guidelines and insurance carrier approval. If the County can not go to **LOW Risk**, the pool **will not open**.

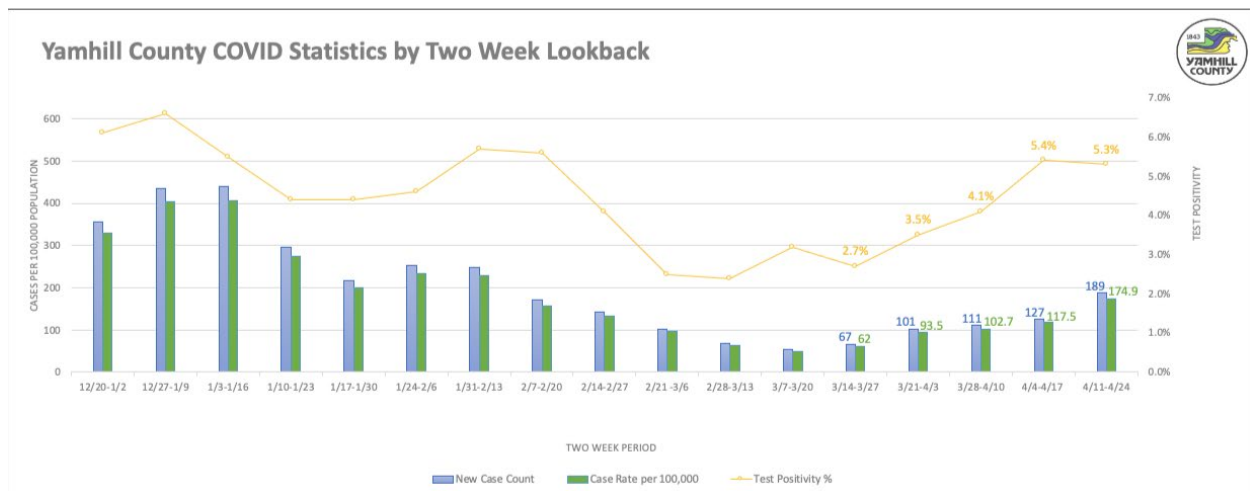
There will be **no** pool passes sold this year due to the gathering restrictions.

- We are finalizing a date for Spring Clean up Day
- Elementary school Book Fair starts May 5.
- YCHS FFA Club is holding their Annual Mother’s Day plant sale on May 8th. Pre-Sale is available

COVID

- Governor Brown has extended the Emergency order to June 28, 2021, https://www.oregon.gov/gov/Documents/executive_orders/eo_21-10.pdf

Effective Friday, April 23, Yamhill County has moved into the High-Risk category





YCES



Kindergarten Round-Up

Thurs. May 6th, 3:30-6:30pm

What to bring:

- Copy of Birth Certificate
- Copy of Immunization Record
- Proof of YC Dist. Residency (Oregon ID, Utility Bill etc...)

**To register for kindergarten, children must be 5 yrs old
PRIOR to Sept. 1, 2021**