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A G E N D A

Traffic and Safety Commission
Wednesday, February 13, 1980
Recreation Cafe - Dining Room
7:00 a.m.

*I. Minutes of December 12, 1979

II. Postponed Business

- *A. Council Action on Commission Recommendations
- *B. Miscellaneous Service Report RE: Accident on 8th and Federal
- *C. Survey RE: Parking on East 8th and 9th from Case to Kelly
- *D. Columbia River Bank Traffic Exit Flow

III. New Business

- *A. The Parking Situation around the island between West Third Place and West Sixth Street
- *B. Letter of Request from Cliff Preston

IV. Other Business

*See Attached

Minutes subject to
Commission approval
at the next regular
Commission Meeting

MINUTES OF THE TRAFFIC & SAFETY COMMISSION MEETING

February 13, 1980
7 a.m.

Chairman Kinner called the meeting to order at 7:00 a.m.

Present: Commissioners Hawksley, Hall, Courtney, Miller, and Allen.

Absent: Commissioner Rinehart.

Others

Present: Public Works Director Hasbrouck, Detective Sergeant Hill, and
Administrative Assistant Feldman.

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MINUTES OF DECEMBER 12, 1979

Moved by Commissioner Allen, seconded by Commissioner Hawksley to approve the minutes of December 12, 1979 as circulated. Motion carried unanimously.

POSTPONED BUSINESS

Council Action on Commission Recommendations

Attached to the Commission agenda was a memorandum from the Traffic & Safety Commission to the City Council regarding Commission recommendations of December 12, 1979. The four recommendations from the Commission for City Council consideration were considered and approved for implementation by City Council.

Miscellaneous Service Report Regarding Accident on Eighth and Federal

Attached to the Commission agenda was a miscellaneous service report from the Police Department regarding an accident on Eighth and Federal which took place on December 17, 1979. The miscellaneous service report was attached to the Commission agenda for information purposes only since the Commission has been looking at the traffic situation near Eighth and Federal for several months.

Survey regarding parking on East Eighth and Ninth from Case to Kelly

Attached to the Commission agenda was a letter from Administrative Assistant Feldman soliciting comments from area residents on a proposal to eliminate parking on the east side of Case Street from East Seventh to East Ninth and on the south side of East Eighth and East Ninth from Case Street east to Kelly. The questionnaire went out to 91 residents of the area with 38 responses being received. Fourteen residents supported the proposal, 19 opposed the proposal and 5 had other comments. The City Council had decided to table the issue after seeing the results of the survey. After discussion, moved by Commissioner Courtney, seconded by Commissioner Allen to table the East Eighth and East Ninth Street issue

indefinitely. Motion carried unanimously.

Columbia River Bank Traffic Exit Flow

Attached to the Commission agenda was a memorandum to the Honorable Mayor and City Council from Vern Tenneson, City Engineer regarding the Columbia River Bank exit traffic flow. It was noted that the Commission had decided to take no action on this issue at their last Commission meeting. But City Engineer Tenneson and Public Works Director Hasbrouck believed the issue should be brought back to the Commission. Public Works Director Hasbrouck noted that he did not agree with the previous decision of the Commission and said that the situation was a dangerous one. Several alternatives for alleviating the difficulties of the area were suggested, including installing a sign exiting the bank or a mirror. After discussion, moved by Commissioner Hall, seconded by Commissioner Hawksley to recommend that the City Council encourage the Columbia River Bank to take the following steps to alleviate the bank exit traffic flow difficulties:

1. Install a large stop sign painted on the east exit pavement.
2. Install a flashing red light and visual stop sign for exiting traffic.
3. Install a sign providing notice to pedestrians of exiting traffic.
4. Require a right turn only from the right lane for traffic exiting the bank.

Motion carried unanimously.

Parking situation around the island between West Third Place and West Sixth

Attached to the Commission agenda was a letter from Clarence Quirk regarding the traffic situation around the island between West Third Place and West Sixth Street, also this issue was referred to the Commission from the City Council. Discussion on the issue continued as Chairman Kinner noted that there is a problem in the area and that he would recommend that parking be eliminated around the entire area of the island. Commissioner Hall recommended that parking is not needed in the area, Commissioner Miller noted that the intersection was dangerous and believed that the parking should be eliminated. After discussion moved by Commissioner Miller, seconded by Commissioner Hawksley to recommend City Council authorization to eliminate parking on all three sides of the island. Motion carried unanimously.

Letter of Request from Cliff Preston

Attached to the Commission agenda was a letter from Mr. Cliff Preston, 1502 E. 12th, regarding several issues about traffic safety in the community. The Commission discussed the issues including the traffic speed on E. 12th, center striping in the City, the left turn from E. Second Street to Brewery Grade, as well as the First Street project. Considerable discussion on Mr. Preston's letter followed and it was suggested that a possible blitz from the Police Department on the speed situation on 12th street could be implemented. It was also noted that Second Street is a state highway and that the City does not have jurisdiction and can not do anything about eliminating a left turn on Brewery Grade from East Second Street. Also, traffic that is coming in from Dufur and outlining areas, especially emergency vehicles, have closest access and the shortest route to the hospital by turning left on Brewery Grade. Considerable discussion followed. After discussion moved by Commissioner Hawksley, seconded by Commissioner Courtney to have the City write a letter to Mr. Preston noting that his

letter was discussed and considered explaining why the City is not in a position to take action on the Second Street issue.

OTHER BUSINESS

Miscellaneous Items

It was noted that the bicycle committee, created by Vivian Phillips and Chuck Langely, have not contacted the City and that they are presently in the process with coming up recommendations for bicycle paths or some other alternative in the City.

Lights by Freeway Near Shamrock

A lighting situation near the freeway exit by the Shamrock was discussed and it was noted that the State had decided to take care of the lighting problem and will be doing so shortly.

Expiration of terms

It was noted that Chairman Kinner and Commissioner Rinehart terms will expire April 30, 1980.

With no additional business pending the Commission adjourned at 8:50 a.m.

TRAFFIC & SAFETY COMMISSION

<u>Name</u>	<u>Term Expires</u>
Jack Rinehart	4-30-80
Leon Kinner	4-30-80
Terry Allen	4-30-81
Don Hall	4-30-81
Bill Hawksley	4-30-82
Mike Courtney	4-30-83
Heather Miller	4-30-83

RE: Traffic Problem at E. Tenth and Lewis Streets

I am submitting this short letter along with my accident report because in the 10 years we've lived here we have witnessed about 6 or more accidents at this intersection. Possibly you can even check your files. The stop sign is back from the road & if you have much car as we do depending in the front from the drivers seat your visibility is poor from the left until you've pulled out into the street. The property extends & there is a fence there with some shrubs & most always cars parked on that side as was the case this morning. Smaller cars can peak out from the stop sign easier but we have a large car cause of a large family. Even children coming home from school have to be extra cautious at this intersection.

I feel it would be wise if the city could & would investigate this particular corner & find some helpful solution to this. I've traveled down this road for all these years & I always find myself uneasy about this corner. This particular morning I had

which is common for me
a premonition of this accident. I
wish I'd stayed home or followed
my best thought patterns as to
the ~~road~~ route I should have
taken home.

C. Merrin K. Harmon
1012 Leroux
Lake Dallas, Tex.

INTER-DEPARTMENTAL MEMORANDUM

THE DALLES, OREGON

DATE 2/15/80

To: Chief Paul J. Nagy

FROM A.M. Labrousse

REMEMBER: THE ONLY REASON YOU AND I ARE HERE IS TO HELP THE PEOPLE OF OUR CITY

RE: ATTACHED LETTER

This intersection is 10th and Lewis. On the west side it is very narrow with parking on south side of 10th only. On the east side of Lewis there is a dramatic widening. Mr. Harmon suggested the first two or three parking spaces west of Lewis be marked NO PARKING (He understands that there may be a parking problem for the duplex that sits just west of the corner house, however.) I told him I would give the letter and his suggestion to you for the Traffic Safety Committee.

COPIES TO:

SIGNED

A.M. Labrousse, Sgt.

TITLE

Sergeant

INTER-DEPARTMENTAL MEMORANDUM

THE DALLES, OREGON

DATE 2-15-80

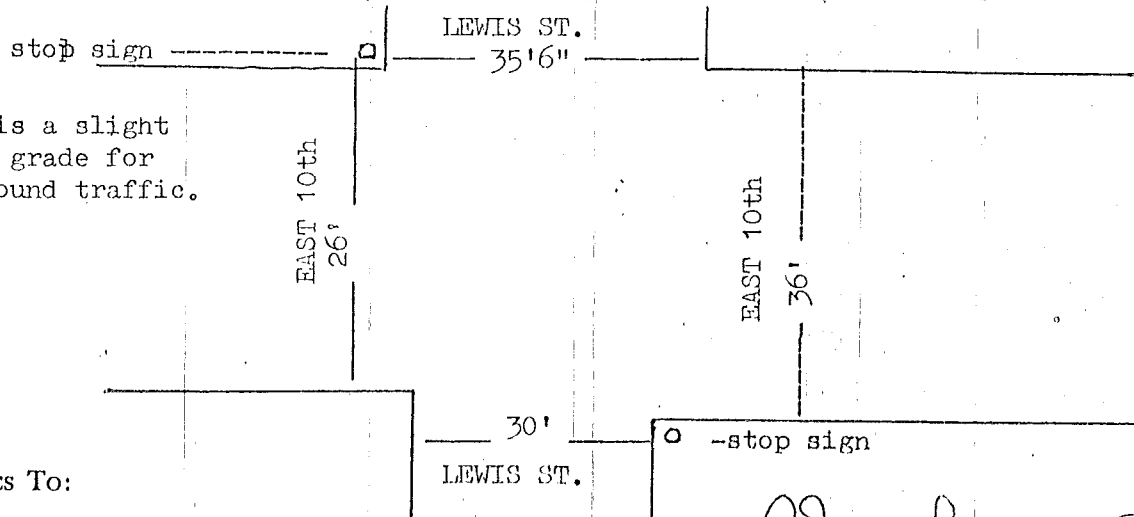
To: Chief Nagy

FROM A. M. Labrousse, Sgt.

REMEMBER: THE ONLY REASON YOU AND I ARE HERE IS TO HELP THE PEOPLE OF OUR CITY

The following is a diagram, not to scale, of the intersection in question:

north



COPIES TO:

SIGNED

A.M. Labrousse, Sgt.

TITLE



CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058

OFFICE OF CITY ATTORNEY

(503) 296-5481

April 2, 1980

MEMORANDUM

TO: ✓ Traffic and Safety Committee
 Del Cesar, City Manager
 Joe Hasbrouck
 Vern Tenneson
 Kathy Hunter
 Paul Nagy

FROM: Bill Cloran, City Attorney

SUBJECT: Revised Parking Ordinance

Attached is a revision of our current ordinance which deals generally with parking and traffic safety. I have drafted this proposed revision in response from comments from various people involved with the interpretation and enforcement of the ordinance. I am requesting that you review this proposed revision and forward to me any comments you may have concerning any section of it together with any further revision that you would propose so that I may take the ordinance to the Traffic and Safety Committee and to the City Council with all revisions and amend the ordinance at a single meeting, rather than piece meal throughout the year. The major revisions that I have proposed will be found in Sections 10, 14, 15, 18, 36, 47 and 49.

The draft concerning Section 10 is a result of recent citizen complaints received by the police and by me. I have some reservations about prohibiting the use of children's playthings on the sidewalk, although they do present some danger to passersby. My feeling is that we certainly do not want children using them in the street and it is unreasonable to prohibit their use altogether. For these reasons, I will recommend against the adoption of Section 10 as I have rewritten it, but would appreciate your further comments.

Section 14 has been revised in Subsections 1 through 3 to mirror a similar Oregon State Statute. Problems during last winter's snowstorms, a desire to have all of the instructions for citizens in one place and a desire to avoid any confusion about the permitted methods of parking led to the inclusion of Subsections 1 through 3 of Section 14.

Subsection 4 of Section 14 is a rewording of material contained in the present ordinance designed to prevent the parking of oversized vehicles in angled parking spaces where they would protrude into the travelled portion of the right-of-way.



CITY of THE DALLES

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Revised Parking Ordinance Memo

April 2, 1980

Page -2-

Proposed Section 7 of Section 14 was added in light of the steepness of many of our streets and is designed to position a vehicle in such a fashion that runaways are avoided and so that if the braking system of the vehicle malfunctions, the vehicle will have a tendency to go into, or over, the adjoining curb and strike obstacles or property at low speed rather than careening down the street.

The revisions of Section 15 were done for the same reason as the revision of Section 14; that is, to get everything concerning the parking in one place and to avoid any confusion between the standards laid out in ORS and those to be followed by the City. In certain instances, because of our unique parking problems, distances have been limited and parking is permitted closer to an obstacle than the Oregon Revised Statutes would allow.

An additional inclusion is Subsection 2 (L), which is designed to clarify the use of yellow painted curbs, which has caused some confusion in the past. The Oregon manual dealing with traffic control signs suggests that a legend indicating the reason for painting the curb yellow be stenciled on the curb, if no official sign is to be placed next to it. Official signs cost a minimum of \$165 each to be placed and are impractical in many areas. The simple expedient of stencilling the curb with designations like "No Parking Anytime", "Loading Zone 8 to 5", or similar legends would accomplish the same thing in a recommended manner at a reduced price and leave no doubt in anyone's mind as to why the curb was yellow. I have recommended this since it would be of particular assistance to visitors to our community who reside elsewhere and may be familiar with a different curb painting scheme.

The title of Section 18 has been changed from "Unattended Vehicles" to "Unsecured Vehicles", since this is the problem that we are attempting to deal with. Once again, language has been added to attempt to speak with the problem of runaway vehicles.

Section 36 has been revised in light of recent Ninth Circuit Court of Appeals cases dealing with the impounding of vehicles. I have attempted to avoid placing an undue burden on the municipal court by requiring the owner of an impounded bicycle to make application for its release without an impoundment fee in writing first to the police chief and to take only an appeal of the chief's decision to the municipal court.

Section 47 has been revised in a similar manner to the revision to Ordinance No. 716, to which it refers. It once again requires applications for waivers of fee to be made in writing to the chief of police before an appeal may be



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Revised Parking Ordinance

April 2, 1980

Page -3-

had to municipal court so that the court will not be troubled with matters in which the owner is either clearly entitled to have the vehicle returned or the owner's complaint is frivolous and he is unlikely to pursue it further once requested to put it in writing. The five-day limitations are designed to keep the period between the request and a decision by the official and any further appeal short, but allow a reasonable time for the owner to make his case. It is envisioned that the police chief's decision will be made within 24 hours of receipt of the request. A provision has also been made to have the vehicle released in the event a bond sufficient to satisfy outstanding fines or charges has been posted with the clerk of municipal court. This is a provision which the Ninth Circuit has suggested indicta in several cases.

Section 49 has been changed by providing that the maximum fine for violation of any section of this statute shall not exceed \$100. Formally, there was a \$100/\$50 split, which simply complicates enforcement and the printing of citation forms.

Please provide me with your comments on these revised sections, and any other matter that you may wish to have revised or included in the ordinance by the 15th of April so that the ordinance may be presented for a first reading at the Council Meeting on April 21, 1980.

Sincerely,

Bill Cloran
City Attorney
City of The Dalles

BC:da

Enc.

ORDINANCE NO.

AN ORDINANCE CONTROLLING VEHICULAR AND PEDESTRIAN TRAFFIC; PROVIDING PENALTIES FOR THE VIOLATION THEREOF; AND REPEALING ORDINANCES NO. 902, 920 AND 923.

THE PEOPLE OF THE CITY OF THE DALLES DO ORDAIN AS FOLLOWS:

Section 1. Short Title. This Ordinance may be cited as City of The Dalles Uniform Traffic Ordinance.

Definitions

Section 2. Definitions.

(1) In addition to those definitions contained in the State of Oregon Vehicle Code, the following words or phrases, except where the context shall clearly indicate a different meaning, shall mean:

(a) Bus stop. A space at the edge of a street designated by a sign, or painted and stenciled curb for use by buses loading and unloading passengers.

(b) Holiday.

- (1) Sundays;
- (2) Memorial Day;
- (3) Veterans' Day;
- (4) Lincoln's Birthday;
- (5) Washington's Birthday;
- (6) New Year's Day;
- (7) Independence Day;
- (8) Labor Day;
- (9) Thanksgiving Day;
- (10) Christmas Day; and

any other day proclaimed by the City Council to be a holiday.

(c) Loading Zone. A space on the edge of a street designated by a sign, or painted and stenciled curb, for the purpose of loading or unloading passengers or materials during specified hours of a specified day.

(d) Motor Vehicle. Every vehicle that is self-propelled, including tractors, fork-lift trucks, motorcycles, road building equipment, street cleaning equipment, and any other vehicle capable of moving under its own power, notwithstanding the vehicle may be exempt from licensing under the motor vehicle laws of Oregon.

(e) Person. A natural person, firm, partnership, association or corporation.

(f) Street. A highway, road or street as defined in ORS 487.005 (8), or an alley.

(g) Taxicab stand. A space on the edge of a roadway designated by a sign for use by taxi cabs.

(h) Traffic lane. That area of the street used for the movement of a single line of traffic.

(i) Vehicle. As used in subsequent sections of this Ordinance, includes bicycles.

(2) As used in this Ordinance, the singular includes the plural; and the masculine includes the feminine.

Administration

Section 3. Powers of the Council.

(1) Subject to state laws, the City Council shall exercise all municipal traffic safety authority for the City, except those powers specifically and expressly delegated herein or by another ordinance.

(2) Powers of the Council shall include, but not be limited to;

- (a) Designation of through streets.
- (b) Designation of one-way streets.
- (c) Designation of truck routes.
- (d) Designation of parking meter zones.
- (e) Restriction of the use of certain streets by any class or kind of vehicle to protect the streets from damage.
- (f) Authorization of greater maximum weights or lengths for vehicles using city streets than specified by state law.
- (g) Initiation of proceedings to change speed zones.
- (h) Revision of speed limits in parks.
- (i) Designation and use of parking meter zones, including denomination of the coin or coins that shall be deposited in parking meters, the parking time allowed following deposit of such coins, and the hours during which deposits are required.

(3) The powers of the Council shall also include, but not be limited to the establishment, maintenance, removal or alteration of the following classes of traffic control:

- (a) Crosswalks, safety zones and traffic lanes.
- (b) Intersection channelization and areas where drivers of vehicles shall not make right, left or U-turns, and the time when the prohibition applies.
- (c) Parking areas and time limitations, including the form or permissible parking (e.g., parallel or diagonal).
- (d) Traffic control signals.
- (e) Loading zones and stops for vehicles.
- (f) Designation of certain streets as bridle paths or bike ways, and the prohibition of horses and animals or bicycles on other streets.
- (g) Bicycle lanes or paths and the traffic control for such facilities.

Section 4. Duties of the City Manager. The City Manager, or his designate shall exercise the following duties, in accordance with relevant state traffic laws:

(1) Implement the ordinances, resolutions or motions of the Council, or his own orders, by installing, maintaining, removing and altering traffic control devices. Such installation shall be based on the standards contained in the current edition of the "Oregon Manual on Uniform Traffic Control Devices for Streets and Highways".

(2) Issue oversize or overweight vehicle permits.

(3) Temporarily block or close streets.

Section 5. Review of Delegated Duties. Duties exercised by the City Manager or his designate shall be reported to the Council at its next regular

meeting, immediately following their implementation, and the Council may reject or modify such action. This reporting requirement may be dispensed with when the Council so orders.

Section 6. Public Danger. Under conditions constituting a danger to the public, the City Manager or his designate may install temporary traffic control devices deemed by him to be necessary.

Section 7. Authority of Police and Fire Officers.

(1) It shall be the duty of police officers to enforce the provisions of this ordinance.

(2) In the event of a fire or other public emergency, officers of the police or fire department may direct traffic as conditions require, notwithstanding the provisions of this ordinance. Failure to obey the direction of any such officer shall be punishable as a violation of the ordinance.

General Regulations

Section 8. Crossing Private Property. No operator of a vehicle shall proceed from one street to another intersecting street by crossing private property. This provision shall not apply to the operator of a vehicle who stops on the property for the purpose of procuring or providing goods or services.

Section 9. Unlawful Riding.

(1) No operator shall permit a passenger to do, and no passenger shall ride upon a vehicle upon a street or alley, except on a portion of the vehicle designated or intended for the use of passengers. This provision shall not apply to an employee engaged in the necessary discharge of a duty or a person riding within a truck body in space intended for merchandise.

(2) No person shall board or alight from a vehicle while the vehicle is in motion upon a street.

Section 10. Use of Non-Powered Devices on the Streets or Sidewalks. No person shall use the streets or sidewalks for traveling on skis, toboggans, sleds, rollerskates, skateboards, bicycles or similar devices, except where authorized by ordinance or resolution of the City Council and posted with signs permitting such use, ~~except that bicycles may use the streets, but unless a sign prohibits use,~~ provided that children under the age of 7 years of age may use tricycles and wheeled riding toys other than skateboards or rollerskates on sidewalks in residential areas under the direct supervision of a person under the age of 18 years who shall have complete responsibility for the safety of the child and of other sidewalk users affected by the conduct of the child.

Section 11. Damaging Sidewalks and Curbs.

(1) The operator of a motor vehicle shall not drive upon a sidewalk, walk or roadside planting strip, except to cross at a permanent or temporary driveway.

(2) No unauthorized person shall place dirt, wood or other material in a gutter or space next to the curb of a street with the intention of using it as a driveway.

(3) No person shall remove a portion of a curb, or move a motor vehicle or a device moved by a motor vehicle upon a curb or sidewalk without first obtaining authorization and posting bond, if required. A person who causes damage shall be responsible for the cost of repair.

Section 12. Removing Glass and Debris. A party to a vehicle accident or a person causing broken glass or other debris to be upon a street shall remove the glass and other debris from the street.

Section 13. Storage of Motor Vehicles on Streets. No person shall store or permit to be stored on a street or other public property, without permission of the City Council, a motor vehicle or personal property for a period in excess of 48 hours. Failure to move a motor vehicle, or other personal property for a period of 48 hours shall constitute prima facie evidence of storage of a motor vehicle.

Parking Regulations

Section 14. Method of Parking.

(1) Where parallel parking is permitted on a street or alley, when a driver stops or parks a vehicle upon a two-way street, he shall position the vehicle so that the right-hand side is parallel to and within 12 inches of the right curb; or, if none, as close as possible to the right edge of the street or alley.

(2) Where parallel parking is permitted and parking on the left side of the street or alley is permitted, a driver shall stop or park the vehicle on a one-way street, or alley, either on the right side thereof in accordance with the requirements of Subsection 1 of this Section, or on the left side of the street or alley, when a driver stops or parks his vehicle on the left side, he shall position the vehicle so that the left-hand side is parallel to and within 12 inches of the curb, or if none, as close as possible to the left edge of the street or alley.

(3) Where parallel parking is permitted on the right or left side of a street or alley, and marked parking spaces are provided, when a driver stops or parks a vehicle where parking spaces are marked, he shall position the vehicle so that it faces the direction in which vehicles in the adjacent lane of the roadway are required to travel and so that the vehicle, and anything attached to it or placed on it, are within the parking space markings, unless the size and shape of the vehicle makes compliance impossible within a single marked space.

(4) Within municipal parking lots or in places on the streets designated for other than parallel parking, no person shall stand or park a vehicle other than in the direction indicated by parking space markings and/or directional signs. Any vehicle so parked shall be located completely within the designated parking space. No part of the vehicle, or anything placed on or attached to the vehicle, shall project into adjacent parking spaces or the travelled portion of the right-of-way.

(5) The operator who first begins maneuvering a motor vehicle into a vacant parking space on a street shall have priority to park in that space and no vehicle operator shall attempt to interfere.

(6) Whenever the operator of a vehicle discovers that the vehicle is parked close to a building to which the fire department has been summoned, the operator shall immediately remove the vehicle from the area, unless otherwise directed by police or fire officers.

(7) Whenever a person stops, or parks, a vehicle upon a street or alley with a discernable incline, a vehicle facing down the incline shall have its steering wheels turned toward the closest edge of the roadway. A vehicle facing up the incline shall be parked with the steering wheels turned away from the curb, if a curb is present. If no curb is present, the wheels shall be turned toward the closest edge of the roadway.

Section 15. Prohibited Parking or Standing.

(1) A person shall not park or leave standing a vehicle, whether attended or unattended on any street or alley unless a clear and unobstructed width of roadway opposite of vehicles is left for the passage of other vehicles. The provisions of this section prohibiting stopping, or allowing a vehicle to stand on a roadway, do not apply to a school bus or worker transport bus stopped on a roadway to load or unload workers or children providing flashing red lights on the bus are operating.

(2) A driver shall not ~~stop~~, stand or park a vehicle:

(a) On the roadway side of a vehicle stopped or parked at the edge or curb of a road or alley.

(b) On a sidewalk.

(c) Within an intersection.

(d) On a crosswalk.

(e) Between a safety zone and the adjacent curb within 34 feet of the points of the curb immediately opposite the ends of the safety zone, unless a different length is indicated by signs or markings.

(f) Alongside or opposite a street excavation or obstruction when stopping, standing or parking would obstruct traffic.

(g) Upon a bridge or other elevated structure, upon a street or highway or within a street or highway tunnel or underpass.

(h) On any railroad tracks.

(i) On a throughway.

(j) In an area between roadways of a divided highway, including crossovers.

(k) At any place where official signs or markings prohibit stopping ~~OR PARKING~~

(l) At any place where curbs are painted yellow and stenciled with a legend prohibiting or restricting standing, stopping or parking, except in conformance with the legend stenciled on the curb and any official traffic control signs regulating the use of the space adjacent to the curb.

(3) A driver shall not stand or park the vehicle, except momentarily to pick up and discharge a passenger:

(a) In front of a public or private driveway.

(b) Within 10 feet of a fire hydrant.

(c) Within 10 feet of a crosswalk at an intersection.

(d) Within 50 feet upon the approach to an official flashing signal stop sign, yield sign or traffic control signal located at the side of a street or alley if standing or parking of a vehicle will obstruct the view of any official traffic control device located at the side of such street or alley.

(e) Within 15 feet of a driveway entrance to a fire station or on the side of a street opposite the entrance to the fire station within 75 feet of the entrance or at any place where official signs prohibit parking or standing.

(4) A vehicle in an alley, other than for the expeditious loading or unloading of persons or materials and in no case for a period in excess of 30 consecutive minutes in any one-hour period, and such parking shall not obstruct traffic.

(5) A motor truck is defined by ORS 483.014 (2) on a street between the hours of 9:00 P.M. and 7:00 A.M. on the following day in front of, or adjacent to, a residence, motel, apartment house, hotel or other sleeping accommodation.

Section 16. Prohibited Parking. No driver or operator shall park and no owner shall allow a vehicle to be parked upon a street for the purpose

purpose of:

- (1) Displaying the vehicle for sale.
- (2) Repairing or servicing the vehicle, except temporary repairs necessitated by an emergency.
- (3) Displaying advertising from the vehicle.
- (4) Selling merchandise from the vehicle, except when authorized by the City Council.

Section 17. Use of Loading Zone. No person shall stand or park a vehicle or purpose or length of time other than for the expeditious loading or unloading of persons or materials in a place designated as a loading zone when the hours applicable to that loading zone are in effect. In no case, when hours applicable to the loading zone are in effect, shall the stop for loading or unloading of materials exceed the time limits posted. If no time limits are posted, the use of the zone shall not exceed 30 minutes.

Section 18. Unsecured Vehicles. Whenever a police officer shall find a motor vehicle parked or standing without the driver or operator seated at the controls and with the ignition key in the vehicle, the officer is authorized to remove the key from the vehicle and to deliver the key to the person in charge of the police station. The officer shall leave sufficient notice on the vehicle to indicate where the keys may be reclaimed. No person shall leave a vehicle parked or standing within a street or alley without first setting the brakes of such vehicle, removing the keys and securing the doors and windows. If the vehicle is equipped with an automatic transmission, the control lever of such transmission shall be placed in the "parked" position. Vehicles equipped with manual transmissions shall have the transmission in gear and clutch engaged.

Section 19. Standing or Parking of Buses and Taxicabs. The operator of a bus or taxicab shall not stand or park the vehicle upon a street in a business district at a place other than a bus stop or taxicab stand respectively, except that this provision shall not prevent the operator of a taxicab from temporarily stopping the cab outside a traffic lane while loading or unloading passengers.

Section 20. Restricted Use of Bus and Taxicab Stands. No person shall stand or park a vehicle other than a taxicab in a taxicab stand or bus stop except that the operator of a passenger vehicle may temporarily stop for the purpose of, and while actually engaged in, loading or unloading passengers when stopping does not interfere with the bus or taxicab waiting to enter or about to enter the restricted space, and provided that the driver of such vehicle does not leave the controls.

Section 21. Lights on Parked Vehicles. No lights need be displayed upon a vehicle that is parked in accordance with this ordinance upon a street where there is sufficient light to reveal a person or object at a distance of at least 500 feet from the vehicle.

Section 22. Extension of Parking Time. Where the maximum parking time limits are designated by sign, movement of the vehicle within the block shall not extend the time limits for parking.

Section 23. Exemption. The provisions of this ordinance regulating the parking or standing of vehicles shall not apply to the vehicle of the city, county or state or public utility while necessarily in use for construction, repair work on a street or a vehicle owned by the United States while in use for the collection, transportation or delivery of mail.

Parking Meters

Section 24. Deposit of Coins. No person shall park a vehicle in a metered parking space, except as otherwise permitted by this ordinance, without immediately depositing in the parking meter adjacent to the space the coin of the United States required by the meter as designated by directions on the meter, unless the parking meter indicates at the time the vehicle is parked an unexpired portion remains of the period for which a coin has previously been deposited.

Section 25. Legal Time Limit. No person, except as otherwise permitted by this ordinance, shall permit a vehicle parked by him to remain in a parking meter space during the time when the parking meter adjacent to the space indicates that no portion remains of the period for which coin had been deposited, or beyond the time limit for parking in such space.

Section 26. Extension of Parking Time. No person shall deposit or cause to be deposited in a parking meter a coin for the purpose of extending the parking time beyond the time limit for parking in a parking meter space.

Section 27. Mechanical Defect. An unintentional violation of a provision of this ordinance by reason of a mechanical failure of a parking meter is not an offense within the meaning of this ordinance.

Section 28. Collections. It shall be the duty of the chief of police to direct the collection of all coins deposited in parking meters.

Section 29. Parking Meter Hoods. The chief of police may issue a parking meter hood to a contractor engaged in the construction, reconstruction or repair of a building or installation of equipment in a building adjacent to a street where parking meters are installed. A hood shall be issued only where available unmetered parking areas, including alleys which might be used or blocked off without interference with commerce, are not found reasonably close to the place where the person is engaged and shall be issued only for use for each particular construction job. An initial fee of \$5.00 per hood shall be paid each week, whether or not the hood is used for the entire week, upon proof of continuing need. At termination of use, the hood (s) shall be returned to the city. While in use, the hood(s) shall remain under the control of the police department.

Section 30. Use of Parking Meter Hoods. A person with a properly issued hood may place it upon a parking meter reasonably close to the place where he is engaged in activities enumerated in the previous section. This will reserve the parking meter space for the use of the permittee's vehicle during the period when he is actually engaged in the task for which the hood was issued.

Section 31. Abuse of Hood. No person shall use a parking meter hood except for the purpose for which the hood was issued. Failure to abide by this provision will result in forfeiture of the hood, without refund of any of the fees paid, and the police chief shall not issue another hood to the violator except upon council approval.

Section 32. Courtesy Permits. The chief of police may in his discretion make courtesy permits available to visitors to the city. Such permits will be valid for not more than 3 days and shall be free. These permits, if properly displayed in accordance with regulations prescribed by the police chief shall authorize the permittee to park his vehicle without regard to time limits and without having to pay meter fees in any parking space allowing over 30 minutes of continuous parking.

Bicycle License

Section 34. Licensing. No person shall operate upon the streets a bicycle which has not been licensed.

(1) A number shall be assigned to each bicycle by the chief of police or other official as directed by him, and a record of the license issued shall be maintained as a part of the police records. The name of the city and the license number shall be affixed to the frame of the bicycle.

(2) The chief of police shall issue licenses and obtain the name and address of each person purchasing a bicycle and record the make, model and serial number, if any, of the bicycle.

(3) A person buying or otherwise obtaining a bicycle shall obtain a license from the chief of police or his designate.

(4) Bicycle licenses shall be renewed annually and be valid for a period from January 1 to December 31.

(5) The fee for a bicycle license shall be \$1.00.

(6) All license fees collected shall be paid over the general fund.

(7) A bicycle, whether or not licensed under the regulations of any other governmental unit, if brought into this city, shall be licensed in accordance with this ordinance within 30 days.

(8) No bicycle shall be licensed which is not equipped in accordance with this ordinance.

(9) A police officer shall inspect each bicycle before licensing and shall refuse a license for any bicycle which he determines to be in unsafe mechanical condition and not conforming to the requirements of this ordinance.

(10) Upon sale or other transfer of a licensed bicycle, the licensee may, upon proper application, but without payment of additional fee, have the license assigned to the purchaser or to another bicycle owned by the applicant.

(11) No person shall rent to another a bicycle not licensed and equipped as required by this ordinance and the vehicle laws of the State of Oregon.

Section 35. Bicycle Dealers. Every person engaged in the business of buying or selling bicycles shall maintain a record of every bicycle purchased or sold, giving the name and address of the person from whom purchased or to whom sold, a description of such bicycle by name or make, the frame number thereof, and the license number, if any, found thereon.

Section 36. Impounding of Bicycles.

(1) No person shall leave a bicycle on private property without the consent of the person in charge or the owner thereof.

(2) A bicycle left on public property for a period in excess of 24 hours may be impounded by the police department.

(3) In addition to any citation issued, a bicycle parked in violation of this ordinance may be immediately impounded by the police department.

(4) If a bicycle impounded under this ordinance is licensed, or other means of determining its ownership exist, the police shall make reasonable efforts to notify the owner. No impounding fee shall be charged to the owner of a stolen bicycle which has been impounded.

(5) A bicycle impounded under this ordinance, which remains unclaimed for a period of 30 days, may be disposed of by the chief of police in the following manner:

(a) Sold at auction with the proceeds to be deposited in the general fund.

(b) Retained for use of the city.

(c) Donated to a recognized charitable organization.

(d) Transferred to another governmental unit to meet a bona fide public need for transportation.

(e) As the council may, by resolution, direct.

(6) The owner of any bicycle impounded under this ordinance may, within 30 days, apply to the police chief to show good cause why the bicycle impounded should be released to him without the levy of an impoundment fee. Such application shall be in writing and state the grounds believed to make out good cause why the bicycle should be released. The police chief or his designate shall approve or deny the request in writing. A bicycle owner dissatisfied with the police chief's determination may appeal it by filing a notice of appeal within 5 days to the municipal court.

(7) Except as provided above, a fee of \$2.00 shall be charged to the owner of a bicycle impounded under this section.

Section 37. Bicycle Equipment. A bicycle operated upon the streets shall be equipped as required by state law, including lights and reflectors. In addition, a bicycle shall be equipped with a brake capable of sliding at least one tire when applied on a dry, level, clean pavement. No bicycle shall be equipped with a siren or whistle.

Pedestrians

Section 38. Pedestrians Must Use Crosswalks. No pedestrian shall cross a street other than within a crosswalk in blocks with marked crosswalks.

Section 39. Right Angles. A pedestrian shall cross a street at a right angle, unless crossing within a crosswalk.

Funeral Processions and Parades

Section 40. Funeral Procession.

(1) A funeral procession shall proceed to the place of interment by the most direct route which is in conformance with traffic regulations and practicable.

(2) The procession shall be accompanied by adequate escort vehicles for traffic control purposes.

(3) All motor vehicles in the procession shall be operated with their headlamps and taillamps illuminated.

- (4) No person shall unreasonably interfere with a funeral procession.
- (5) No person shall operate a vehicle that is not a part of the procession between the vehicles of a funeral procession.
- (6) A funeral composed of a procession of vehicles shall be escorted by at least one person authorized to direct traffic for such purposes and shall follow routes established by the chief of police.

Section 41. Parades. No procession or parade, except a funeral procession, the armed forces of the United States, and the military forces of this state, shall occupy, march or proceed along any street except in accordance with a permit issued by the chief of police. Such permit may be granted where it is found that such parade is not held for any unlawful purpose and will not, in any manner, tend to breach the peace, cause damage, or unreasonably interfere with the public use of the streets, sidewalks or alleys or the peace and quiet of the inhabitants of the city.

Traffic Offenses on Other Property
Open to Public Travel

Section 42. Careless Driving. No person shall operate a motor vehicle on other property open to public travel in a careless manner that endangers or would be likely to endanger any person or property.

Parking Citations, Parking Meters and
Owner Responsibility

Section 43. Citation on Illegally Parked Vehicle. Whenever a vehicle without an operator is found parked in violation of a restriction imposed by this ordinance or state law, the officer finding the vehicle shall take its license number and any other information displayed on the vehicle which may identify its owner, and shall conspicuously affix to the vehicle a traffic citation instructing the operator to answer to the charge against him, or pay a penalty imposed within 3 days during the hours and at a place specified in the citation.

Section 44. Failure to Comply with Traffic Citation Attached to the Parked Vehicle. If the operator does not respond to a traffic citation affixed to the vehicle within a period of 3 days, the municipal court clerk may send the owner of the vehicle to which the traffic citation was affixed a letter informing the owner of the violation and warning him that in the event that the letter is disregarded for a period of five days, a warrant for the arrest of the owner will be issued.

Section 45. Owner Responsibility. The owner of a vehicle placed in violation of a parking restriction shall be responsible for the offense, except when the use of the vehicle during the period it was parked was without the owner's express, implied or apparent consent.

Section 46. Registered Owner Presumption. In prosecution of a vehicle owner charging a violation of a restriction on parking, proof that the vehicle at the time of violation was registered to the defendant shall constitute a presumption that the defendant was then the owner in fact.

Impoundment and Penalties

Section 47. Impoundment of Vehicles.

(1) Whenever a vehicle is placed in a manner or location that constitutes an obstruction to traffic or a hazard to public safety, a police officer shall order the owner or operator of the vehicle to remove it. If the vehicle is unattended, the officer may cause the vehicle to be towed and stored. Unless good cause is shown to the contrary, the owner shall be liable for the costs of towing and storing the vehicle, notwithstanding that the vehicle was parked by another or that the vehicle was initially parked in a safe manner but subsequently became an obstruction or hazard.

(2) The disposition of a vehicle towed and stored under the authority of this section, which remains unclaimed for a period of 5 days, shall be in accordance with the provisions of Ordinance No. 716, Sections 4, 5, 6, 7, 8 and 9. (Comp. 6 - 2) relating to the impounding and disposition of vehicles unattended on city streets.

(3) Impoundment of a vehicle will not preclude the issuance of a citation for violation of a provision of this ordinance.

(4) Stolen vehicles may be towed from public or private property and stored for safe keeping at the expense of the vehicle owner. The owner of a stolen vehicle may obtain redelivery of the vehicle by presenting evidence of entitlement to possession of the vehicle satisfactory to the chief of police or his designee and by paying towing or storage charges which have accumulated during the period of impoundment, provided that such charges may be waived upon a showing that undue hardship would be imposed upon the owner or other good cause. Applications for waiver of fees shall be made in writing to the chief of police. The chief of police or his designee shall respond in writing within 5 days of receipt of the application approving or denying the request. A vehicle owner dissatisfied with the response of the chief of police may, within 5 days of the date of the response, petition the municipal court for a hearing to inquire into the matter.

(5) Whenever a police officer observes a vehicle parked in violation of a provision of this ordinance, or state law, if the vehicle has four or more unpaid parking violations outstanding against it, the officer may, in addition to issuing a citation, cause the vehicle to be impounded. A vehicle so impounded shall not be released until all outstanding fines and charges have been paid or until a bond sufficient to satisfy outstanding fines or charges has been posted with the clerk of the municipal court. Vehicles impounded under the authority of this subsection shall be disposed of in the same manner as other vehicles impounded under the authority of this subsection and shall be disposed of in the same manner as provided in Subsection (2) of this section.

Exceptions

Section 48. Emergency Vehicles. The provisions of this ordinance regulating the operation, parking and standing of vehicles, shall apply to authorized emergency vehicles, except as provided by the motor vehicle laws of Oregon and as follows:

(1) A driver, when operating an emergency vehicle in an emergency, except when otherwise directed by a police officer, or authorized person, may park or stand, notwithstanding the provisions of this ordinance.

(2) A driver of a police vehicle or fire department engine, or patrol vehicle, when operating such vehicle in an emergency, may disregard regulations

governing turning in specified directions and operation as long as the driver does not endanger life or property.

(3) . The foregoing exemptions shall not, however, protect the driver of any such vehicle from the consequences of the driver's reckless disregard for the safety of others.

Section 49. Penalties.

(1) Violation of Sections 8 through 49 of this ordinance is punishable by a fine not to exceed \$100.00.

General

Section 50. Severability Clause. If a portion of this ordinance is, for any reason, held to be invalid, such decision shall not affect the validity of the remaining portions of the ordinance.

Section 51. Repeal. Ordinance No. 902, enacted October 16, 1972, and as amended by Ordinance No. 920 and Ordinance No. 923, is repealed.

Section 52. Saving Clause. The repeal of any ordinance by Section 51 shall not preclude any action against a person who violated the ordinance prior to the effective date of this ordinance.

Passed by the council and a-proved by the Mayor April 6, 1979.

Amended April , 1979.



CITY of THE DALLES

313 COURT STREET

THE DALLES, OREGON 97058

MEETING ANNOUNCEMENT

Jim Grisham, from the National Safety Council, will conduct a meeting in The Dalles on April 10 at 10:00 a.m. at the Library Conference Room.

Traffic and Safety Committee members and local City and County officials from Wasco and neighboring counties have been invited to participate.

We encourage all of you to attend this meeting to learn more about traffic safety!

AREA CODE (503) ■ CITY HALL (Administration, Finance, Municipal Court) 296-5481

CITY ATTORNEY 296-5424 ■ BUILDING AND ENGINEERING DEPT. 296-3537 ■ FIRE DEPT. 296-3264

POLICE DEPT. 296-2233 ■ PARKS AND RECREATION DEPT. 296-9533

DIRECTOR OF PUBLIC WORKS (Street, Water, Sewage Treatment) 296-5401

March 5, 1980

TO WHOM IT MAY CONCERN

Mr. Jerry Jeffers lives across the street from Wilson Elementary School and has expressed a concern about my request of the Safety Commission to have the curb in front of his home painted yellow to alleviate parking close to the 12th street school cross-walk. My request was to have the curb painted yellow from the cross-walk east to the first drive way curb cut. If this is done it will prevent Mr. Jeffers from being able to park in front of his home on 12th street. In talking with Mr. Jeffers I agree that we could live with a curb painted yellow for about 20 - 21 feet east of the cross-walk lane. This would give us more visability than we have now by the cross-walks and would be ample to assure safety for our pupils. Some consideration may have to be given to allow parking in the area when school is not in session.

Sincerely,

WILSON ELEMENTARY SCHOOL

Daryl Corey

Daryl Corey, Principal

cc: City Hall Traffic Safety Commission

✓ Joe Hasbrouck, City Maintenance Engineer

Jerry Jeffers