



CITY OF

PORTLAND, OREGON

BUREAU OF TRAFFIC ENGINEERING

Mildred A. Schwab, Commissioner
 Donald E. Bergstrom
 City Traffic Engineer
 317 S.W. Alder Street
 Portland, Oregon 97204
 (503) 248-4295

March 18, 1981

MEMORANDUM

TO: City Council

FROM: D. E. Bergstrom *DEB*
 City Traffic Engineer

SUBJECT: Parking Meter Hoods

INTRODUCTION

As part of the program to limit the impact of construction and maintenance work within downtown Portland, the unnecessary use of parking meter hoods should be curtailed. The Bureau of Traffic Engineering recommends that its hood issuing policies be modified and thus augment the City Engineer's proposed code revision (Chap. 17.25). Traffic Engineering recommends (1) more stringent standards for annual maintenance zone hoods (2) investigating a ceiling on the number of hoods issued (3) clear, understandable restrictions on every hood issued (4) limiting the types of hoods issued (5) routine, systematic removal of expired/abused hoods (6) penalties for abuse and (7) proper hood usage by all governmental agencies.

RECOMMENDATIONS

Recommendation 1:

During the past fiscal year, the Bureau of Traffic Engineering issued 184 hoods to 69 firms to perform maintenance within the Central Business District. These hoods are issued on an annual basis and are placed on meters when the firm must perform maintenance within a building. The fee for such hoods is \$300.00.

While there are legitimate needs for such hoods, Traffic Engineering believes that the definition of "maintenance" has become too broad; we recommend that maintenance hoods be issued only to firms maintaining the physical structures or utilities within the CBD. BTE recommends that firms servicing business machines or movable furnishings be denied maintenance hoods. Traffic Engineering estimates this recommendation would eliminate the use of 25 hoods.

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Recommendation 2:

During March 1981, the Parking Patrol Division surveyed the parking meter hood usage within Special Traffic District A (the area bounded by W. Burnside, S. W. Front Avenue, S. W. Market Street and S. W. 13th Avenue). Of the 3,400 meters within this district, an average of 168 hoods was reported. Of this 168, an average of 55 prohibited parking by the general public for all hours and all days; the remaining hoods (113) usually prohibited parking between 7 AM and 6 PM, Monday through Friday.

For the next three months, Traffic Engineering will continue to monitor the use and distribution of hoods. If the total number of hoods increases or if hoods are concentrated within a subdistrict, Traffic Engineering will recommend to Council that a hood ceiling be imposed. All hoods within the limited subdistrict would be issued according to the priority system as established by the City Engineer.

Recommendation 3:

The current hoods are worn and the legends are often illegible. Traffic Engineering will design, purchase, and issue only two types of hoods:

- (1) A white hood with the international "No Parking" symbol that will prohibit parking for the general public for all hours on all days.
- (2) A blue hood with the legend "Reserved 7 AM - 6 PM Mon-Fri" that will reserve space for specific vehicles for the limited time only.

These hoods shall be legible to motorists and will reduce the frustration and anger generated by the generic no-label hoods. The motorist will know immediately if he/she can park at the hooded meter.

Recommendation 4:

Traffic Engineering will issue the blue, 7 AM - 6 PM, Mon-Fri hood whenever possible. The white, all-hours hood will be issued only when the firm:

- (1) has received approval from the City Engineer, as per Chap. 17.25 and

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- (2) can demonstrate that the work cannot be completed within the 7 AM - 6 PM time frame and
- (3) must store materials and equipment in the reserved space or must maintain a traffic lane for all hours.

Recommendation 5:

The Parking Patrol Division of Traffic Engineering will be issued keys to all parking meter hoods and will collect hoods that are expired or misused. Hood users shall be liable for all parking violations that result from expired or abused hoods being removed.

Recommendation 6:

To reduce the abuse of hoods, the Bureau of Traffic Engineering recommends that the following deposits, fines, and penalties be imposed on all hood users:

- (1) Require a \$25.00 deposit for each hood issued

If the hood user abuses hoods on the same project or in the same general area or within the general time frame for which the hood(s) is issued, Traffic Engineering recommends the following fines and penalties:

- 1st Violation (1) Charge a \$5.00 fine if the hood is left on after the expiration date or is otherwise abused and the Parking Patrol Deputy removes the hood
- 2nd Violation (2) Charge a \$25.00 fine if the hood is left on after the expiration date or is otherwise abused and the Parking Patrol Deputy removes the hood
- 3rd Violation (3) Charge a \$25.00 fine if the hood is left on after the expiration date or is otherwise abused and the Parking Patrol Deputy removes the hood
 Delay the reissuance of such hoods for 48 hours
- 4th Violation (4) Charge a \$25.00 fine if the hood is left on after the expiration date or is otherwise abused and the Parking Patrol Deputy removes the hood
 Delay the reissuance of such hoods for 72 hours

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5th Violation (6) Charge a \$25.00 fine if the hood is left on after the expiration date or is otherwise abused and the Parking Patrol Deputy removes the hood

Delay the reissuance of such hoods for 30 days

In addition to all fines and penalties imposed above, the hood user will be charged the daily user rate for all days that the expired/abused hoods denied parking to the general public.

Recommendation 7:

All governmental agencies using hoods will be subject to the above provisions as well as the provisions of Chapter 17.25.

DEB:MBK:jjp

ORDINANCE NO. 151358

An Ordinance adding a new Chapter 17.23, Special Traffic Control District, to the Code of the City of Portland, Oregon to provide coordination within the district subject to the issuance of a permit, the payment of a fee and the meeting of certain conditions, and amending Sections 16.20.260, 16.40.010, 16.46.045, and 24.44.020 of the Code of the City of Portland, Oregon.

The City of Portland ordains:

Section 1. The Council finds:

- 1. That construction and maintenance activities in public rights of way can seriously disrupt traffic flow and impose hardships on abutting business in the central business district of the City of Portland.
- 2. That maintaining the vitality of the central business district is essential to the welfare and livelihood of the City.
- 3. That coordination of construction and maintenance activities in the central business district is necessary in order to minimize the potential for disruption.
- 4. That it is desirable to have a review of the adopted system of coordination after one year of operation.

NOW, THEREFORE, the Council directs:

- a. A new chapter is hereby added to the Code of the City of Portland, Oregon to be numbered, titled, and to read as follows:

Chapter 17.23
Special Traffic Control District

- Sections:
- 17.23.010 Application
 - 17.23.020 Definitions
 - 17.23.030 Designated Boundary
 - 17.23.040 Special Jurisdiction
 - 17.23.050 Permits Required
 - 17.23.060 Traffic Standards

17.23.010 Application. This chapter shall apply to any public improvement or maintenance work within all the area between curb lines in the street and within the special traffic control district described in 17.23.030.

17.23.020 Definitions. As used in this chapter, the following terms shall have the following definitions:

- (1) "Street" shall mean any street as defined in the City Charter, including all area between property lines, and area dedicated to street use.
- (2) "Curb" shall mean the stone or concrete edging along a street.
- (3) "City Engineer" shall mean the duly appointed City Engineer, or any lawfully appointed subordinate of the City Engineer, acting under his orders.
- (4) "Maintenance" shall mean the function of protecting existing public and private facilities within the street area so as to keep those facilities in safe and convenient operating condition. Under this definition, the work would be of a routine nature and would not involve cutting the pavement.
- (5) "Emergency" shall mean any unscheduled repair of existing public or private facilities within the street area which must be accomplished immediately to protect the life, health, and well being of the public, or to protect public or private property. Under this definition, "emergency" work shall encompass only immediately required repairs and shall not include extensive replacement or upgrading of the facility.
- (6) "Public improvement" means an improvement of, on, over or under property owned or controlled by the public, or property to be controlled by the public upon plat and easement recording for approved subdivision or planned unit developments, by construction, reconstruction, remodeling, repair or replacement, when no property is intended to be charged through assessment any portion of the improvement cost.

17.23.030 Designated Boundary. The following described special traffic control district will mean and include the following streets in the City:

Beginning with the intersection of the north line of W Burnside Street with the west line of NW 13th Avenue, running thence easterly, along said north line of W Burnside Street to its intersection with the east line of NW Front Avenue; thence southerly along the east line of NW and SW Front Avenue to its intersection with the south line of SW Market Street; thence westerly along the south line of SW Market Street to its intersection with the west line of SW 13th Avenue; thence northerly along the west line of SW and NW 13th Avenue to the place of beginning.

17.23.040 Special Jurisdiction. Within the special traffic control district, the City Engineer shall have authority to issue temporary street closure permits to allow public improvements and maintenance within the street, including the authority to secure information from and coordinate the activities, authorized by the permit, of all public or private parties. The authority of the City Engineer shall not repeal the authority of the Building Bureau as outlined in Chapters 44 and 45 of the Uniform Building Code or as outlined in Chapter 24.44.020 of the Code of the City of Portland, Oregon.

17.23.050 Permits Required.

(a) Within the special traffic control district, any public or private party desiring to perform public improvements or maintenance work in the street must first obtain a temporary street closure permit as prescribed in Chapter 17.44.020 of the Code of the City of Portland, Oregon, and pay the permit fees set forth in Chapter 17.24.020.

(b) Any public or private party desiring to perform maintenance work during the non-peak hours must notify the City Engineer one (1) day in advance of the work and obtain verbal approval prior to commencing the work. Maintenance work which will avoid the peak hours, 7:00 - 8:30 a.m. and 4:00 - 6:00 p.m., Monday through Friday, will be exempt from obtaining a temporary street closure permit.

(c) Any public or private party performing emergency work must notify the City Engineer at the time work is commenced and when finished. Emergency work may be performed without first obtaining the temporary street closure permit outlined in (a) above or without the one (1) day advance notice outlined in (b) above.

(d) Any private party obtaining a permit as described in Chapter 17.24 must schedule their work and obtain approval from the City Engineer one (1) week in advance of starting work. Any private party obtaining a permit to perform public improvements in the street as described in Chapter 17.24 or 17.56, shall be exempt from obtaining an additional temporary street closure permit as described in this Chapter 17.23.050.

Permittees will be required to give one week advance notice, in writing, to abutting property owners and businesses which will be directly affected by the proposed work. The written notice must state the expected start date and duration of the project.

(e) Maintenance work performed by the Oregon Department of Transportation which will take more than one (1) day to complete, will require one (1) week advance notification and

approval from the City Engineer prior to commencing work. Maintenance work performed on SW Market Street and/or SW Clay Street by the Oregon Department of Transportation will be exempt from obtaining a temporary street closure permit.

17.23.060 Traffic Standards. Since the intent of this Code section is to minimize traffic congestion in the central business district, permits issued within the special traffic control district in accordance with Chapters 17.23.050 and 17.24.010 must conform to traffic standards that are adopted and on file in the Bureau of Traffic Engineering. Within the Special Control District, the Traffic Engineer is hereby authorized and directed to enforce the Traffic Standards.

- b. Section 16.20.260 is amended to read as follows:

16.10.260 Authorization for Construction Zone Permit.

(a) The Bureau of Traffic Engineering is hereby authorized to issue a permit for construction zone hoods, to be used on parking meters, or construction zone signs to be used in lieu of parking meters or other parking restrictions as an aid to carrying on actual construction or maintenance work.

(b) If a construction zone permit is to be issued for work within the special traffic control districts outlined in 17.23.030, the prior approval of the City Engineer must be obtained before issuing the construction zone permit.

- c. Section 16.40.010 is amended to read as follows:

16.40.010 Permit Required for Parade - Conditions for Granting.

(a) No parade for any purpose whatsoever shall be allowed upon any street or public way in the City until a permit therefor has been obtained from the Commissioner in charge of the Bureau of Police or the Council. Application to conduct a parade shall be made in writing in the first instance to the Commissioner in charge of the Bureau of Police by the person or persons to be in charge or control thereof, or responsible therefor, and such application shall set forth the route along which the parade is to proceed, the time of starting, the name or names of the persons, corporation, or society in control thereof, or responsible therefor, and the purpose of such parade. Upon application being made, the Commissioner shall investigate the applicants regarding the purpose or object of such parade. If the Commissioner shall find that the parade is not to be held for any unlawful purpose and will not in any manner threaten to incite a breach of the peace or unnecessarily interfere with the public use of the streets and ways of the City, or the peace and quiet of the inhabitants thereof, he may grant the application. Any person applying for a permit to hold a parade under this section may appeal to the Council from the ruling of the Commissioner in charge of the Bureau of Police.

(b) If an application to conduct a parade has a route which enters the Special Traffic Control Districts outlined in 17.23.030, prior approval of the City Engineer must be obtained before the Commissioner grants the request for permit.

- d. Section 16.46.045 is amended to read as follows:

16.46.045 Vehicles Permitted in Mass Transit Lanes During Limited Times.

(a) No change

(b) Persons driving vehicles may enter upon and use the traffic lanes designated in Section 16.46.010 for special loading requiring direct access to properties facing the traffic lanes, during times when use does not impede the efficient flow of mass transportation vehicles, after receiving a permit authorizing such use from the Traffic Engineer. The Traffic Engineer shall have received prior approval of the City Engineer.

- e. Section 24.44.020 is amended to read as follows:

24.44.020 Street Use. Building permittee may have use of street area. A person undertaking work covered by a building permit, on proof of necessity may be entitled to a permit for the use of the street, sidewalk and/or roadway, subject to the approval of the Traffic Engineer and the regulations of this chapter. The fee for such permit to cover cost of issuance of the permit, inspection, and policing, shall be six cents per square foot per week. For any case, the minimum fee shall be twelve dollars. A street permit shall be issued for a period of not less than one week and not exceeding ninety days, at the end of which time the permit may be extended for another period or periods, not exceeding thirty days or more if in the judgement of the Bureau of Buildings such extension is warranted by existing conditions. The use of the street by persons holding a permit and/or the fencing off of street space shall not be continued longer than is necessary. If the permit for use of the street is within the Special Traffic Control Districts outlined in 17.23.030, the prior approval of the City Engineer must be obtained if the street use extends beyond the curb line.

When work not requiring a building permit is undertaken for maintenance of buildings or structures in the congested areas where parking meters are located, the person undertaking such work shall not close off any portion of the sidewalk, or roadway areas without first obtaining, subject to the approval of the Traffic Engineer, a street use permit for the same; the fee and time limit for such permit shall be as specified above. If the street use permit is within the special Traffic Control Districts outlined in 17.23.030, the prior approval of the City Engineer must be obtained if the street use extends beyond the curb line.

ORDINANCE No.

While work is in progress, a roped-off passageway not less than four (4) feet in width shall be maintained for pedestrians, which passageway shall in no part be closer, measured horizontally, than six feet from any scaffold, ladder, machinery, or equipment. Such passageway shall be entirely contained within the existing sidewalk area.

In order to ensure coordination of construction activity within the street area and to provide that the private and public needs are met, the Bureau of Buildings may require that pre-construction conferences be held with the permit applicant and the appropriate bureaus.

Section 2. One (1) year after the effective date of this Ordinance, the Commissioner in charge shall report to the Council the consequences of the adoption of this Ordinance and shall recommend continuance, modification or repeal of its provisions.

Section 3. The amendments to the City Code provided for in Section 1 of this Ordinance shall be effective May 1, 1981.

Passed by the Council, APR 1 1981

Commissioner Mildred A. Schwab
Commissioner Mike Lindberg
R.E. Johnson:rmc
3-4-81

Attest:


Auditor of the City of Portland

1054
~~911-1~~
 Calendar No. ~~918~~

ORDINANCE No. 151358

Title

An Ordinance adding a new Chapter 17.23, Special Traffic Control District, to the Code of the City of Portland, Oregon to provide coordination within the district subject to the issuance of a permit, the payment of a fee and the meeting of certain conditions, and amending Sections 16.20.260, 16.40.010, 16.46.045, and 24.44.020 of the Code of the City of Portland, Oregon.

THURSDAY

MAR 25 1981

PASSED TO SECOND READING APR 1 1981

Filed MAR 20 1981

GEORGE YERKOVICH
 Auditor of the CITY OF PORTLAND

By: *George Yerkovich*
 Deputy

THE COMMISSIONERS VOTED AS FOLLOWS:		
	Yeas	Nays
Jordan	1	
Lindberg	1	
Schwab	1	
Ivancie	1	

FOUR-FIFTHS CALENDAR	
Jordan	
Lindberg	
Schwab	
Ivancie	

INTRODUCED BY
Commissioner Mildred A. Schwab Commissioner Mike Lindberg

NOTED BY THE COMMISSIONER
Affairs <i>[Signature]</i>
Finance and Administration
Safety
Utilities
Works <i>ML/mb</i>

BUREAU APPROVAL
Bureau: Street & Structural Engineering
Prepared By: R.E. Johnson:mmc Date: 3-4-81
Budget Impact Review: <input type="checkbox"/> Completed <input checked="" type="checkbox"/> Not required
Bureau Head: <i>David J. Vargas</i> David J. Vargas, Acting Chief

CALENDAR	
Consent	Regular X

NOTED BY
City Attorney
City Auditor
City Engineer Approved: John M. Lang
By: <i>David J. Vargas</i>