

SPECIAL MEETING

Thursday, April 23, 1931.

The Common Council of the City of Indianapolis met in the Council Chamber, April 23, 1931, at 12:30 o'clock P. M., President Ernest C. Ropkey in the chair, pursuant to the following call:

To the Members of the Common Council, Indianapolis, Indiana:

Gentlemen:

You are hereby notified that there will be a SPECIAL MEETING of the COMMON COUNCIL held in the Council Chamber on Thursday, April 23rd, 1931, at 12:30 p. m., the purpose of such SPECIAL MEETING being to receive Committee reports and to consider on second reading and passage the following pending ordinances:

No.	NATURE	COMMITTEE
G. O. No. 31, 1931	Amendment to Official Traffic Code	PUB. SAFETY
G. O. No. 40, 1931	Ratifying Contract—Richard Arnett and Municipal Airport	PUB. WORKS.
G. O. No. 41, 1931	Ratifying Contract—Carl Punde—Municipal Airport Concessions	PUB. WORKS.

Respectfully,

ERNEST C. ROPKEY,
President, Common Council.

I, Henry O. Goett, Clerk of the Common Council of the City of Indianapolis, Indiana, do hereby certify that I have served the above

and foregoing notice to each and every member of the Common Council prior to the time of such SPECIAL MEETING, pursuant to the rules.

IN WITNESS WHEREOF, I have hereunto affixed my signature and caused the seal of the City of Indianapolis to be affixed.

HENRY O. GOETT,
City Clerk.

SEAL

Which was read.

President Ropkey called the meeting to order.

The Clerk called the roll.

Present: Ernest C. Ropkey, President, and seven members, viz: Mr. Gardner, Mr. Henry, Mr. Hildebrand, Mr. Houck, Mr. Tennant, Mr. Welch, Mr. Wheatley.

Absent: Chas. C. Morgan.

On motion of Mr. Welch, seconded by Mr. Wheatley, the Council recessed at 12:35 p. m.

The Council reconvened from its recess at 12:50, with the same members present as before.

COMMITTEE REPORTS

Indianapolis, Ind., April 23, 1931.

To the President and Members of the Common Council of the City of Indianapolis, Indiana:

Gentlemen:

We, your Committee on Public Safety, to whom was referred General Ordinance No. 31, 1931, entitled Amendment to Official Traffic Code, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed as amended.

MAURICE E. TENNANT, Chairman.

FRED C. GARDNER.

LEO F. WELCH.

C. I. WHEATLEY.

Indianapolis, Ind., April 23, 1931.

*To the President and Members of the Common Council of the City of
Indianapolis, Indiana:*

Gentlemen:

We, your Committee on Public Works, to whom was referred General Ordinance No. 40, 1931, entitled Ratifying Contract—Richard Arnett and Municipal Airport, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

CARL A. HILDEBRAND, Chairman.

LEO F. WELCH.

FRED C. GARDNER.

MAURICE E. TENNANT.

Indianapolis, Ind., April 23, 1931.

*To the President and Members of the Common Council of the City of
Indianapolis, Indiana:*

Gentlemen:

We, your Committee on Public Works, to whom was referred General Ordinance No. 41, 1931, entitled Ratifying Contract—Carl Punde and Municipal Airport—Concessions, beg leave to report that we have had said ordinance under consideration, and recommend that the same be passed.

CARL A. HILDEBRAND, Chairman.
LEO F. WELCH.
FRED C. GARDNER.
MAURICE E. TENNANT.

ORDINANCES ON SECOND READING

Mr. Tennant called for General Ordinance No. 31, 1931, for second reading. It was read a second time.

Mr. Tennant presented the following written motion to amend General Ordinance No. 31, 1931:

Indianapolis, Ind., April 23, 1931.

Mr. President:

I move that General Ordinance No. 31 be amended to read as follows:

GENERAL ORDINANCE NO. 31, 1931

(AS AMENDED)

AN ORDINANCE amending Sub-section (u) of Section 1 of Article 1, Section 8 of Article III, Sub-section (a) of

Section 15 of Article IV, Sub-section (a) of Section 16, Article IV, Section 21 of Article V, Section 26 of Article VI of General Ordinance No. 96, 1928, Section 30 of Article VI of said General Ordinance No. 96, as amended by General Ordinance No. 47, 1930, Section 31 and Section 34 of Article VI, Section 43 of Article VII of said General Ordinance No. 96, 1928, and Section 44 of Article VII of said General Ordinance 96, 1928, as amended by General Ordinance No. 9, 1929, and by General Ordinances Nos. 15 and 59, 1930, Sub-section (a) of Section 66 of Article IX, of General Ordinance No. 96, 1928, as amended by General Ordinance No. 9, 1929, said General Ordinance No. 96, 1928, being entitled "An Ordinance regulating traffic upon the streets, alleys and public places of the City of Indianapolis, defining violations thereof, repealing all other ordinances and sections of ordinances in conflict herewith, declaring a penalty for the violation thereof and designating a time when the same shall take effect," and supplementing said General Ordinance No. 96, 1928, by the addition thereto of two new sub-sections designated sub-section (d) and sub-section (a) respectively to Section 10 of Article III thereof, and a new supplementary section designated and numbered Section 38½, and a new supplementary section to be numbered Section 68½; repealing all ordinances or parts of ordinances in conflict herewith, and declaring a time when the same shall take effect.

BE IT ORDAINED BY THE COMMON COUNCIL OF
THE CITY OF INDIANAPOLIS, INDIANA:

Section 1. That sub-section (u) of Section 1 of Article I of General Ordinance No. 96, 1928, be amended to read as follows, to-wit:

"(u) CENTRAL TRAFFIC DISTRICT: That part of the City of Indianapolis included within the limits of the north curb line of North Street on the north, the east

curb line of East Street on the east; the south curb line of South Street on the south; and the west curb line of West Street on the west; also on both sides of Capitol Avenue, from the north curb line of North Street to the south curb line of St. Clair Street; also on both sides of East Washington Street, from the west curb line of Noble Street to the east curb line of East Street; also on both sides of West Washington Street, from the west curb line of West Street to the east bank of White River; also both sides of North Illinois Street from the north curb line of North Street to the south curb line of West St. Clair Street; also both sides of North Meridian Street, from the north curb line of North Street to the south curb line of St. Clair Street; also both sides of North Pennsylvania Street, from the north curb line of East North Street, to the south curb line of East St. Clair Street; also both sides of North Delaware Street from the north curb line of East North Street to the south curb line of East St. Clair Street; also both sides of East St. Clair Street, from Meridian Street to Pennsylvania Street shall be known as the Central Traffic District or Congested District."

Sec. 2. That Section 8, Article III of General Ordinance No. 96, 1928, be amended to read as follows, to-wit:

"SECTION 8. TRAFFIC SIGNS AND SIGNALS:
(a) The Board of Public Safety shall determine and designate the character or type of all official traffic signs and signals and said Board of Public Safety shall place and maintain or cause to be placed and maintained all official traffic signs and signals. All signs and signals required hereunder for a particular purpose shall so far as practicable be uniform as to type and location throughout the city; but all signs of a type not operated mechanically which shall be erected hereafter shall be in con-

formity with the recommendation of the American Engineering Council.

(b) No provision of this ordinance for which signs are required shall be enforceable against an alleged violator, if, at the time and place of the alleged violation the sign herein required is not in proper position and sufficiently legible to be seen by an ordinarily observant person. Whenever a particular section does not state that signs are required, such section shall be effective without signs being erected to give notice thereof."

Sec. 3. That said General Ordinance No. 96, 1928, be supplemented by two new sub-sections to be designated as sub-section (d) and sub-section (e) and added to Section 10 of Article III of said ordinance, which said sub-sections so to be added to said Section 10 of said Article III shall read as follows, to-wit:

"(d) It shall be unlawful for the operator of any vehicle or street car to cross over or enter into a street intersection where an automatic traffic signal is located and in operation, when the signal facing such vehicle shall show a "Yellow" or "Change" signal, unless said vehicle is within such intersection or so close thereto that a stop cannot be made in safety, or when such signal facing such vehicle shall show a "Red" or "Stop" signal.

(e) It shall be unlawful for the operator of any vehicle making a left turn at any street intersection where an automatic traffic signal is located, and where left turns are permitted, to proceed to the left until the traffic signal shall indicate "Green" or "Go" in respect to the direction in which such operator is turning. Traffic making a turn to the left shall proceed into the intersection upon the "Green" or "Go" signal, and shall come to a complete stop on the right hand side of the center of said street intersection, and shall proceed when the traffic signal shall indicate "Green" or "Go" in respect to the direction in which the traffic to the left is going."

Sec. 4. That Sub-section (a) of Section 15, Article IV, of said General Ordinance 96, 1928, be amended to read as follows, to-wit:

“SECTION 15. PEDESTRAINS’ RIGHT OF WAY:
(a) The operator of any vehicle or street car shall yield the right of way to a pedestrian crossing the roadway within any marked crosswalk or within any unmarked crosswalk at the end of a block, except at intersections where the movement of traffic is being regulated by police officers or traffic control signals, or at any point where a pedestrian tunnel or overhead crossing has been provided; but at all places a pedestrian having lawfully started across a street at an intersection shall have the right of way until such pedestrian has reached the opposite side of the street.”

Sec. 5. That Sub-section (a) of Section 16, Article IV of said General Ordinance 96, 1928, be amended to read as follows, to-wit:

“SECTION 16. PEDESTRAINS’ RIGHTS AND DUTIES AT CONTROLLED INTERSECTIONS. (a) On streets where traffic at intersections is controlled by traffic control signals or by police officers, pedestraints shall not cross a roadway or intersection against a “red” or “stop” signal. A pedestrian crossing or starting to cross any such crosswalk on a “green” or “go” signal shall have the right of way over all vehicles and street cars, including those making turns, until such pedestrian has reached the opposite curb or safety zone, and it shall be unlawful for the operator of any vehicle or street car to fail to yield the right of way to any such pedestrian.”

Sec. 6. That Section 21, Article V of said General Ordinance No. 96, 1928, be amended to read as follows, to-wit:

“SECTION 21. DRIVING THROUGH SAFETY ZONE PROHIBITED: It shall be unlawful for the operator of any vehicle, except street cars and inter-urban cars, to drive the same over, through or at the left of a safety zone as defined in this ordinance.”

Sec. 7. That Section 26 of Article VI of said General Ordinance No. 96, 1928, be amended to read as follows, to-wit:

“SECTION 26. STANDING FOR LOADING OR UNLOADING ONLY IN CERTAIN PLACES: PERMITS:

(a) For the purpose of providing the owner or occupant of any premises fronting upon any street in the City of Indianapolis with ingress and egress to and from said premises for passengers and freight coming to or going from such premises, the Common Council of the City of Indianapolis hereby authorizes the Board of Public Safety, subject to the approval of the Common Council, and upon the request of such owner or occupant of such premises, to determine, designate and grant locations for passenger zones and loading zones, in strict accordance with the provisions of this section.

(b) Whenever the owner or occupant of any premises having a frontage on any street in the City of Indianapolis shall present to the Board of Public Safety a written request for permission to establish and maintain during the time permitted by this ordinance, a “Passenger Zone” or a “Loading Zone” in front of such premises, such request to set forth the name of the applicant, the nature of his business, the location of such requested zone, and a brief statement of the reasons for the establishment of such zone, and such request to be accompanied by a sketch showing the location of such premises, the exits to and from said premises, and the location of such zone as desired by such applicant, and also to be accompanied by a receipt from the City Controller showing that such applicant has paid to the City Controller the sum of Five

Dollars (\$5.00) for an investigation fee, such Board of Public Safety shall cause an investigation to be made by a police officer connected with the Traffic Department of the Indianapolis Police Department to be designated by such Board of Public Safety, who shall proceed to inquire into the necessity of the establishment of such passenger zone or loading zone as requested by such applicant, and such officer shall proceed at once to make such investigation and shall report his findings in writing to the Board of Public Safety, and said Board shall thereupon transmit such written request of said applicant to the Common Council together with the written report of such officer and the recommendation of such Board of Public Safety as to whether or not such passenger zone or loading zone should be established. Upon request thereof, the Common Council will, after public hearing, proceed, in its discretion, to grant or reject said request, and upon said request being granted, will proceed to establish such passenger zone, or loading zone, by ordinance, conforming in all respects to the requirements of law and of the rules of the Common Council.

(c) Upon the establishment of such "Passenger Zone" or "Loading Zone" as set out in the preceding sub-section, the Board of Public Safety shall cause such applicant to be notified of the action of such common council thereon; and such Board of Public Safety shall cause markers to be permanently located at the two ends of such zone as established by said Common Council, and cause said zone to be otherwise marked and designated as said Board of Public Safety may determine, and such markers shall be of metal and shall be of uniform design throughout the city; Provided, however, that said Board of Public Safety shall not affix said markers or cause such zone to be marked and designated, until the person requesting the establishment of such zone shall present said Board of Public Safety with a receipt showing that he has paid the City

Controller of the City of Indianapolis, the sum of Twenty-five Dollars (\$25.00) for the first year's rental for such markers; Provided, however, that in the event that such zone shall exceed eighteen (18) feet in length an additional marker shall be required for each additional eighteen (18) feet or fraction thereof such zone shall be in excess of eighteen (18) feet; and the rental to be required of such person so requesting the establishment of such zone for each additional marker shall be Twenty-five Dollars (\$25.00).

(d) This annual rental for such standards shall be used to defray the expense of erecting such standards and for keeping the same in repair and painted, and for properly marking and designating such passenger zones or loading zones. Such rentals so paid shall be kept by the City Controller in a separate fund for such purpose; any balance remaining in said fund shall revert to the General Fund at the end of any year. Such rental shall be Twenty-five Dollars (\$25.00) for the first two of said standards and Twenty-five (\$25.00) for each additional standard required, and shall be due and payable on the first day of January of each year; provided, however, that the first year's rental shall be the full amount of Twenty-five Dollars (\$25.00) for the first two standards and Twenty-five Dollars (\$25.00) for each additional standard so required, due to the extra cost necessitated in establishing such passenger zone or loading zone, and shall date from the establishment of such zone to the 31st day of December following. Such standards shall be and remain the property of the City of Indianapolis, and shall be caused to be removed by the Board of Public Safety upon failure of the owner or occupant of said premises to pay such rental for said standards when the same becomes due.

(e) No passenger or loading zone shall be established within twenty-five (25) feet of a street intersection, and no such zone shall be established which shall conflict

with any safety zone or bus zone heretofore established, or at any place where parking is prohibited by the terms of this ordinance.

(f) Nothing contained in this section shall authorize the reservation of space for the parking of any owner's or occupant's own vehicle or vehicles. When there are two or more occupants of any certain premises who use a common entrance thereto only one such space may be so established. Provided, further, that in addition to the penalties hereinafter provided, any owner or occupant of any premises where such passenger zone or loading zone shall have been established as provided for herein, who is found guilty of violating any provisions of this section shall forfeit all right to the use of such standards as provided in this section, and the Board of Public Safety shall cause such standards to be removed from said premises and all further and other markings as designated by said Board to be obliterated, and all rental which shall have been paid for such standards shall be and become forfeit to said City of Indianapolis, in addition to any other and further penalties provided by this ordinance.

(g) It shall be unlawful for the operator of a vehicle to stop, stand or park the same for a longer period of time than is necessary for the expeditious loading or unloading of passengers in any place designated and marked as a passenger zone, on any day between the hours of six a. m. and seven p. m. except Sundays and legal holidays.

(h) It shall be unlawful for the operator of a vehicle to stop, stand or park the same for a longer period of time than is necessary for the expeditious loading or unloading of passengers, or for the loading, unloading, delivery or pick up of materials or merchandise, in any place designated and marked as a loading zone on any day between the hours of six a. m. and seven p. m., except

Sundays and legal holidays. Provided, that in no case shall the stop for loading and for unloading of materials exceed a total of thirty (30) minutes.”

Sec. 8. That Section 30 of Article VI of said General Ordinance No. 96, 1928, shall be amended to read as follows, to-wit:

“SECTION 30. PARKING PROHIBITED IN CERTAIN PLACES:

(a) On all streets and avenues thirty (30) feet or less in width from curb to curb, the parking of vehicles shall be restricted to one side of such street or avenue; if such street or avenue runs north and south, parking of vehicles shall be on the west side only; if such street or avenue runs east and west, parking of vehicles shall be on the south side only, except as otherwise provided herein. It shall be unlawful for any operator of any vehicle to park the same at any time in violation of this sub-section.

(b) It shall be unlawful for the operator of any vehicle to park the same at any time in any of the following places, to-wit:

(1) On either side of North Alabama Street, from Fort Wayne Avenue to Eleventh Street.

(2) On either side of Bird Street, between Ohio and New York Streets.

(3) Belmont Street, on the east side, from Washington Street to Oliver Avenue.

(4) On either side of Central Avenue, from Tenth to Eleventh Street.

(5) Clifton Street, on the east side, from Roach to Thirty-fourth Street.

(6) On either side of Delaware Street, from the north curb line of Twenty-fourth Street to the south curb line of Thirtieth Street.

(7) Eleventh Street, on the north side, from Alabama Street to Central Avenue.

(8) Fort Wayne Avenue, on the east side from Pennsylvania Street to St. Clair Street.

(9) Fortieth Street, on the north side, from Illinois Street to Boulevard Place.

(10) Forty-second Street, on the north side, from Carrollton to College Avenue.

(11) Forty-second Street, on the north side, from Central Avenue to the first alley west of College Avenue.

(12) Forty-sixth Street, on the north side, from Illinois Street to the tracks of the Monon Railroad.

(13) Fourteenth Street, on the north side, from Illinois to Meridian Street, and on the north side, from Meridian Street to Pennsylvania Street.

(14) Georgia Street, on the north side, from Noble to East Street.

(15) Hawthorne Lane, on the east side, from Washington Street to Lowell Avenue.

(16) Highland Drive, on the north side, from Broadway to College Avenue.

(17) Howard Street, on the north side, from Harding Street to Belmont Avenue.

(18) Illinois Street, on the east side, between Washington Street and Court Street.

(19) Illinois Street, on the east side, from Washington Street to Pearl Street.

(20) Johnson Avenue, on either side, from Washington Street to the first alley south.

(21) Johnson Avenue, on the east side, from the first alley south of Washington Street, to Julian Avenue.

(22) On either side of Marlowe Avenue, from Arsenal Avenue to State Street.

(23) Market Street, on either side, from west curb line of Pennsylvania Street to the east curb line of Illinois Street.

(24) Meridian Street, on the east side, from Washington Street to Pearl Street.

(25) Meridian Street, on the west side, from Bluff Avenue, to the tracks of the Indianapolis Union Railway.

(26) Meridian Street, on either side, from the north curb line of Washington Street to the south curb line of Ohio Street.

(27) Meridian Street, on the east side, from Ohio Street to New York Street, and from Michigan Street to North Street.

(28) Michigan Street, on the north side from Meridian Street to Pennsylvania Street.

(29) Monument Circle, on either inner or outer curbs.

(30) New York Street, west, on the north side, from Blake Street to White River.

(31) Nineteenth Street, on the north side, from Illinois Street to Meridian Street.

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(32) Nineteenth Street, on the north side, from Delaware Street to New Jersey Street.

(33) North Street, on the south side, from Meridian Street to Pennsylvania Street.

(34) Park Avenue, on the east side, from Ruckle Street to Forty-second Street.

(35) Pennsylvania Street, on the west side, from Washington Street to Court Street.

(36) Pennsylvania Street, on the west side, from East Michigan Street to East North Street.

(37) Orange Street, on the north side, from Leonard Street to Shelby Street.

(38) Oriental Street, on the east side, from South-Eastern Avenue, north, to Market Street.

(39) Osage Street, on the west side, between Ohio and New York Street.

(40) Ritter Avenue, on either side, from Washington Street, a distance of two hundred feet, north and south, therefrom.

(41) Ruckle Street, on the east side, from Thirty-eighth Street to Forty-second Street.

(42) Ruckle Street, on the east side, from Park Avenue to Forty-second Street.

(43) St. Clair Street, on the north side, east from Senate Avenue to Meridian Street, and from Pennsylvania Street to the tracks of the monon Railroad.

(44) St. Joseph Street, on the north side, from Pennsylvania Street to Illinois Street.

(45) St. Joseph Street, on the north side, from Fort Wayne Avenue to Alabama Street.

(46) Seventeenth Street, on either side, between Meridian Street and Pennsylvania Street.

(47) Seventeenth Street, on the north side, from Park Avenue to Talbott Avenue.

(48) Sixteenth Street, on the north side, east from Delaware Street to the Monon Railroad.

(49) Salem Street, on the east side, from Thirty-fourth Street to Thirty-eighth Street.

(50) Station Street, on the east side, from Roosevelt Avenue to Twenty-fifth Street.

(51) Tenth Street, on the north side, from Meridian Street to Indiana Avenue.

(52) Tenth Street, on the north side, from Capitol Avenue to the first alley west of Capitol Avenue.

(53) Thirtieth Street, on the north side, from Fall Creek to White River.

(54) Twelfth Street, on the north side, from Meridian Street to Alabama Street.

(55) Walnut Street, on the north side, from Pennsylvania Street to Fort Wayne Avenue.

(56) Washington Boulevard on either side from Twenty-eighth Street to Thirtieth Street.

(57) Washington Street, on either side, from Oriental Street, east and west, to points 150 feet distant therefrom.

(c) It shall be unlawful for any operator of any vehicle to park the same in any of the following places between the hours of 6:00 a. m. and 6:00 p. m., except Sunday and legal holidays:

(1) Henry Street, on the north side, from Illinois Street to Meridian Street.

(2) Liberty Street, on the west side, from North to Walnut Street.

(3) Noble Street, on the east side, from Virginia Avenue to Massachusetts Avenue.

(4) North Street, on the north side, from Cincinnati Street to Noble Street.

(5) Walnut Street, on the south side, from Liberty Street to Noble Street.

(d) It shall be unlawful for the operator of any vehicle to park the same between the hours of 7:00 and 9:15 a. m. of any day except Sunday and legal holidays, within the territory bounded as follows, to-wit:

Beginning at the west curb line of South Senate Avenue at its intersection with the south curb line of West South Street; thence north along the west curb line of Senate Avenue to the north curb line, extended west, of West Vermont Street; thence east along the north curb line of Vermont Street to the east curb line, extended north, of North Alabama Street; thence south along the east curb line of Alabama Street to the south curb line, extended east, of East Maryland Street; thence west along the south curb line of Maryland Street to the east curb line, extended north, of South Delaware Street; thence south along the east curb line of South Delaware Street, to the south curb line of East South Street; thence west along the south curb line of South Street to the west curb line of South Senate Avenue, the place of beginning.

(e) It shall be unlawful for the operator of any

vehicle to park the same between the hours of 7:00 and 9:15 a. m. except Sunday and legal holidays in any of the following places:

(1) North Meridian Street, on the west side, from Vermont Street to Sixteenth Street.

(f) It shall be unlawful for the operator of any vehicle to park the same between the hours of 4:30 and 6:00 p. m. except Sundays and legal holidays in any of the following places.

(1) North Meridian Street, on the east side from New York Street to Sixteenth Street.

(g) It shall be unlawful for the operator of any vehicle to park the same in any of the following places at any time except temporarily during the actual loading or unloading of passengers or when necessary in obedience to traffic regulations or traffic signs or signals or the directions of a police officer:

(1) Within a space of twenty-five (25) feet immediately in front of the entrance of any church, school, hotel, theater, motion-picture house, hospital, steam railway station, bus or interurban station, public meeting hall or public meeting place.

(2) Within any street or alley in the Congested District as defined in this ordinance, where the width of the same is less than forty (40) feet from curb to curb, which streets and alleys must be designated by the Board of Public Safety by appropriate signs on said streets and alleys."

Sec. 9. That Section 31 of Article VI of said General Ordinance No. 96, 1928, be amended to read as follows, to-wit:

"SECTION 31. PARKING TIME LIMITED IN CENTRAL TRAFFIC DISTRICT: (a) It shall be unlawful for the operator of any vehicle to park the

same for a longer period of time than THIRTY MINUTES between the hours of 9:15 a. m. and 7:00 p. m. of any day except Sunday and legal holidays upon Market Street from the east curb line of Pennsylvania Street to the west curb line of Alabama Street.

(b) It shall be unlawful for the operator of any vehicle, to park the same for a longer period of time than ONE HOUR between the hours of 9:15 a. m. and 7:00 p. m. of any day except Sunday and legal holidays, in the territory bounded as follows, to-wit:

Beginning at the west curb line of South Senate Avenue at its intersection with the south curb line of West South Street; thence north along the west curb line of Senate Avenue to the north curb line, extended west, of West Vermont Street; thence east along the north curb line of Vermont Street to the east curb line, extended north, of North Alabama Street; thence south along the east curb line of Alabama Street to the south curb line, extended east, of East Maryland Street; thence west along the south curb line of Maryland Street to the east curb line, extended north, of South Delaware Street; thence south along the east curb line of South Delaware Street, to the south curb line of East South Street; thence west along the south curb line of South Street to the west curb line of South Senate Avenue, the place of beginning.

(c) It shall be unlawful for the operator of any vehicle to park the same for a longer period of time than ONE AND ONE-HALF HOURS in the Central Traffic District and outside of the district defined in Sub-section 31 (a) and Sub-section 31 (b) hereof between the hours of 9:15 a. m. and 7:00 p. m.

(d) The Board of Public Safety shall erect and maintain or cause to be erected and maintained, appropriate

signs in each block of the above described limited parking districts designating the provisions of this section.”

Sec. 10. That Section 34, Article VI of said General Ordinance No. 96, 1928, be amended to read as follows, to-wit:

“SECTION 34. STANDING OR PARKING CLOSE TO CURB: Except when necessary in obedience to traffic regulations or traffic signs or signals, the operator of a vehicle shall not stop, stand or park such vehicle in a roadway other than parallel with the curb or edge of such roadway, headed in the direction of traffic, with the curb-side wheels of the vehicle within six inches of the curb or edge of the roadway and with a clear space of three feet left ahead and behind the same.”

Sec. 11. That a new supplemental section to be designated and numbered Section 38½ be added to said General Ordinance No. 96, 1928, which shall read as follows, to-wit:

“SECTION 38½. TWO LANE TRAFFIC: (a) That it shall be the duty of the Board of Public Safety to cause the following named streets at the following named places to be divided by a painted line, or other distinctive marking, running down the center of such street, that such street shall be further divided by other painted lines, or other distinctive markings, one to be on each side of said center line, nine (9) feet therefrom and running parallel thereto, that such streets are to be known as “TWO-LANE STREETS.”

(b) That the following streets at the following places are hereby established as “TWO-LANE STREETS”:

(1) Capitol Avenue, from Indiana Avenue to Sixteenth Street.

(2) Delaware Street, from New York Street to Sixteenth Street, and from Nineteenth to Twenty-second Street.

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(3) Meridian Street, from New York Street to Thirty-eighth Street.

(4) New York Street, from Randolph to Tuxedo Street.

(c) Any person operating a vehicle over or upon said streets shall drive in the lane closest to the right-hand curb; in the event that such operator desires to pass another vehicle traveling in the same direction, such overtaking vehicle shall drive into the inner lane until such vehicle shall have been so overtaken when he shall again drive into the outer lane or lane closest to the curb."

Sec. 12. That Section 43 of Article VII of General Ordinance No. 96, 1928, shall be amended to read as follows, to-wit:

"SECTION 43. FOLLOWING FIRE APPARATUS PROHIBITED: It shall be unlawful for the operator of any vehicle, other than one on public official business, to follow closer than five hundred (500) feet any fire apparatus traveling in response to a fire alarm, or returning from a response to a fire alarm, or to drive into or stop any vehicle within the block where such fire apparatus has stopped in answer to a fire alarm."

Sec. 13. That Section 44 of Article VII of said General Ordinance No. 96, 1928, as amended by General Ordinance No. 9, 1929, and by General Ordinances Nos. 15 and 59, 1930, be amended to read as follows, to-wit:

"SECTION 44. VEHICLES MUST STOP BEFORE ENTERING 'THRU' STREET: The following streets and parts of streets are hereby declared to constitute 'THRU' streets for the purpose of this section:

(1) Any boulevard which is now or which may be hereafter established by the Common Council or the Board of Park Commissioners of this city.

(2) Any street or highway which is now or may be hereafter designated as the route for a state or national highway through the City of Indianapolis.

- (3) Alabama Street at Market Street.
- (4) Burdsal Parkway from Northwestern Avenue to East Riverside Drive.
- (5) Capitol Avenue, from Washington Street to Westfield Boulevard.
- (6) Central Avenue, from the north line of Fall Creek Boulevard to city limits.
- (7) Clifton Street from Roach Street to Thirty-sixth Street.
- (8) North Delaware Street, from Washington Street north to Thirty-second Street.
- (9) North Harding Street, from Eighteenth Street to Twenty-ninth Street.
- (10) North Illinois Street, from the south intersection of Westfield Boulevard to Kessler Boulevard.
- (11) Indiana Avenue, from Ohio Street to Sixteenth Street.
- (12) Kentucky Avenue, from Washington Street to city limits.
- (13) Madison Avenue, from South Street to the city limits.
- (14) East Market Street, from the east curb line of North Alabama Street to the west curb line of Arsenal Avenue.
- (15) Marlowe Avenue, from Dorman Street to Randolph Street.
- (16) Massachusetts Avenue, from Ohio Street to the city limits.
- (17) Meridian Street, from Southern Avenue to the Canal.
- (18) East Michigan Street, from Big Four Railroad tracks to Emerson Avenue.

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(19) West Michigan Street, from White River west to city limits.

(20) Morris Street, from the west curb line of Madison Avenue west to the city limits.

(21) East New York Street, from Delaware Street to Dorman Street, and from Randolph Street to Emerson Avenue.

(22) Northwestern Avenue, from Fifteenth Street north to city limits.

(23) Oliver Avenue, from White River, west to city limits.

(24) Prospect Street, from Madison Avenue, east, to city limits.

(25) Sixteenth Street, from Sugar Grove Avenue to White River Parkway, and from White River west to city limits.

(26) State Street, from Michigan Street to Naomi Street.

(27) Tenth Street, east, from Big Four Railroad tracks to Emerson Avenue.

(28) Thirtieth Street, from city limits, west, to city limits east.

(29) Thirty-fourth Street, from Meridian Street to Crown Hill Cemetery, between the hours of 8:00 a. m. to 6:00 p. m.

(30) Twenty-fifth Street, from the east curb line of Meridian Street, east to the west curb line of Sherman Drive.

(31) Twenty-ninth Street, from Capitol Avenue, west to East Riverside Drive.

(32) Virginia Avenue, from Washington Street to Prospect Street.

(33) Washington Street, from city limits west to city limits east.

(34) Washington Boulevard, from Fall Creek to Westfield Boulevard.

(35) Westfield Boulevard, from the west curb line of Capitol Avenue, east to the east curb line of College Avenue.

(36) All traffic on Harding Street at the intersection of Morris Street shall come to a full stop before entering into or crossing Morris Street. The above named streets, avenues, boulevards and highways are hereby declared to be 'THRU' or preferential streets for the purpose of regulating traffic upon or crossing the same and every operator of a vehicle, street car or other conveyance traveling upon any street or roadway intersecting any 'THRU' street above designated, shall bring the same to a full, complete stop at the place where such street meets the prolongation of the nearest property line of such 'THRU' street, subject, however, to the direction of any official traffic control sign or signal or the directions of any police officer at such intersection.

The operator of any vehicle who has come to a full stop as required above, upon entering the 'THRU' street, as well as operators of vehicles on such 'THRU' street, shall be subject to the usual right-of-way rule prescribed by state law governing the meeting of vehicles at street or highway intersections.

The Board of Public Safety is hereby authorized and required to place and maintain or cause to be placed and maintained on each and every street intersecting a 'THRU' street as designated above, and at or near the property line of a 'THRU' street, appropriate signs upon the street and/or may place and maintain any appropriate devices

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or marks in the roadway, such signs, devices or marks to bear the word 'STOP', or the legend 'STOP, THRU STREET', and to be located in such position and to be provided with letters of a size to be legible at least one hundred (100) feet along the street intersecting the 'THRU' street."

Sec. 14. That Sub-section (a) of Section 66 of Article IX of said General Ordinance No. 96, 1928, shall be amended to read as follows, to-wit:

"SECTION 66. REPORTING AT TRAFFIC OFFICE: NOTICE: EFFECT: (a) The provisions of this, and the two succeeding sections of this ordinance shall apply only to the violation of the provisions contained in Sections 26 to 29 inclusive and Sections 31 to 34 inclusive of Article VI."

Sec. 15. That a new supplementary section to be designated and numbered Section 68½ be added to said General Ordinance No. 96, 1928, which shall read as follows, to-wit:

"SECTION 68½. IMPOUNDING VEHICLES. AUTHORITY. (a) Upon finding a vehicle parked or left standing in violation of Section 25 of General Ordinance No. 96, 1928, as amended by General Ordinance No. 45, 1930, Section 30 of said General Ordinance No. 96, 1928, as amended by Section 7 of this Ordinance and Section 34 of General Ordinance No. 96, 1928, a police officer shall remove such vehicle, or cause the same to be removed to a stable or garage, where the same shall be kept and detained until the owner of said vehicle, his agent or representative obtains an order from the Chief of Police authorizing that such vehicle be surrendered. Such removal shall be at the risk of the owner or his agent or representative and the expense of removal and storage

of such vehicle shall be borne by said owner or his agent or representative and shall be paid to the person in charge of or who operates such stable or garage, whether a public or private establishment, before such vehicle is surrendered to the owner of such vehicle, his agent or representative. The removal and storage of a vehicle pursuant hereto shall in no way relieve or prevent prosecution for violation of any provision of the ordinances of this city upon which such removal and storage is based.

(b) In order to make feasible arrangements for caring for impounded vehicles, the Board of Public Safety, subject to the approval of the Common Council, is hereby authorized to examine into the facilities and general condition of and to solicit prices from garages and other places suitable for the storage of vehicles which may be impounded and to contract with such garage or garages as may be found proper for the purpose of driving or towing in, receiving and storing such vehicle as may be impounded pursuant to this or any other ordinance of the City of Indianapolis.

(c) In no event shall the charge for driving or towing in, receiving and storing such vehicles as may be impounded pursuant to this ordinance exceed the sum of Three Dollars and Fifty Cents (\$3.50), to which may be added, however, storage charges at the rate fixed in such contract, for all storage by such garage where such car or cars are impounded after midnight of the day that such car or cars were impounded. Provided, further, that such sum shall not exceed the sum of Three Dollars (\$3.00), to which may be added, however, storage charges at the rate fixed in such contract, for all storage by such garage where such car or cars are impounded after midnight of the day that such car or cars are impounded, when such car or cars so impounded shall be driver or towed in without the use of a crane or derrick.

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(d) Of this sum, such garage or garages shall pay to the City of Indianapolis, the sum of Two Dollars (\$2.00) for each car or cars impounded pursuant to this ordinance.

Sec. 16. All ordinances or parts of ordinances and all sections and subsections specifically mentioned heretofore herein as being specifically amended are hereby repealed.

Sec. 17. This ordinance shall be in full force and effect from and after its passage, approval by the Mayor, and publication according to law.

MR. MAURICE E. TENNANT,
Councilman.

The motion was seconded by Mr. Welch and passed by the following roll call vote:

Ayes, 8, viz: Mr. Gardner, Mr. Henry, Mr. Hildebrand, Mr. Houck, Mr. Tennant, Mr. Welch, Mr. Wheatley, President Ropkey.

On motion of Mr. Tennant, seconded by Mr. Welch, General Ordinance No. 31, as amended, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 31, 1931, as amended, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 8, viz: Mr. Gardner, Mr. Henry, Mr. Hildebrand, Mr. Houck, Mr. Tennant, Mr. Welch, Mr. Wheatley, President Ropkey.

Mr. Hildebrand called for General Ordinance No. 40, 1931, for second reading. It was read a second time.

On motion of Mr. Hildebrand, seconded by Mr. Welch, General Ordinance No. 40, 1931, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 40, 1931, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 8, viz: Mr. Gardner, Mr. Henry, Mr. Hildebrand, Mr. Houck, Mr. Tennant, Mr. Welch, Mr. Wheatley, President Ropkey.

Mr. Hildebrand called for General Ordinance No. 41, 1931, for second reading. It was read a second time.

On motion of Mr. Hildebrand, seconded by Mr. Wheatley, General Ordinance No. 41, 1931, was ordered engrossed, read a third time and placed upon its passage.

General Ordinance No. 41, 1931, was read a third time by the Clerk and passed by the following roll call vote:

Ayes, 8, viz: Mr. Gardner, Mr. Henry, Mr. Hildebrand, Mr. Houck, Mr. Tennant, Mr. Welch, Mr. Wheatley, President Ropkey.

On motion of Mr. Wheatley, seconded by Mr. Welch, the Common Council adjourned at 1:10 p. m.

We hereby certify that the above and foregoing is a full, true and complete record of the proceedings of the Common Council of the City of Indianapolis, held Thursday, April 23rd, 1931, at 12:30 p. m.

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In witness whereof, we have hereunto subscribed our signatures and caused the seal of the City of Indianapolis to be affixed.

Ernest C. Ropkey

President.

Attest:

Henry O. Gantt

City Clerk.

(SEAL.)