ROSEBURG URBAN RENEWAL AGENCY
BOARD MEETING AGENDA
March 17, 2014

7:00 p.m. ***City Hall Council Chambers***

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1. **CALL TO ORDER**: Larry Rich, Chairperson

2. **ROLL CALL OF BOARD MEMBERS**

Bob Cotterell	Ken Fazio	Victoria Hawks	Mike Hilton
Steve Kaser	Marty Katz	Lew Marks	Tom Ryan

3. **DISCUSSION ITEM**
   A. Washington/Oak/Kane Improvements and Engineering Contract Amendments

4. **AUDIENCE PARTICIPATION**

5. **ADJOURNMENT**

6. **EXECUTIVE SESSION – ORS 192.660(2)**

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3/12

SPECIAL MEETING
3-17-14

ROSEBURG CITY COUNCIL
AGENDA ITEM SUMMARY

WASHINGTON/OAK/KANE IMPROVEMENT PROJECT
ENGINEERING CONTRACT AMENDMENTS

Meeting Date: March 17, 2014
Department: Finance
www.cityofrosburg.org

Agenda Section: Special Meeting
Staff Contact: Nikki Messenger/Lance Colley
Contact Telephone Number: 492-6866

ISSUE STATEMENT AND SUMMARY

At the meeting of March 10, 2014, the Board decided to continue discussion regarding the Washington/Oak/Kane Improvement Project and proposed amendments to the engineering design contract to a special meeting on March 17, 2014.

To facilitate your conversation, we are resubmitting the following materials:

- Minutes from January 27, 2014 Board Meeting
- Minutes from March 10, 2014 Board Meeting (not yet adopted)
- Staff report from January 27, 2014 Regarding Design Concepts
- Staff report from March 10, 2014 Regarding Engineering Contract Amendments
- Power Point Notes

SRC

MINUTES OF THE ROSEBURG URBAN RENEWAL AGENCY BOARD MEETING
January 27, 2014

A meeting of the Roseburg Urban Renewal Agency Board was called to order by Chair Larry Rich at 8:34 p.m. on Monday, January 27, 2014, in the Roseburg City Hall Council Chambers, 900 SE Douglas, Roseburg, Oregon.

ROLL CALL

Present: Board Members Ken Fazio, Bob Cotterell, Steve Kaser, Marty Katz, Lew Marks, Victoria Hawks and Mike Hilton.

Absent: Board Member Tom Ryan.

Others present: City Manager Lance Colley, City Attorney Bruce Coalwell, City Recorder Sheila Cox, Public Works Director Nikki Messenger, Management Technician Debi Davidson; Community Development Director Brian Davis, Human Resources Director John VanWinkle, Community Planner Paul Hintz, Fire Chief Mike Lane, City Engineer Jim Maciariello, Finance Director Ron Harker, Christina George of the News Review and Kyle Bailey of KQEN Radio.

CONSENT AGENDA

Cotterell moved to approve the following consent agenda:

1. Minutes of the December 16, 2013 meeting

Motion was seconded by Fazio and carried unanimously.

MICELLI PARK PLAYGROUND EQUIPMENT PURCHASE

Messenger reported on the Umpqua Bank grant award for improvements to Micelli Park. Equipment is available through the Oregon Procurement Information Network through February. Cotterell moved to award the playground equipment purchase and installation assistance for the Micelli Park Playground to Ross Recreation for $64,212. Motion was seconded by Fazio and carried unanimously. Colley thanked Umpqua Bank for their generous contribution for this project.

WASHINGTON/OAK/KANE IMPROVEMENT PROJECTS DESIGN CONCEPTS

Messenger and ie Engineering representative Alex Palm outlined design concepts for Washington/Oak/Kane improvements as recommended for approval by a Citizens Advisory Committee and the Public Works Commission.

Specific items the committee recommended be included were:

- Replace existing parallel parking with back-in angled parking on four blocks along Oak and Washington and in front of the Post Office.
- Add a designated bike lane on Oak and Washington.
- Modify Rose Street to provide for recreational vehicle parking spaces.
- Add medians adjacent to the Post Office to prevent illegal left turns into the parking spaces.

- Construct concrete raised decorative intersections at Oak/Washington and Jackson/Main intersection – at-grade with the existing sidewalk elevation.
- Provide ADA ramp improvements at all other intersections in the subject area.
- Provide two new raised concrete mid-block crossings at the Post Office and on Jackson Street adjacent to the parking garage alleyway.
- Provide spaces for public art in six locations (is not part of this project).
- Provide up to 25 decorative stamped concrete panels with the theme of Roseburg past, present and future that can be reused in future phases.
- Install two ADA accessible drinking fountains with above ground planter beds.
- Create space for six future information kiosks.
- Provide improved signage and striping.
- Add a minimum of two benches.
- Add a minimum of ten new street trees and grates.
- Add a minimum of ten new street lights an d modify existing lights to LED lighting.
- Replace all hazardous or damaged sidewalks.
- Add a minimum of two new bike racks.

Construction is anticipated to be completed by the Veterans Day parade in November. Specifics will be tight to accommodate Graffiti Weekend events in July.

Considerable discussion was held regarding the back-in angled parking as that was the most significant proposed change. Katz believed a video presented on back-in parking was misleading and citing success in large tourist cities was not comparable. Rich liked the beautification related recommendations, preferred keeping Rose Street two-way, was concerned about people's skills in back-in angled parking and suggested it be removed from the proposal. Fazio noted parallel parking requires skill as well and felt the angled parking may be better except for the resultant loss of a travel lane.

Hawks reported she served on the advisory committee and after reviewing the research on back-in parking, was supportive of that concept. Cotterell supported the concept as well. Marks indicated that he was surprised by the number of citizens that approached him to express objection to back-in parking. Kaser cited a News Review editorial which objected to back-in parking resulting in exhaust in downtown restaurants; however, there are no restaurants on the streets proposed for back-in parking. Exhaust already exists with parallel parking.

Tom Provost, 3287 W Normandy Street, spoke to difficulties he has in backing up his vehicle. He and his wife would no longer go to the post office if the parking were changed to back-in. Ken Clark, 1021 SE Washington, indicated the proposal would remove all parking in front of his business and move it across the street. That change would cause difficulties for his aging clientele. The elimination of one traffic lane would result in congestion and cause maneuvering difficulties for semi-trucks that deliver mail to the post office.

Garden Valley resident Ron White, PO Box 1454, noted problems with drivers making illegal left hand turns into the post office parking lot. He believed back-in parking up the sloped area would result in vehicle damage. If the back-in parking is instituted he suggested the parking spaces be made wider. Renee Clavell, 916 Southwater,

supported the proposals but expressed concern with the grade of Jackson and Main Streets being too close to sidewalk height. Alice Lackey, 738 SE Kane, questioned how the proposal would impact parking meters. Messenger indicated there would be number of meters that should likely be removed on Kane Street.

Dave Fricke, 736 SE Jackson, serves as director of the Umpqua Valley Disabilities Network and was on the advisory committee to review proposals in regard to disability issues. He believed the proposed changes would be of benefit to those relying upon assisted mobility devices and would enhance downtown business. The improvements would also help slow down traffic and improve pedestrian safety. He believed the advisory process was very impressive and commended all those involved.

Ken Deatherage, owner of Mobile Tune on Rose Street had been concerned about the proposal to change the traffic in front of his business. If the street remained two-way with recreational vehicle parking on one side, he would be satisfied. He remained concerned, however, about Washington and Oak traffic being reduced to one lane. Jim Caplan stated he also served on the advisory committee and supported all the proposals. His primary concern was ensuring that construction result in minimal impact on downtown business and suggested intersection treatments be implemented throughout downtown to enhance the overall attractiveness of downtown.

It was noted that Staff has not contacted the Post Office regarding the proposed changes as they were waiting for conceptual approval. That contact would be made during the design phase. Kaser moved to approve the design concepts presented to be incorporated into the Washington, Oak and Kane Improvement Project. Motion was seconded by Hawks. Cotterell moved to amend the motion to include language to retain two-way traffic on Rose Street. Amendment was seconded by Fazio. The motion to amend was voted on and carried with Kaser voting nay. It was pointed out that there will still be plenty of parallel parking spaces available for those that prefer that method to the back-in parking. The original motion as amended – "*to approve the design concepts presented, including keeping Rose Street open to two-way traffic, to be incorporated into the Washington, Oak and Kane Improvement Project*" - was then voted on and carried with Katz voting nay. Katz stated he liked most of the concepts except the kiosks and safety versus aesthetic changes needed to be addressed to encourage people to use the parking garage.

ADJOURNMENT

The meeting adjourned at 10:04 p.m.

Debi Davidson

Debi Davidson
Management Technician

SRC

MINUTES OF THE ROSEBURG
URBAN RENEWAL AGENCY BOARD MEETING
March 10, 2014

A meeting of the Roseburg Urban Renewal Agency Board was called to order by Chair Larry Rich at 8:25 p.m. on Monday, March 10, 2014, in the Roseburg City Hall Council Chambers, 900 SE Douglas, Roseburg, Oregon.

ROLL CALL

Present: Board Members Ken Fazio, Steve Kaser, Marty Katz, Lew Marks, Tom Ryan, Victoria Hawks and Mike Hilton.

Absent: Board Member Bob Cotterell

Others present: City Manager Lance Colley, City Attorney Bruce Coalwell, City Recorder Sheila Cox, Public Works Director Nikki Messenger, Management Technician Debi Davidson; Community Development Director Brian Davis, Human Resources Director John VanWinkle, Fire Chief Mike Lane and Kyle Bailey of KQEN Radio.

CONSENT AGENDA

Ryan moved to approve the following consent agenda:

1. Minutes of the January 27, 2014 meeting

Motion was seconded by Fazio and carried unanimously.

AIRPORT APRON REHABILITATION ENGINEERING CONTRACT

Messenger reported on the airport apron rehabilitation project which is needed due to asphalt failure. Total project cost is estimated at $1.8 million with 90% FAA funding. She outlined the steps required by FAA in negotiating an engineering contract. Engineering services over $100,000 require an independent fee estimate which came in 35% higher than the estimate provided by the City's airport consultant. FAA stated that they do not want the City to pay more for the same product as a result of the IFE and would concur with the consultant's cost estimate. However, Staff recommended a 10% cushion on the estimate to ensure that the fully eligible 90% would be reimbursed. There is an indication that another airport with a similar project won't be able to go forward this year; if so, Roseburg could potentially receive FAA funding in 2014 instead of 2015. Ryan moved to award a task order for design services for the Apron Rehabilitation Project to Mead & Hunt for a lump sum not to exceed $153,651. Motion was seconded by Fazio and carried unanimously.

WASHINGTON/OAK/KANE IMPROVEMENT ENGINEERING AMENDMENT

Messenger reported that work is proceeding with design on the Washington/Oak/Kane improvement project which was discussed in detail with the Board in January. Since that time, some additional aspects need to be addressed in the engineering contract including sidewalk panel insert design, intersection waterline replacement and a traffic operations analysis. Those amendments total $28,370.

The traffic analysis, which would be conducted by Gilson and Associates of Portland, would cost $13,230. The need for the study was raised by the Planning Commission in regard to whether the reduction of two short-blocks to one lane would impact traffic. If parking in those two blocks was not converted to back-in diagonal parking, there would be no need for the study. Colley indicated that Staff did not believe there would be a significant impact, but we

do not have the technical Staff to formally make that decision. Overall, the expense of $13,000 was nominal for a $1.2 million project. Messenger explained that the Transportation System, which is part of the Comprehensive Plan, indicates collector streets are two-way two lanes; however there is no reference to one-way collector streets. If the study is not done, someone could challenge compliance with the Comprehensive Plan.

Considerable discussion was held on the public process used to develop design concepts for the project, previous approval of those concepts by the Board and whether the study and/or the back-in parking were necessary.

Kaser moved to approve a contract amendment with i.e. Engineering, Inc. for $28,370 for the Washington/Oak/Kane Improvement Project, including the traffic analysis. Motion was seconded by Fazio. Ryan opposed the motion due to inclusion of the traffic study as he saw no benefit in having two blocks reduced to one lane. Motion was voted on and failed with Kaser, Fazio and Hawks voting in favor Katz and Marks, Ryan and Hilton opposed. Hawks and Fazio expressed concern that the engineer has proceeded with design based on previous Board approval. Rich supported revisiting the issue of the back-in parking before proceeding further.

Ryan moved to approve all engineering contract amendment options except the traffic operations analysis, seconded by Hilton. Councilors shared interactions they have had with citizens regarding the back-in parking proposal, with some receiving largely negative response and others receiving only positive response or upon providing further information about the proposal, citizens changed their mind about their opposition. It was clarified that if the motion were adopted, project design would proceed as previously approved as the motion does not eliminate back-in parking, it only eliminates the traffic study. Motion was then voted on and failed with Marks, Ryan and Hilton voting in favor and Katz, Kaser, Fazio and Hawks voting against.

Ryan moved to forward this discussion item to the next meeting in conjunction with revisiting the parking issue and post office parking. It was determined that waiting until March 24th would not work effectively. Therefore, the motion was withdrawn.

Ryan moved to conduct a special meeting on March 17, 2014 at 7:00 p.m. in the City Council Chambers to discuss the project and engineering contract amendments. Motion was seconded by Marks and carried unanimously.

AUDIENCE PARTICIPATION

Kerry Atherton, 1236 SE Mill, expressed support for the back-in parking, noting that typically, elected officials only hear from the vocal minority and not the silent majority that are satisfied with a decision.

ADJOURNMENT

The meeting adjourned at 9:19 p.m.

Debi Davidson

Debi Davidson
Management Technician

ROSEBURG URBAN RENEWAL AGENCY
AGENDA ITEM SUMMARY

Washington/Oak/Kane Improvement Project
Design Concepts

Meeting Date: January 27, 2014	**Agenda Section: Action Items**
Department: Public Works	**Staff Contact: Nikki Messenger**
www.cityofroseburg.org	**Contact Telephone Number: 541-492-6730**

ISSUE STATEMENT AND SUMMARY

The FY 2013-2014 budget includes the design and construction of improvements to Washington, Oak, and Kane Streets. The issue for the Board is whether to approve the design concepts forward by the Citizens Advisory Committee and Public Works Commission.

BACKGROUND

A. Board Action History. The Board awarded the design contract to i.e. Engineering, Inc. at the October 28, 2013 meeting.

B. Analysis. In 2000, the City adopted a Downtown Master Plan. Since that time, many of the improvements listed have been accomplished. In 2005, the Urban Renewal Agency adopted the Second Amendment to the North Roseburg Urban Renewal Plan. This amendment included the downtown in the Urban Renewal Area in order to facilitate additional improvements to the downtown area.

The intent of this project is to make storm drainage, pedestrian, and ADA improvements as well as other enhancements to increase the functionality and appearance of these streets that lead into the downtown core. The improvements will tie in with those planned as part of the Highway 138E Corridor Improvements and will utilize elements outlined in the existing Downtown Master Plan and Waterfront Development Plan.

Staff has been working with a CAC on design concepts and to better define the improvements planned for Washington, Oak and Kane Streets. The following is a list of seventeen items that the CAC has forwarded for inclusion in the project.

- Replace the existing parallel parking with back-in angled parking on four blocks along Oak and Washington as well in front of Post Office
- Add a designated bike lane on Oak and Washington.
- Modify Rose Street to provide for RV parking spaces.
- Add medians adjacent to the Post Office to prevent illegal left turns into the parking spaces.
- Construct concrete raised decorative intersections at the Oak/Washington & Jackson/Main intersections. These intersections would be at-grade with the existing sidewalk elevation.
- Provide ADA ramp improvements at all other intersections within the study area.
- Provide two new raised concrete mid-block crossings. One at the Post Office and another on Jackson Street adjacent to the parking garage alleyway.

- Provide spaces for public art in six locations. The public art is not part of this project.
- Provide up to 25 decorative stamped concrete panels with the theme of Roseburg past, present, and future that can be reused in future phases.
- Install two ADA accessible drinking fountains with above ground planter beds.
- Create a space for six future information kiosks.
- Provide improved signage and striping.
- Add a minimum of two benches.
- Add a minimum of ten new street trees and grates.
- Add a minimum of ten new street lights and modify the existing lights to LED lighting.
- Replace all hazardous or damaged sidewalks.
- Add a minimum of two new Bike racks.

The most significant change proposed as part of these improvements is the back in angled parking. The attached drawings and articles show the proposed parking changes and provide examples of cities that have successfully implemented back in parking and the related advantages and disadvantages. A short summary is included below.

- Potential advantages are:
    - Bicycle friendly
    - Better sight lines
    - Easier/safer unloading
    - Better eye contact , eye to eye contact when exiting stall into traffic
    - Child safety is improved by shuttling passengers toward curb
    - Parking time is reduced from an average of 21 seconds to 11 seconds
    - Preferred over parallel parking
    - Drivers don't back in to an active lane of traffic
    - Accidents are greatly reduced as compared to pull in parking
    - ADA parking can be improved and located near intersections
    - Many other cities adopting this method of parking
    - Won't decrease number of parking stalls
- Potential disadvantages are:
    - Vehicle emissions are toward curb/businesses – this is not a significant change in our situation, since vehicles that are parallel parked on the right side of these roadways already have the exhaust pipe near the sidewalk. This is a larger issue when changing from head in angled parking to back in.
    - Learning curve for drivers
    - Additional signage required
    - Some drivers still pull in
    - Won't increase number of parking stalls

C. Financial and/or Resource Considerations. The adopted Five Year Capital Improvement Plan includes $1.25 million in the Urban Renewal Fund FY 14-15. The current Urban Renewal budget includes $350,000 for design and the beginning of construction. i.e. Engineering's study and design contracts total $74,165.

D. Timing Issues. Staff's intent is to construct the project in the summer of 2014. If the Board approves the design concepts at the January 27th meeting, the project could be bid

in March or April with construction starting in June and finishing in November. Any delay in a decision could push these dates back. The goal is to have the project constructed prior to the beginning of the Highway 138 Project, which is scheduled to bid in February of 2015.

BOARD OPTIONS

The Board has the option to:

1. Approve the design concepts as presented allowing staff to proceed with final design and bidding; or
2. Make changes to the design concepts and direct staff to proceed with final design and bidding of the modified concepts;
3. Request additional information. This option may impact the project schedule.

STAFF RECOMMENDATION

The concepts outlined in this memo were developed through the Citizens Advisory Committee and presented to the Public Works Commission at their January 9th meeting. The Commission recommended that the Board approve the concepts to be incorporated into the Washington, Oak and Kane Improvement Project. Staff concurs with this recommendation. A letter from the Roseburg Bicycle/Pedestrian Coalition supporting the project has been attached for your information.

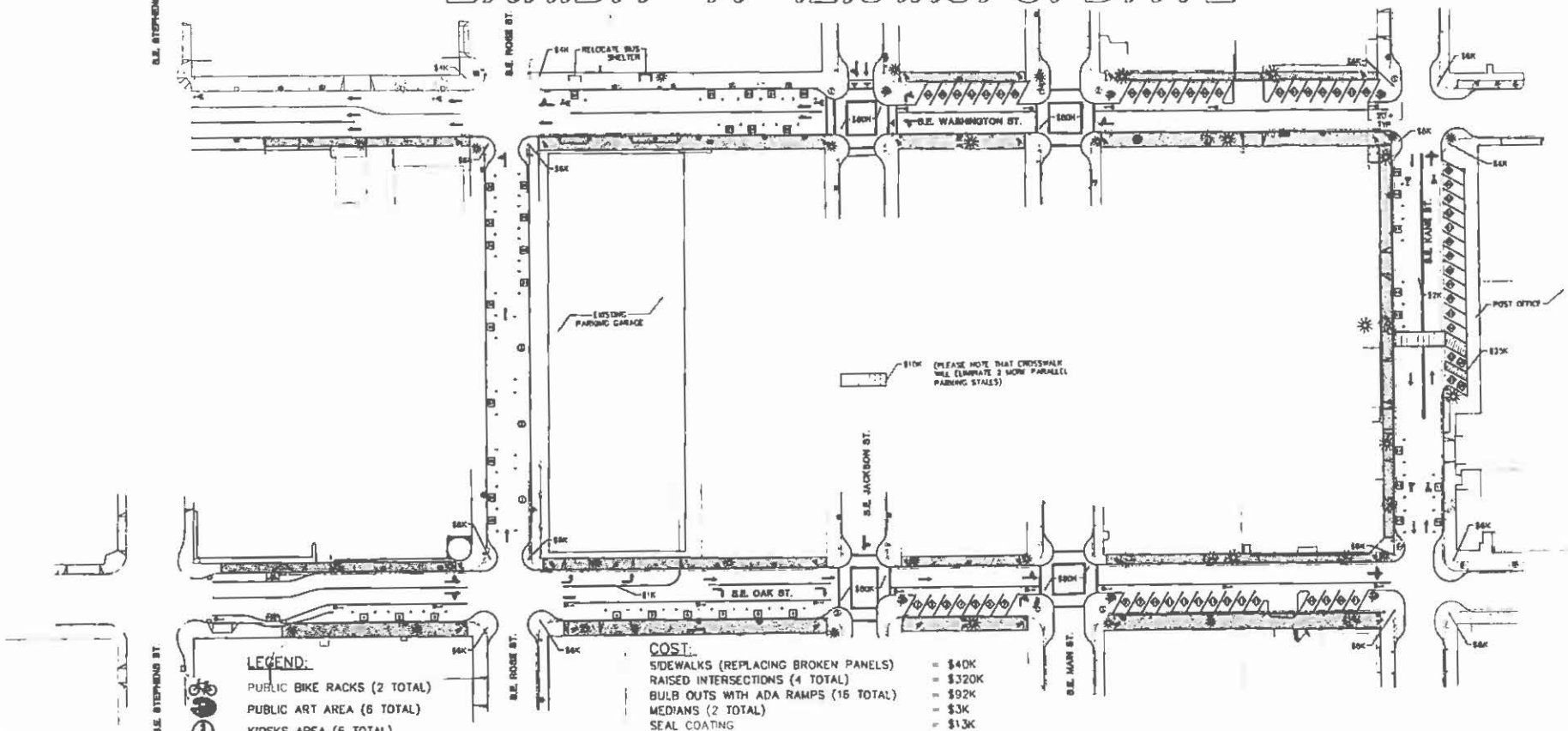
SUGGESTED MOTION

I move to approve the concepts presented to be incorporated into the design of the Washington, Oak, and Kane Improvement Project.

ATTACHMENTS

A. Drawing of the proposed improvements
B. Raised intersection concept
C. Existing and proposed typical street sections
D. Example of back in parking
E. Walkinfo.org article on back in parking
F. Back-in/Head-out Angle Parking Study by Nelson\Nygaard Consulting Assoc.
G. Letter of support from Roseburg Bicycle/Pedestrian Coalition

OAK/WASHINGTON STREET IMPROVEMENTS
EXHIBIT "A" 12.31.13. UPDATE



LEGEND:

- PUBLIC BIKE RACKS (2 TOTAL)
- PUBLIC ART AREA (6 TOTAL)
- KIOSKS AREA (6 TOTAL)
- BACK-IN PARKING (56 TOTAL)
- PARALLEL PARKING (40 TOTAL)
- RV PARKING (3 TOTAL)
- 4'x4' STAMPED ART PANELS (25 TOTAL)
- DRINKING FOUNTAIN & FLOWER PLANTER (2 TOTAL)
- EXISTING TREE
- NEW TREE (10 TOTAL)
- NEW STREET LIGHTS
- EXISTING STREET LIGHTS
- SIDEWALK AREAS - ONLY BROKEN PANELS SHALL BE REPLACED

COST:

SIDEWALKS (REPLACING BROKEN PANELS)	= $40K
RAISED INTERSECTIONS (4 TOTAL)	= $320K
BULB OUTS WITH ADA RAMPS (16 TOTAL)	= $92K
MEDIANS (2 TOTAL)	= $3K
SEAL COATING	= $13K
RAISED CROSSWALKS (2 TOTAL)	= $20K
POST OFFICE PARKING UPGRADE	= $60K
STREET TREES AND GRATES (10 NEW TREES)	= $10K
STAMPED ART PANELS (25 NEW PANELS)	= $25K
DRINKING FOUNTAINS AND PLANTERS(2 TOTAL)	= $15K
BENCHES	= $5K
BIKE RACKS	= $5K
LIGHTING UPGRADES/LED'S	= $40K
SIGNAGE & STRIPING	= $50K
RELOCATE BUS SHELTER	= $2K
NEW STREET LIGHTS (10 TOTAL)	= $100K
CONTINGENCY (25%)	= $200K
TOTAL	= $1,000K

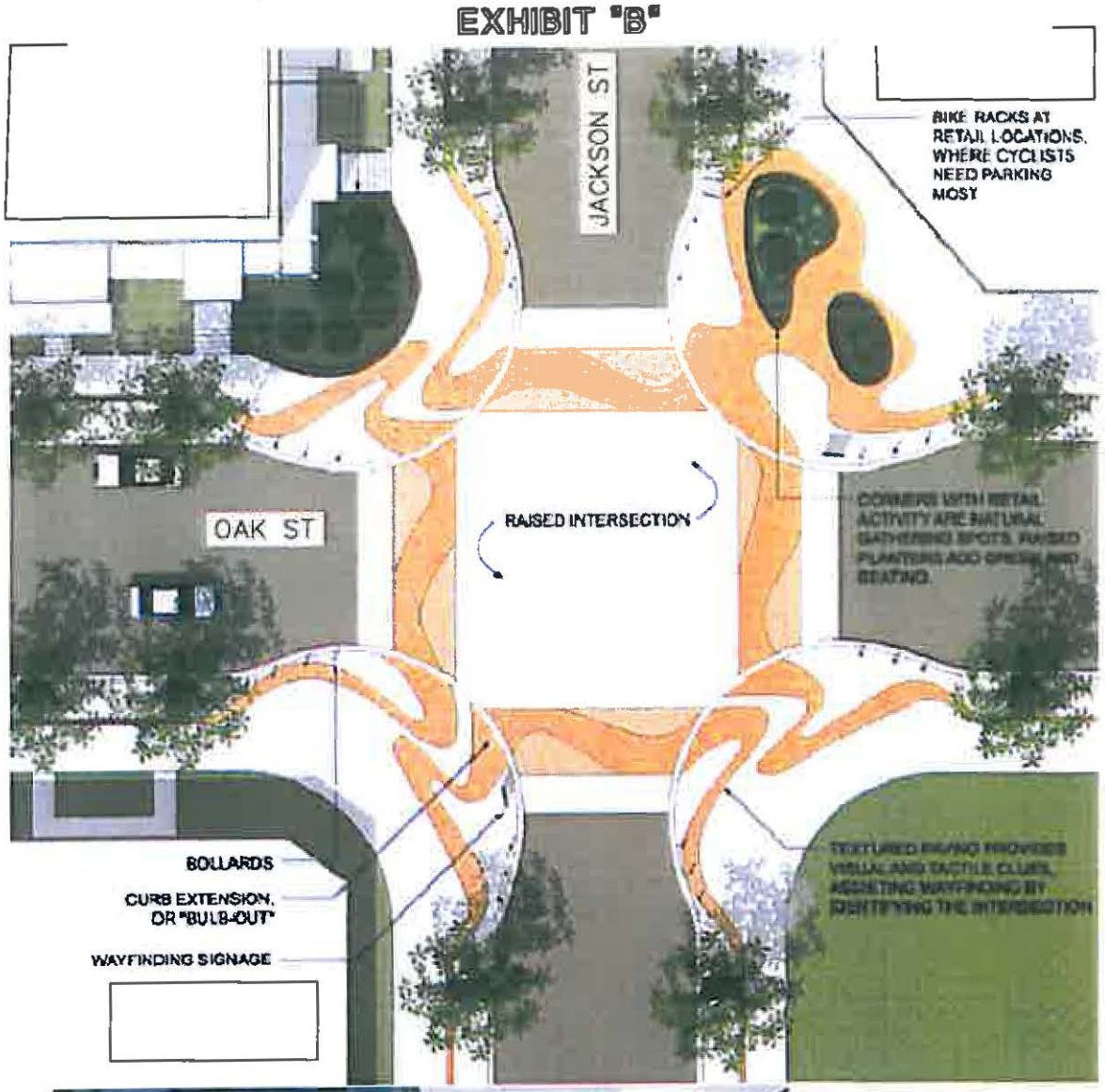
PARKING SUMMARY:

RV	= 3
BACK-IN	= 56
PARALLEL	= 40

SCALE 1"=40'

i.e.

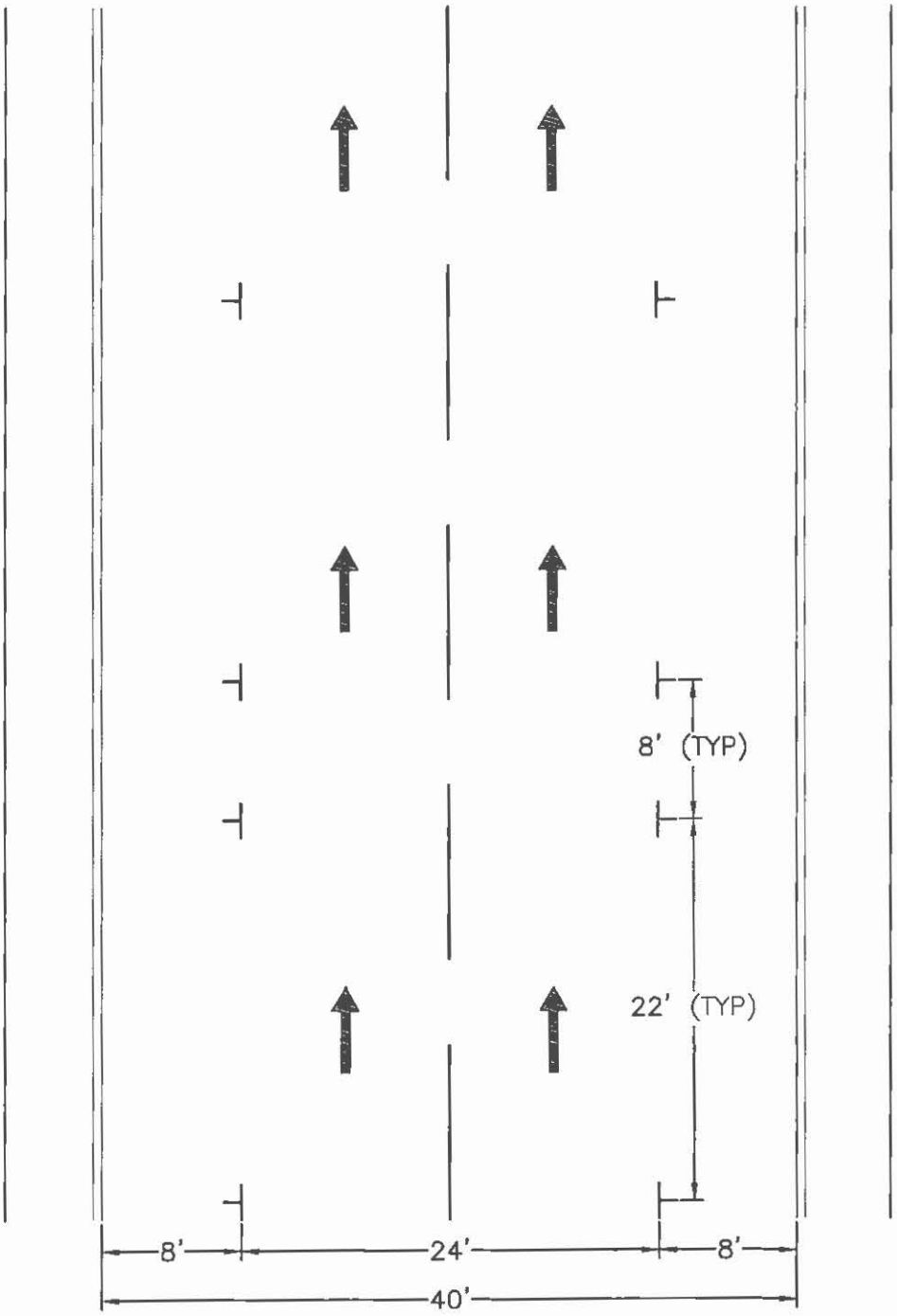
OAK/WASHINGTON RAISED INTERSECTION
EXHIBIT "B"



i.e. ENGINEERING
809 SE Pine Street
Roseburg, Oregon 97470
PHONE (541) 673-0166
FAX (541) 440-9392

PROJECT NO. 0149-176
DWG BY: MSR

EXHIBIT C-1
EXISTING TYP STREET SECTION
OAK AND WASHINGTON



i.e. ENGINEERING
809 SE Pine Street
Roseburg, Oregon 97470
PHONE (541) 673-0168
FAX (541) 440-9392

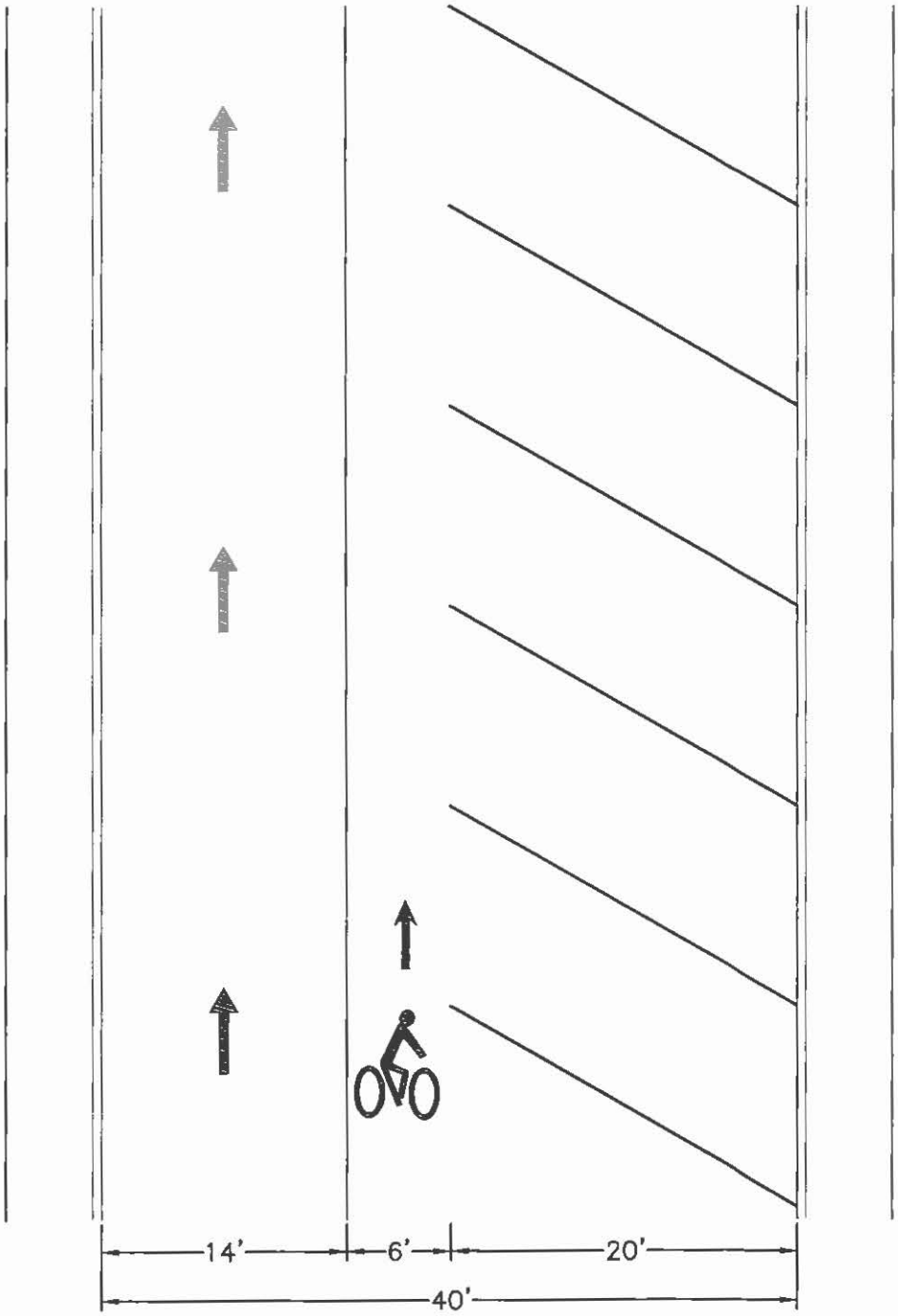
0' 5 10 20

SCALE: 1"=10'

PROJECT NO. 149-176

DWG BY: MSR

EXHIBIT C-2
PROPOSED TYP STREET SECTION
OAK AND WASHINGTON



i.e. ENGINEERING
809 SE Pine Street
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0' 5 10 20

SCALE: 1"=10'

PROJECT NO. 149-176

DWG BY: MSR

BACK-IN PARKING WITH BIKE LANE EXHIBIT D

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PHONE (541) 673-0166
FAX (541) 440-9392

PROJECT NO. 0149-176
DWG BY: MSR

EXHIBIT E

walkinginfo.org
Pedestrian and Bicycle Information Center

Back-in angle parking: what is it, and when and where is it most effective?

Back-in angle parking provides motorists with better vision of bicyclists, pedestrians, cars and trucks as they exit a parking space and enter moving traffic. Back-in angle parking also eliminates the risk that is present in parallel parking situations, of a motorist may open the car door into the path of a bicyclist. Back-in angle parking also removes the difficulty that drivers, particularly older drivers, have when backing into moving traffic.

The concept has many benefits over other parking types. Some of these benefits include increased parking capacity (10 to 12 feet of lateral curb per vehicle, versus 22 feet per vehicle for parallel parking), clear sight lines when pulling out, better maneuverability on snowy days, ease of loading and unloading cargo and helping children in and out of car seats, and protection for children because the open car door now directs young children back to a point of safety rather than out into the street.

Installation and conversion to back-in angle parking requires careful site planning to ensure that the car stops before encroaching into the pedestrian space. Engines should not idle as tailpipe emissions are now directed to the sidewalk, which is particularly undesirable near a sidewalk cafÃ© or other sensitive location. (See U.S. EPA listing of state and local communities with anti-idling laws at http://www.epa.gov/smartway/partnership/logistics.htm). The change should be publicized prior to implementation, as people are more likely to accept a program that they understand. A learning curve should be expected, thus parking a city vehicle in one of the spaces each morning can help drivers understand the action.

Many communities install curb extensions to shorten pedestrian crossing distance as part of a back-in angle parking project. Typical dimensions are: 60-degree angle stalls about 10 feet wide (which works out to 11 feet of curb length), and 20 feet deep (measured perpendicular to the curb). As a general rule, back-in angle parking should be installed on side streets first. It should also be considered on non-arterial streets where speeding is a problem and increased parking is a need. Over time and with community acceptance, there may be reasons to expand the concept to major streets. Bonuses of back-in angle parking include potential calming of traffic speeds, especially around schools and in downtowns or other commercial areas. Its use on downhill grades should be studied carefully and it may have limited usefulness on single lane, one-way streets.

A small sampling of cities that have installed back-in angle parking includes: Seattle (city-wide), Tacoma, Olympia, and Vancouver in Washington; Portland and Salem in Oregon; Tucson, Arizona; Austin, Texas; Salt Lake City; Indianapolis; Washington, D.C.; Pottstown, Pennsylvania; Wilmington, Delaware; and Montreal, Canada. Tucson tracked data for bicycle/car crashes before and after installing back-in angle parking, and found an average of three to four crashes per month with front-in angle parking compared to zero reported bicycle/car crashes for the first four years following implementation of back-in angle parking.

This site is funded by the U.S. Department of Transportation Federal Highway Administration and maintained by the Pedestrian and Bicycle Information Center within the University of North Carolina Highway Safety Research Center. Please read our Usage Guidelines

HIGHWAY SAFETY RESEARCH CENTER

Pedestrian and Bicycle Information Center

U.S. Department of Transportation

EXHIBIT "F"

Back-in/Head-out Angle Parking

Nelson\Nygaard Consulting Associates
785 Market Street, Suite 1300
San Francisco, CA 94103

January 2005

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Appendix A Nawn, J.A. (2003) Central Business District Back In Angle Parking. *PE Reporter*, November/December Issue, P. 11-13.

Appendix B City Of Pottstown (2001) Proposed High-Street Traffic Calming Plan.

Appendix C City Of Vancouver (2004) Angle Back In Parking Striping.

Appendix D City Of Seattle (2005) Angle Back In Parking Dimensions.

NOT INCLUDED

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Figure 2 With back-in angle parking you can load your car on the curb, rather than in the street (Vancouver, WA). 2

Figure 3 An 'eye-to-eye' line of sight between parker and approaching road-user (Vancouver, WA). 3

Figure 4 The parker's view of the on-coming traffic (Vancouver, WA). 3

Figure 5 A traffic sign showing the three steps of back-in angle parking, in Kelowna, BC, Canada. 4

Figure 6 A disabled parking stall located right next to the pedestrian crossing and the curb ramp. 5

Figure 7 Cities using back-in/head-out angle parking. 6

Figure 8 Cross-section of a roadway accommodating both bike lanes and back-in/head-out angle parking. 7

Introduction

In recent years the use of back-in/head-out angle parking has increased steadily in cities across North America. There are several reasons for this development. Kulash and Lockwood (2003) state that:

"Back-in/head-out diagonal parking is superior to conventional head-in/back-out diagonal parking. Both types of diagonal parking have common dimensions, but the back-in/head-out is superior for safety reasons due to better visibility when leaving. This is particularly important on busy streets or where drivers find their views blocked by large vehicles, tinted windows, etc., in adjacent vehicles in the case of head-in/back-out angled parking. In other words, drivers do not back blindly into an active traffic lane. The back-in maneuver is simpler than a parallel parking maneuver. Furthermore, with back-in/head-out parking, the open doors of the vehicle block pedestrian access to the travel lane and guide pedestrians to the sidewalk, which is a safety benefit, particularly for children. Further, back-in/head-out parking puts most cargo loading (into trunks, tailgates) on the curb, rather than in the street."

The growing presence on American streets of sport utility vehicles (SUVs), with their bulky rear ends and (frequently) tinted windows may have spurred the trend toward back-in/head-out angle parking: when using conventional angle parking, drivers increasingly find themselves beside an SUV, with more difficult sightlines.

This report briefly discusses the design and benefits of back-in/head-out angle parking and shows where the design has already been implemented.

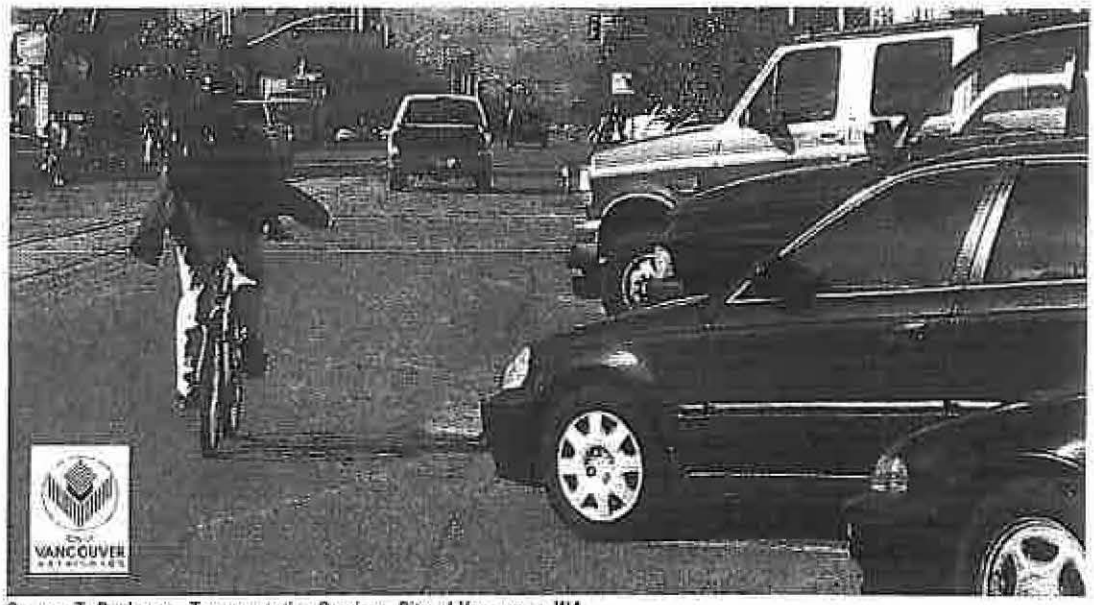
Some examples

In Tucson, AZ, two blocks of reverse diagonal parking have been installed along the University Boulevard Bikeway (see Figure 1), which leads into the west entrance of the University of Arizona (~36,000 students). In the two years of reverse diagonal parking, there have been no accidents along the segment, despite the large number of cyclists using the bikeway.

Figures 2-4 illustrate some of the benefits of back-in/head-out angle parking. In Figure 2 the driver is able access her trunk from the curb rather than from the street. Figures 3 and 4 show that the driver can have eye contact with oncoming traffic, in this case a bicyclist.

Figure 5 shows typical signage used to introduce drivers to back-in/head-out angle parking. For more examples on back-in/head-out angle parking, see Appendices A and B.

Figure 1 **Back-in/Head-out parking in Tucson, AZ.**



Source: T. Boulanger, Transportation Services, City of Vancouver, WA.

Figure 2 **With back-in angle parking you can load your car on the curb, rather than in the street (Vancouver, WA).**

Source: T. Boulanger, Transportation Services, City of Vancouver, WA.

Figure 3 An 'eye-to-eye' line of sight between parker and approaching road-user (Vancouver, WA).

Source: T. Boulanger, Transportation Services, City of Vancouver, WA.

Figure 4 The parker's view of the on-coming traffic (Vancouver, WA).

Source: T. Boulanger, Transportation Services, City of Vancouver, WA.

Figure 5 **A traffic sign showing the three steps of back-in angle parking, in Kelowna, BC, Canada.**

Source: City of Kelowna, British Columbia, Canada.

Advantages

Back-in/head-out angle parking is similar to both parallel and standard angle parking. As with parallel parking, the driver enters the stall by stopping and backing, but need not maneuver the front of the vehicle against the curb. When leaving the stall, the driver can simply pull out of the stall, and has a better view of the oncoming traffic.

Bicyclists

This type of parking provides a safer environment for bicyclists using the roadways. The driver is able to see the cyclist easily when exiting the stall. Several cities where back-in angle parking has been implemented have seen a reduction in number of accidents compared to the number of accidents at regular parallel parking schemes. Matt Zoll at

Tucson-Pima County Bicycle Advisory Committee says that after implementing the back-in/head-out angle parking scheme in Tucson they "went from an average of 3-4 bike/car accidents per month to no reported accidents for 4 years following implementation."

Visibility

In contrast to standard angle parking the visibility while exiting a back-in/head-out angle parking into traffic is much improved. When the driver is backing up (into the stall), the driver is in control of his lane: traffic behind either waits, or changes lanes.

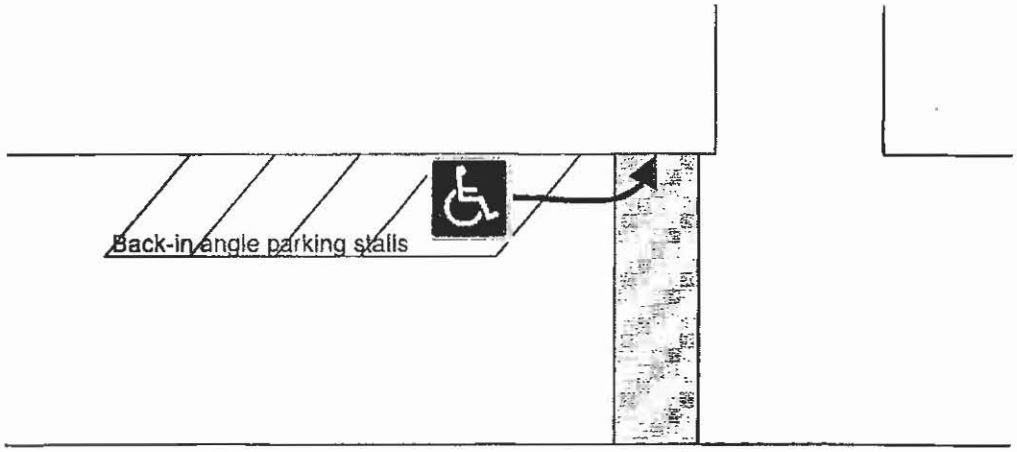
Steep terrain

Back-in angle parking can also be useful on steep terrain: if used on the correct side of the street, it causes drivers to automatically curb their wheels, which in turn prevents runaway autos. Used on the wrong side of a steep street, however, it is likely to cause more runaways.

Disabled parking

In Pottstown, PE, a 13-foot wide handicap accessible stall has been incorporated into the angle parking as the last space, intersection nearside, of each block. This places each disabled parking stall close to the existing curb ramps, and allows the wheelchair-using drivers to unload out of the way of traffic (see Figure 6). By contrast, the street's previous parallel parking arrangement could not be safely used for disabled parking, and conventional angle parking raised safety concerns for the street's proposed bicycle lanes.

Figure 6 A disabled parking stall located right next to the pedestrian crossing and the curb ramp.



Safety

As SLCTrans (2004) states, "one of the most common causes of accidents is people backing out of standard angled parking without being able to see on-coming traffic. Reverse angled parking removes this difficulty." It also improves safety for cyclists, and for loading/and unloading the trunk of the car. Similarly, the *Urban Transportation Monitor*'s recent article on back-in angle parking reported reduced accidents and benefits for bicyclists in several communities. In all, back-in/head-out angle parking is a good choice when compared to conventional head-in angle/back-out parking and parallel parking.

Cities using back-in/head-out angle parking

The list of cities in North America that use back-in/head-out angle parking is growing. Figure 7 lists some of these communities.

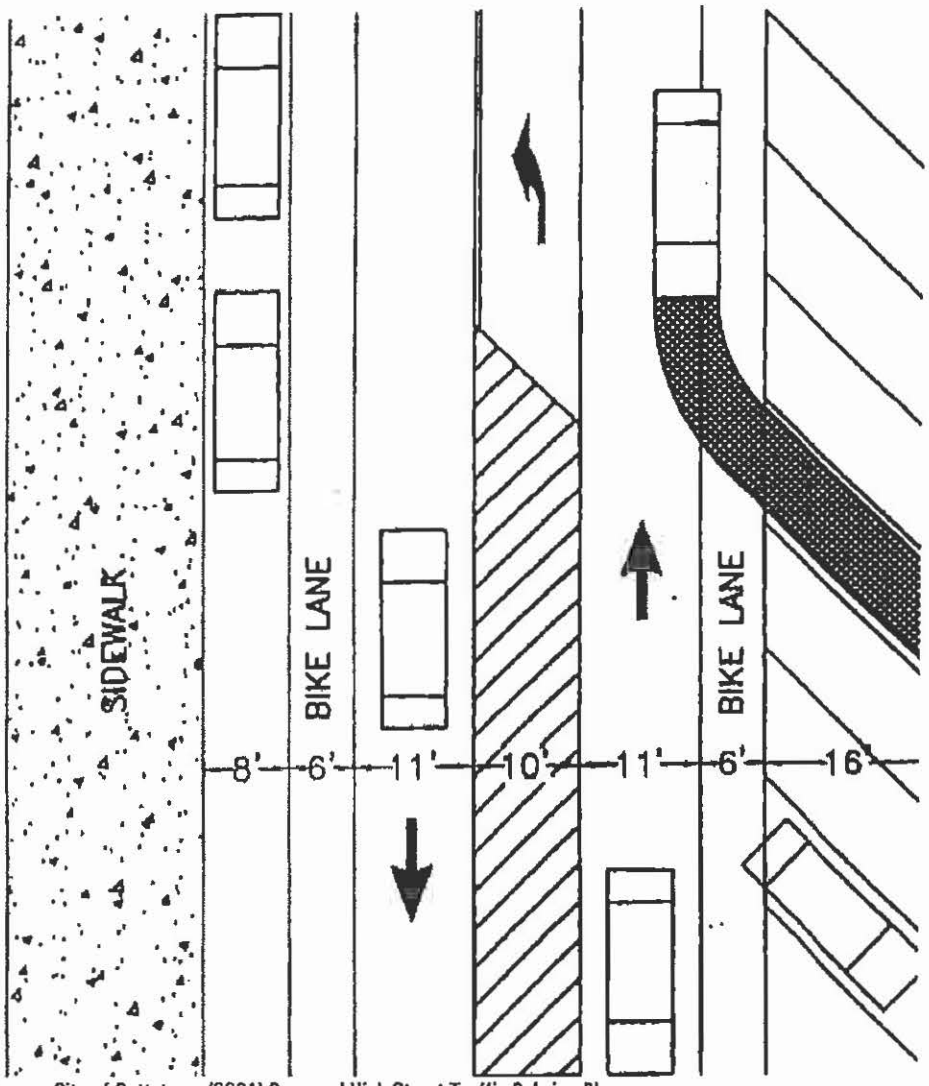
Figure 7 Cities using back-in/head-out angle parking.

City	Source	
Arlington, VI	Dan Burden	Walkable Communities, Inc.
Birmingham, AL	Russ Soyring	City of Traverse City, MI
Burnaby, Canada	Dan Burden	Walkable Communities, Inc.
Charlotte, NC	Dan Burden	Walkable Communities, Inc.
Chico, CA	Patrick Siegman	Nelson\Nygaard
Everett, WA	Michael M. Moule	Livable Streets, Inc
Honolulu, HI	Dan Burden	Walkable Communities, Inc.
Indianapolis, IN	Michael M. Moule	Livable Streets, Inc
Knoxville, TN	Michael M. Moule	Livable Streets, Inc
Marquette, MI	Russ Soyring	City of Traverse City, MI
Montreal, Canada	Michael M. Moule	Livable Streets, Inc
New York, NY	Dan Burden	Walkable Communities, Inc.
Olympia, WA	Dan Burden	Walkable Communities, Inc.
Plattsburgh, NY	Dan Burden	Walkable Communities, Inc.
Portland, OR	Michael M. Moule	Livable Streets, Inc
Pottstown, PA	Michael M. Moule	Livable Streets, Inc
Salem, OR	Todd Boulanger	City of Vancouver, WA
Salt Lake City, UT	Dan Burden	Walkable Communities, Inc.
San Francisco, CA	Michael M. Moule	Livable Streets, Inc
Seattle, WA	Dan Burden	Walkable Communities, Inc.
Tacoma, WA	Dan Burden	Walkable Communities, Inc.
Tucson, AZ	Michael M. Moule	Livable Streets, Inc
Vancouver, WA	Todd Boulanger	City of Vancouver, WA
Ventura, CA	Todd Boulanger	City of Vancouver, WA
Washington, DC	Dan Burden	Walkable Communities, Inc.
Wilmington, DE	Michael M. Moule	Livable Streets, Inc

Typical dimensions

Particularly when accommodating bike lanes within the roadway, back-in/head-out angle parking is useful. Figure 8 shows the cross-section of such a roadway in Pottstown, PA. Appendix C and D shows Vancouver's, WA, and Seattle's, WA, choices of dimensions for this type of parking.

Figure 8 Cross-section of a roadway accommodating both bike lanes and back-in/head-out angle parking.



Source: City of Pottstown (2001) Proposed High Street Traffic Calming Plan.

References

City of Pottstown (2001) Proposed High Street Traffic Calming Plan.

City of Pottstown (2004) Back In Angle as a Way to Improve Pedestrian Circulation in the Central Business District High Street, Pottstown Borough, Montgomery County, Pennsylvania, USA.

City of Vancouver, WA (2004) Angle Back In Parking Striping. Standard Plan Number T29-62.

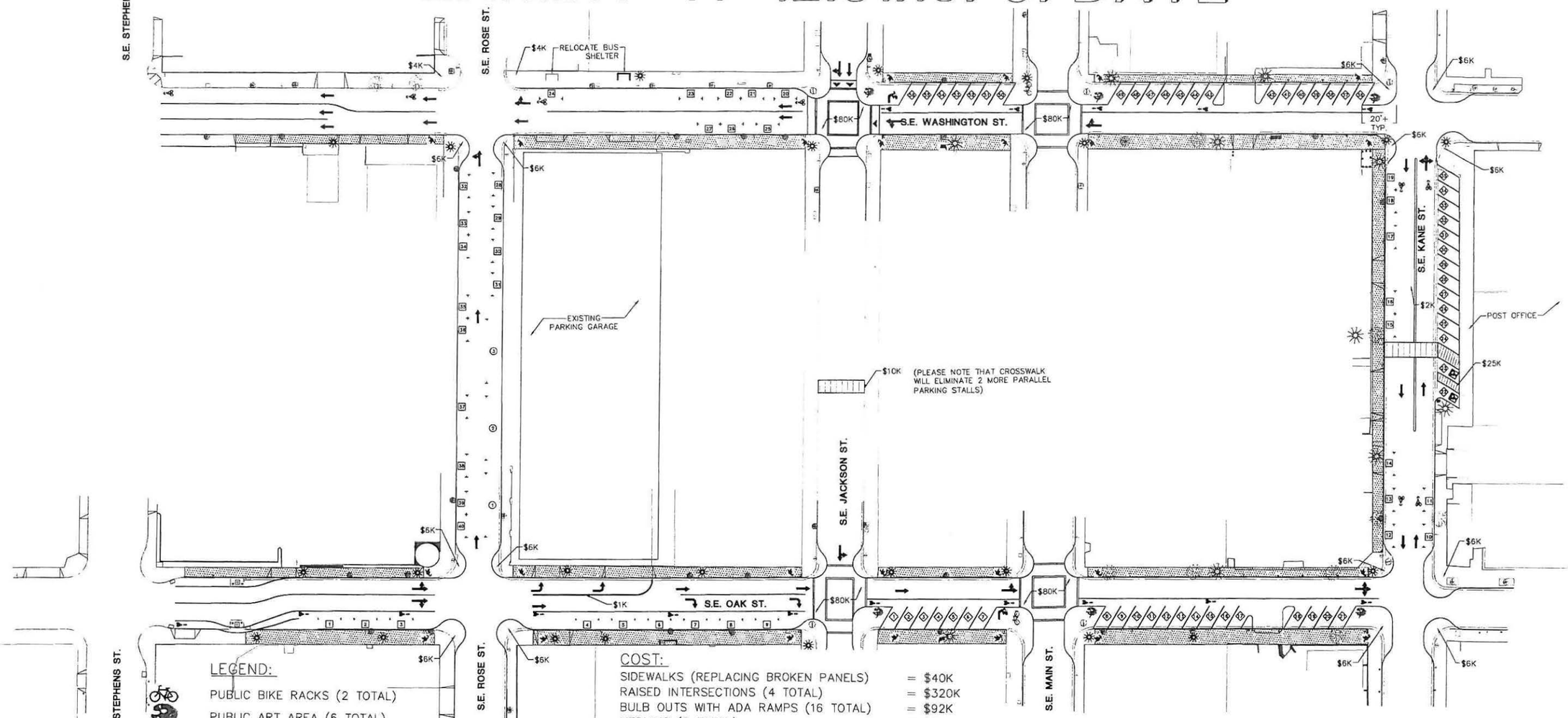
Kulash, W. M. and Lockwood, I.M. (2003) *Time-saver Standards for Urban Design*, 7.2—5, McGraw-Hill Professional, New York, New York.

Nawn, J. (2003) Central Business District Back In Angle Parking. November/December *PE Reporter*, pages 11-13.

SLCTrans, Salt Lake City, UT (2004) Back-in or Reverse Angle Parking - FAQ. http://www.slcgov.com/transportation/Aboutus/FAQ.htm.

Urban Transportation Monitor. Back-in Angle Parking. June 11, 2004, page 1.

OAK/WASHINGTON STREET IMPROVEMENTS
EXHIBIT "A" 12.31.13. UPDATE



LEGEND:

- PUBLIC BIKE RACKS (2 TOTAL)
- PUBLIC ART AREA (6 TOTAL)
- KIOSKS AREA (6 TOTAL)
- BACK-IN PARKING (56 TOTAL)
- PARALLEL PARKING (40 TOTAL)
- RV PARKING (3 TOTAL)
- 4'x4' STAMPED ART PANELS (25 TOTAL)
- DRINKING FOUNTAIN & FLOWER PLANTER (2 TOTAL)
- EXISTING TREE
- NEW TREE (10 TOTAL)
- NEW STREET LIGHTS
- EXISTING STREET LIGHTS
- SIDEWALK AREAS – ONLY BROKEN PANELS SHALL BE REPLACED

COST:

SIDEWALKS (REPLACING BROKEN PANELS)	= $40K
RAISED INTERSECTIONS (4 TOTAL)	= $320K
BULB OUTS WITH ADA RAMPS (16 TOTAL)	= $92K
MEDIANS (2 TOTAL)	= $3K
SEAL COATING	= $13K
RAISED CROSSWALKS (2 TOTAL)	= $20K
POST OFFICE PARKING UPGRADE	= $60K
STREET TREES AND GRATES (10 NEW TREES)	= $10K
STAMPED ART PANELS (25 NEW PANELS)	= $25K
DRINKING FOUNTAINS AND PLANTERS(2 TOTAL)	= $15K
BENCHES	= $5K
BIKE RACKS	= $5K
LIGHTING UPGRADES/LED'S	= $40K
SIGNAGE & STRIPING	= $50K
RELOCATE BUS SHELTER	= $2K
NEW STREET LIGHTS (10 TOTAL)	= $100K
CONTINGENCY (25%)	= $200K
TOTAL:	= $1,000K

PARKING SUMMARY:

RV	= 3
BACK-IN	= 56
PARALLEL	= 40

0' 20' 40' 80'
SCALE: 1"=40'

i.e. ENGINEERING
809 SE Pine Street
Roseburg, Oregon 97470
PHONE (541) 673-0166
FAX (541) 440-9392

PROJECT NO. 0149-176
DWG BY: MSR

Roseburg Bicycle/Pedestrian Coalition

January 14, 2014

RECEIVED
JAN 14 2014
PUBLIC WORKS DEPT.
ROSEBURG, OREGON

Lance Colley, City Manager
City of Roseburg
900 SE Douglas Avenue
Roseburg, Oregon 97470

Dear Lance:

At our January 9, 2014 meeting, the Roseburg Bicycle/Pedestrian Coalition discussed the plans for improvements to Oak, Washington, and Kane Streets as presented at the Public Works Commission meeting earlier that day. The Coalition supports the proposal for improvements and appreciates your efforts to enhance the Roseburg transportation system. The improvements will lead to a more pleasing shopping and travel experience for visitors and residents alike, for all travel modes.

Thank you.

Sincerely,

Dick Dolgonas,
For the Roseburg Bicycle/Pedestrian Coalition

cc: Nikki Messenger, Public Works Director

Bike Walk Roseburg

January 27, 2014

To: Roseburg Urban Renewal Board:

The members of Bike Walk Roseburg, formerly the Roseburg Bicycle/Pedestrian Coalition, are pleased with the City's proposal regarding changes to SE Oak, SE Kane, and SE Washington Streets. While we recognize that change can be difficult, we also recognize that the local consultants did their homework in researching the issues and observing the area. Downtown Roseburg, like other cities large and small, faces a number of hurdles. The solutions proposed address some of the issues that impact downtown.

Bringing life and vitality to downtown: There is considerable research that says the way to bring life and vitality to cities is by bringing people, not just cars, to downtown. We need downtown to be an attractive place people want to go. By making parking safer and easier to use, making downtown easier to access and enjoy by bike, and safer for walking by installing raised crosswalks, downtown will be better by all measures for residents and visitors of all ages and abilities.

The Oak, Washington, Kane Project, a positive solution: Having two lanes in each direction coming in (Oak Street) and two lanes heading out (Washington Street) is unnecessary. The proposal will still allow plenty of auto access while also providing safer access for bicyclists. Further, the raised crosswalks at the major intersections, and the logically placed mid-block raised crosswalks will create a much safer and more enjoyable environment for those on foot.

Many people, particularly our increasing older population as well as our youth, simply do not like parallel parking. Proposed back-in angle parking, which has successfully been done in many cities, eliminates the parallel parking issue, and provides a safer solution than head-in parking. The staff report contains a full list of potential advantages and potential disadvantages. One disadvantage cited is that motor vehicle exhaust may be aimed toward businesses. However, it is but one consideration, and probably not much worse than parallel parking for a vehicle with exhaust on the curb side.

In addition to the documents provided in the City staff report, the Institute of Transportation Engineers' Guidelines for Implementing Angled Parking on Main Streets, Creating Quality Main Streets states: "Angled parking can create sight distance problems associated with cars backing out of parking spaces. The use of reverse (back-in) angled parking in some cities has overcome these sight distance concerns and is considered safer for bicyclists traveling adjacent to parking." While it will feel strange at first, if a person can back out of an angled parking space, they can also back into an angled parking space.

One concern that has been voiced is the creation of a block of one-way traffic on Rose Street to accommodate recreational vehicles which would appear to negatively impact one business. The need to restrict this part of Rose Street to one-way should be revisited, however, this issue is not central to the design and can be delayed or removed once implemented if it becomes a problem.

January 27, 2014

Roseburg Urban Renewal Agency Board
City Hall
Roseburg, OR 97470

Re: Washington/Oak/Kane Improvement Project Design Concepts

Dear Board Members;

My name is Jim "Cap" Caplan. I live at 145 Agape Court, Roseburg, and within the Urban Growth Boundary adjacent to Troost Street. I own a business here, Environmental Dispute Resolution USA LLC. When future revenues allow, I plan to relocate my business from home to downtown Roseburg.

I write in favor of the Washington/Oak/Kane Improvement Project Design Concepts as passed unanimously by the Public Works Commission and forwarded to you for action. In particular, I support the beautification measures such as the stamped concrete and metallic art, improvements to ADA accessibility through "bulb" walkways and raised intersections, and conversion of Oak and Washington Streets between Main and Kane from two lanes and parallel parking to one lane with diagonal parking and a bike lane.

I recognize, as you do, that projects like this one, while they greatly benefit the community at large, can negatively impact some people and businesses. I appreciate how city staff and Alex Palm of i.e. Engineering have tried to balance the negative effects with positive values inherent in the design concepts.

Although I am affiliated with the Downtown Roseburg Association, hold membership in the Roseburg-area Angel Investors' Network, and Chair the Umpqua Basin Economic Alliance, I am writing today as an individual greatly concerned about the future of our downtown, our community as a whole, and future social conditions and employment in Douglas County.

In the distant past, I served as Planning Commissioner for Laramie, Wyoming. I also hold a Master's Degree in Community and Regional Planning from the University there. In my 30-year federal career, I worked throughout the western U.S., often serving small communities struggling economically. When asked, and when appropriate, I assisted those communities with planning and economic development.

And over those years, it became clear to me that continuing prosperity for small towns is often tightly tied to the condition of their downtowns. It's a simple truth: a thriving downtown attracts new businesses and investors to the area; a blighted downtown drives them away.

So, in 2004, I began voluntary service on the Roseburg Town Center Board and now serve as Vice President and Economic Development Committee Chair for its successor, the Downtown Roseburg Association. In that capacity, I do what I can to improve the safety, beauty, and welcome of downtown Roseburg and to make it a place for highly successful businesses of all kinds.

Since the Public Works Commission meeting, I have heard several concerns voiced about the Washington/Oak/Kane Project Design Concepts. Although I won't address them all, two of them seem integral to the design and, in my mind at least, the future of downtown during the next several years of construction.

First, some people seem to oppose diagonal parking and, more specifically, back-in diagonal parking. Frankly, I can't understand why. Diagonal parking is easier than parallel parking for drivers of every age. And diagonal, *back-in* parking is profoundly safer for motorists, pedestrians, vehicles, and bicyclists than head-in diagonal parking.

As an example, yesterday I conducted a quick survey of cars parked at Redeemer's Fellowship during the 9:30 service. At least ten percent had backed into regular non-diagonal parking slots, or driven through end-to-end slots, to allow for a quicker, safer exit after the service. Many of these drivers are my age or older and they clearly wanted to be able to safely avoid other vehicles and the numerous family groups and children walking to their cars after the service.

The argument that backed-in vehicles produce exhaust fumes at the curb that would cause discomfort or illness in nearby businesses is not supported by logic or fact. Presently, parallel parked vehicles have their tailpipes in essentially the same location as backed-in vehicles would have them. No one seems to be getting fume-sick from parallel parkers now. And, of course, few, if any of us, idle our cars for any length of time at the curb because we don't have to keep them warm as people in cold country do and we don't like to waste our hard-earned money on expensive fuel.

I believe the facts about parking safety are so compelling that anyone proposing *diagonal* parking, and who does not also propose *back-in* parking, is missing the point about how good parking design helps create a safe, welcoming downtown.

Second, business owners have legitimate concerns about disruption during construction. They face not only nine months or so of work on Oak, Washington, and Kane, but at least a year of work on the Oak Street Bridge and the Route 138 realignment to follow.

With this potential for loss in mind, I would suggest that the City convene a working group of concerned merchants, professionals, and others to help plan the construction schedules and then use that group to provide comments and suggestions to administrators as work gets done. In addition, publishing a schedule in the News Review and other media outlets, and providing regular updates to the shopping and service-seeking public, might help mitigate negative impacts on bottom lines.

And finally, a practical suggestion. Raised intersections are now planned for Jackson and Main at Oak and Washington. Why not build them at the two Rose intersections as well? Perhaps the two additional raised intersections at Rose could be bid as an add-on to the larger contract, to be selected if bids come in under budget.

Sincerely,

/s/ Cap

James A. Caplan

Downtown Roseburg Association
P.O. Box 2032
Roseburg, OR 97470
541-673-3352

Roseburg Urban Renewal Agency Board

1-27-2014

Gentlemen;

The Downtown Roseburg Association is Roseburg's Mainstreet Organization and the principal representative of the interests of businesses and property owners located in the downtown area. We have long supported the Downtown Master Plan and many projects associated with its' implementation.

Based on that long history of caring for the quality of the downtown, we support, with some reservations, the proposal to improve the appearance, safety, and accessibility of Oak, Kane, and Washington Streets. In addition, we have recently met will several concerned business and property owners concerning the Oak/Washington/Kane design.

Our thanks go to City Manager, Lance Colley, for inviting two of our Board members, Jim Caplan and Victoria Hawks, to serve on the City's ad hoc team that provided comments on the Oak/Washington/Kane proposals at two meetings, one in November and the other in December. We also note that the City also invited several more people from the community to provide comments in that team, including local business owners, non-profit service providers, and city councilman, Steve Kaser. That connection to the community at large is also greatly appreciated by the DRA Board.

Alex Palm of i.e. Engineering has done an excellent job of combing the contents of the Downtown Master Plan and additional plans to determine what has been done over the years and develop proposals for the plan. In particular, we support his ideas to improve the appearance of the area through decorative concrete and public art, improve Americans with Disabilities Act accessibility at street corners and mid-street on Kane and Jackson, and create a more inviting streetscape through the addition of benches and water fountains. We also support his street designs that allow for more and safer bicycle access, and for much safer public access in the Post Office area on Kane.

As the DRA represents businesses and property owners in downtown, we also have some reservations.

We feel the Post Office represents a major downtown destination. So, we feel it is critical that both the Postal Service and the building owner have the opportunity to consult with you on the plan. We are concerned that, failing consultation and agreement, we might lose the Post Office to a different location because of changes in traffic patterns, possible congestion, and customer complaints.

Downtown Roseburg Association
P.O. Box 2032
Roseburg, OR 97470
541-673-3352

We also would like more consideration for diagonal parking on the west side of Kane across from the Post Office. While building those parking spaces along Kane might mean the loss of some parking in the Armory Parking Lot, the loss could be mitigated at other locations fairly easily.

We like the idea of diagonal parking as proposed. However, we have heard concerns about changing two-lane streets to one-car and one-bicycle lane. We suggest that you report results from other cities our size to confirm that this could be a successful parking improvement and not create chronic traffic congestions that might affect nearby businesses and the Post Office.

We would prefer that the Rose Street intersections with Oak and Washington be given the same raised intersection treatments at Main and Jackson. If that proves impractical, we request that you consider adding at least decorative concrete or paint to the Rose intersections consistent with what is done at Main and Jackson.

And finally, the DRA does not support changing Rose or any street to one way. We do support the idea of finding several RV parking spaces in downtown. Please consider moving the RV parking planned for Rose Street to Oak between Stevens and Rose.

Thank you for the opportunity to comment.

Sincerely,

Gary Leif, President

Gary Leif

ROSEBURG URBAN RENEWAL BOARD
AGENDA ITEM SUMMARY

Washington/Oak/Kane Improvements
Engineering Contract Amendment
13UR03

Meeting Date: March 10, 2014 | **Agenda Section: Department Items**
Department: Public Works | **Staff Contact: Nikki Messenger**
www.cityofroseburg.org | **Contact Telephone Number: 541-492-6730**

ISSUE STATEMENT AND SUMMARY

i.e. Engineering is proceeding with design of the Washington/Oak/Kane Improvement Project. The issue for the Board is whether to approve a contract amendment for additional services that may be required to complete the design.

BACKGROUND

A. Board Action History

- October 28, 2013 the Board approved a design contract with i.e. Engineering for the Washington/Oak/Kane Improvement Project.
- On January 27, 2014 the Board approved the conceptual designs recommended by the Citizens Ad-Hoc Committee and the Public Works Commission.

B. Analysis. In 2000, the City adopted a Downtown Master Plan. Since that time, many of the improvements listed in that plan have been accomplished. In 2005, the Urban Renewal Agency adopted the Second Amendment to the North Roseburg Urban Renewal Plan. This amendment included the downtown in the Urban Renewal Area in order to facilitate additional improvements to the downtown area.

The intent of this project is to make any necessary storm drainage improvements, pedestrian improvements, ADA improvements and other enhancements to increase the functionality and appearance of these streets that lead into the downtown core. The improvements will tie in with those planned as part of the Highway 138E Corridor Improvements and will utilize elements outlined in the existing Downtown Master Plan and Waterfront Development Plan.

After multiple meetings with a Citizen's Advisory Committee, eighteen separate design concepts were presented to the Public Works Commission and a large audience on January 13, 2014. The Commission forwarded a recommendation to approve the concepts to the Board. On January 27, 2013 the Board approved the design concepts for final design. At that meeting, there was concern expressed by the public regarding potential traffic delays that may be caused by eliminating a lane on both Washington and Oak for a two block section. The design concepts were presented to the Planning Commission for informational purposes at their February 3rd meeting. Some of the planning commissioners expressed similar concerns regarding additional evaluation of traffic impacts.

According to LUDO "A Traffic Impact Study (TIS) shall be required based on anticipated negative significant traffic and safety impacts projected to be caused by the proposed development as determined by the Community Development Director after a recommendation from the Public Works Director." Public Works and Community Development Staff worked with the consultant to put together the proposed scope for the

traffic operations analysis portion of the proposed amendment.

In order to address the traffic concerns and other issues brought forth thus far in the design, staff is proposing an amendment to i.e.'s contract to include the following elements not originally included:

1. Traffic operations analysis
2. Water line design – to replace water mains/connections within the raised intersections
3. Sidewalk panel insert design
4. Pavement coring to identify existing conditions in intersections

C. Financial and/or Resource Considerations. The proposed amendment fee is $28,370 and would bring the contract amount to $82,485. This is in addition to the original/separate contract for preliminary conceptual design of $20,050. The FY 13-14 budget includes $350,000 for the design and any construction that may occur prior to June 30, 2014. Money is budgeted and available to complete this additional work, the breakdown of which is included below.

Task #	Description	Authorized Amount	Fee Increase	Revised Contract
1	Coordination and Management	$5,000	$1,250	$6,250
2	Site Survey/Basemap	$2,320	$0	$2,320
3	Civil Construction Plans	$ 45,900	$4,420	$50,320
4	Direct Expenses	$895	$120	$1,015
5	Pavement Coring	$0	$5,350	$5,350
6	Sidewalk Panel Insert Design	$0	$4,000	$4,000
7	Traffic Operations Analysis	$0	$13,230	$13,230
	Total Increase	$54,115	**$28,370**	$82,485

D. Timing Issues. In order to proceed with the traffic operations analysis and final design, it would be appropriate for the Board to take action at their March 10th meeting. It is staff's intent to bid the project this summer and complete construction by the end of the year.

BOARD OPTIONS

1. Approve the proposed amendment for $28,370; or
2. Request more information; or
3. Not approve the amendment and not proceed with those portions of the work.

STAFF RECOMMENDATION

Staff made a recommendation to the Public Works Commission to recommend approval of the proposed amendment. While the Commission still supports the back in angled parking, on a 5-3 vote, they recommended proceeding with an amendment covering items 2 through 4 shown above (water line design, sidewalk panel design, pavement coring) but not including the traffic operations analysis. Staff believes it is important to address the concerns

regarding traffic circulation and therefore is still recommending proceeding with the entire amendment.

SUGGESTED MOTION
I move to approve a contract amendment with i.e. Engineering, Inc. for $28,370 for the Washington/Oak/Kane Improvement Project including the traffic analysis.

ATTACHMENTS None.

Advantages of Back-In Angled Parking

(Verses both parallel and front-in angled parking)

- Bicycle friendly.
- Better sight lines when exiting.
- Easier/safer unloading with back of vehicle to sidewalk.
- Better eye contact, eye to eye contact when exiting stall into traffic.
- Child safety is improved by shuttling passengers toward curb and not out into the street.
- Parking time is reduced from an average of 21 seconds to 11 seconds.
- Preferred over parallel parking by vast majority of drivers.
- Drivers don't back in to an active lane of traffic.
- Accidents are greatly reduced as compared to pull in parking.
- ADA parking can be improved and located near intersections.
- Many other cities have adopted this method of parking.
- Won't decrease number of parking stalls.

DISADVANTAGES OF BACK-IN ANGLED PARKING

- Vehicle emissions are directed toward the curb and sidewalk (versus head in angle parking); to offset this many municipalities have adopted anti-idling laws. This is more a problem in cold winter climates.
- Learning curve for drivers.
- Additional signage required.
- Some drivers still pull in, however this won't be an issue in Roseburg as we only have one-way streets.
- Won't increase number of parking stalls in our situation.