1/22/14

ROSEBURG URBAN RENEWAL AGENCY
BOARD MEETING AGENDA
January 27, 2014

7:00 p.m. ***City Hall Council Chambers***
(Immediately following City Council meeting)

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

2. **ROLL CALL OF BOARD MEMBERS**

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

3. **CONSENT AGENDA**
   A. Minutes of December 16, 2013 Meeting

4. **DISCUSSION ITEM**
   A. Micelli Park Playground Equipment Purchase
   B. Public Works Commission Recommendation
      Washington/Oak/Kane Improvement Project Design Concepts

5. **AUDIENCE PARTICIPATION**

6. **ADJOURNMENT**

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

Please contact the office of the City Recorder, 900 SE Douglas Avenue, Roseburg, Oregon, 97470; phone (541) 492-6866, at least 48 hours prior to the scheduled meeting time if you need an accommodation in accordance with the Americans With Disabilities Act. TDD users please call Oregon Telecommunications Relay Service at 1-800-735-2900.

MINUTES OF THE ROSEBURG
URBAN RENEWAL AGENCY BOARD MEETING
December 16, 2013

A meeting of the Roseburg Urban Renewal Agency Board was called to order by Chair Larry Rich at 9:36 p.m. on Monday, December 16, 2013, in the Roseburg City Hall Council Chambers, 900 SE Douglas, Roseburg, Oregon.

ROLL CALL

Present: Board Members Bob Cotterell, Steve Kaser, Marty Katz, Tom Ryan, Lew Marks and Mike Hilton.

Absent: Board Member Ken Fazio.

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 and Finance Director Cheryl Guyett.

CONSENT AGENDA

Ryan moved to approve the following consent agenda:

1. Minutes of the December 4, 2013 meeting

Motion was seconded by Cotterell and carried unanimously.

CHESTNUT/STEPHENS SIGNAL ENGINEERING CONTRACT AMENDMENT

Messenger reported that additional engineering work and costs were incurred for the Chestnut/Stephens traffic signal. Some of those costs related to the protracted property acquisition. The balance was a change from a three-pull to a four-pull system. Cotterell moved to authorize an amendment in the amount of $41,728 to the Pace Engineers' design contract for the Chestnut/Stephens Signal Project. Motion was seconded by Ryan and carried unanimously

ADJOURNMENT

The meeting adjourned at 9:39 p.m.

Debi Davidson
Management Technician

ROSEBURG URBAN RENEWAL BOARD
AGENDA ITEM SUMMARY

Playground Equipment Purchase
Micelli Park Playground 14UR02

Meeting Date: January 27, 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

The City has received a grant from Umpqua Bank to develop a play area at Micelli Park. The issue for the Board is whether to authorize the purchase of the playground equipment.

BACKGROUND

A. Board Action History None.

B. Analysis. Micelli Park is located in SE Roseburg adjacent to the South Umpqua River. The park has one small baseball/softball field, a restroom, parking area and associated improvements. The ball field is heavily used in the spring and summer as a youth practice field. Recent improvements include a newly constructed multi-use path connecting Micelli Park and Templin Beach Park.

In September 2013, Umpqua Bank announced that it would make an unsolicited donation to the City for the construction of a play area at Micelli Park. This project includes purchasing and installing play equipment, park benches and tables, landscaping and irrigation, and other site amenities.

Staff has worked with representatives of Umpqua Bank and Ross Recreation to finalize the playground design. Staff is proposing to utilize the Oregon Procurement Information Network (ORPIN), which is a cooperative purchasing mechanism available to Oregon agencies to purchase this equipment. .

C. Financial and/or Resource Considerations. Approximately $125,000 in funding has been identified for this project, utilizing a combination of sources. The City received a quote from Ross Recreation of $58,542 for the purchase of play equipment manufactured by Landscape Structures and $5,670 for two days of supervised installation assistance for a total of $64,212. Cost estimates and funding breakdowns are summarized below.

Project Cost	
Play Equipment	$ 58,542
Equipment Installation	$ 9,000
Surfacing Material	$ 8,000
Sidewalk & Edging	$ 18,500
Landscape & Amenities	$ 18,500
Contingency @ 10%	*$ 11,254*
Est. Total Project Total	***$123,796***

Project Funding

Grant/Donation Award	$100,000
Urban Renewal Fund	$ 25,000
Total	***$125,000***

D. Timing Issues. The current ORPIN contracts for playground equipment expire on February 1st. Therefore, it is important to proceed with purchasing prior to that date. It is not known whether or not ORPIN will negotiate new contracts with playground vendors. The City last ran into this issue in 2009, when constructing the Stewart Park Playground. It took ORPIN several months to negotiate contracts with all of the vendors and release them for public use. Per the grant agreement, the project must be completed by September 30, 2014.

BOARD OPTIONS

The Board has the option to:

1. Authorize the award of the purchase to Ross Recreation for a total of $64,212; or
2. Direct staff to do an RFP for the equipment, which could delay the project by three months.

STAFF RECOMMENDATION

The Parks Commission discussed this purchase at their January 22nd meeting. The Commission recommended awarding the purchase and installation assistance to Ross Recreation for $64,212. Staff concurs with this recommendation.

SUGGESTED MOTION

I move to award the playground equipment purchase and installation assistance for the Micelli Park Playground to Ross Recreation for $64,212.

ATTACHMENTS

Image of Landscape Structures play equipment
Draft park layout with new play equipment

Micelli Park

Roseburg, OR November 6, 2013 71509-1-1R

landscape structures

Better playgrounds.
Better world.®

playlsi.com

Proudly presented by:

ROSS Recreation Equipment

Micelli Park

Roseburg, OR November 6, 2013 71509-1-1

landscape structures

Better playgrounds.
Better world.®

playlsi.com

Proudly presented by:

ROSS Recreation Equipment

TOTAL ELEVATED PLAY COMPONENTS	2		
TOTAL ELEVATED COMPONENTS ACCESSIBLE BY RAMP	0	REQUIRED	0
TOTAL ELEVATED COMPONENTS ACCESSIBLE BY TRANSFER	2	REQUIRED	1
TOTAL ACCESSIBLE GROUND LEVEL COMPONENTS SHOWN	4	REQUIRED	1
TOTAL DIFFERENT TYPES OF GROUND LEVEL COMPONENTS	3	REQUIRED	3

TOTAL ELEVATED PLAY COMPONENTS	5		
TOTAL ELEVATED COMPONENTS ACCESSIBLE BY RAMP	0	REQUIRED	0
TOTAL ELEVATED COMPONENTS ACCESSIBLE BY TRANSFER	3	REQUIRED	3
TOTAL ACCESSIBLE GROUND LEVEL COMPONENTS SHOWN	3	REQUIRED	2
TOTAL DIFFERENT TYPES OF GROUND LEVEL COMPONENTS	3	REQUIRED	3

landscape structures

IPEMA CERTIFIED

The play components identified on this plan are IPEMA certified. Unless model number is preceded with †, the size and layout of these components conform to the requirements of ASTM F1487. To verify product certification, visit www.ipema.org

THIS PLAY AREA & EQUIPMENT IS DESIGNED FOR AGES 5-12 YEARS UNLESS OTHERWISE NOTED ON PLAN.

IT IS THE MANUFACTURERS OPINION THAT THIS PLAY AREA DOES CONFORM TO THE A.D.A. ACCESSIBILITY STANDARDS, ASSUMING AN ACCESSIBLE PROTECTIVE SURFACING IS PROVIDED, AS INDICATED, OR WITHIN THE ENTIRE USE ZONE.

THIS CONCEPTUAL PLAN WAS BASED ON INFORMATION AVAILABLE TO US PRIOR TO CONSTRUCTION. DETAILED SITE INFORMATION INCLUDING SITE DIMENSIONS, TOPOGRAPHY, EXISTING UTILITIES, SOIL CONDITIONS, AND DRAINAGE SOLUTIONS SHOULD BE OBTAINED, EVALUATED, & UTILIZED IN THE FINAL DESIGN. PLEASE VERIFY ALL DIMENSIONS OF PLAY AREA, SITE ORIENTATION, AND LOCATION OF ALL EXISTING UTILITIES, EQUIPMENT, AND SITE FURNISHINGS PRIOR TO ORDERING.
SLIDES SHOULD NOT FACE THE HOT AFTERNOON SUN.

CHOOSE A PROTECTIVE SURFACING MATERIAL THAT HAS A CRITICAL HEIGHT VALUE TO MEET THE MAXIMUM FALL HEIGHT FOR THE EQUIPMENT (REF. ASTM F1487 STANDARD CONSUMER SAFETY PERFORMANCE SPECIFICATION FOR PLAYGROUND EQUIPMENT FOR PUBLIC USE, SECTION 8 CURRENT REVISION).

ACCESSIBLE/PROTECTIVE
LOOSE FILL MATERIAL
(ENGINEERED WOOD FIBER) 4" DEPTH
3,145 SQ. FT.

DESIGNED BY:
GPC

Date	Previous Drawing #	Initials

SCALE IN FEET:
0 5' 10' 20' 40'

Micelli Park
Roseburg, OR.

Ross Recreation Equipment
Nick Philbin

SYSTEM TYPE:
Playbooster

DRAWING #:
71509-1-1

ISO 14001:2004 CERTIFIED

ISO 9001:2008 Certified

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:

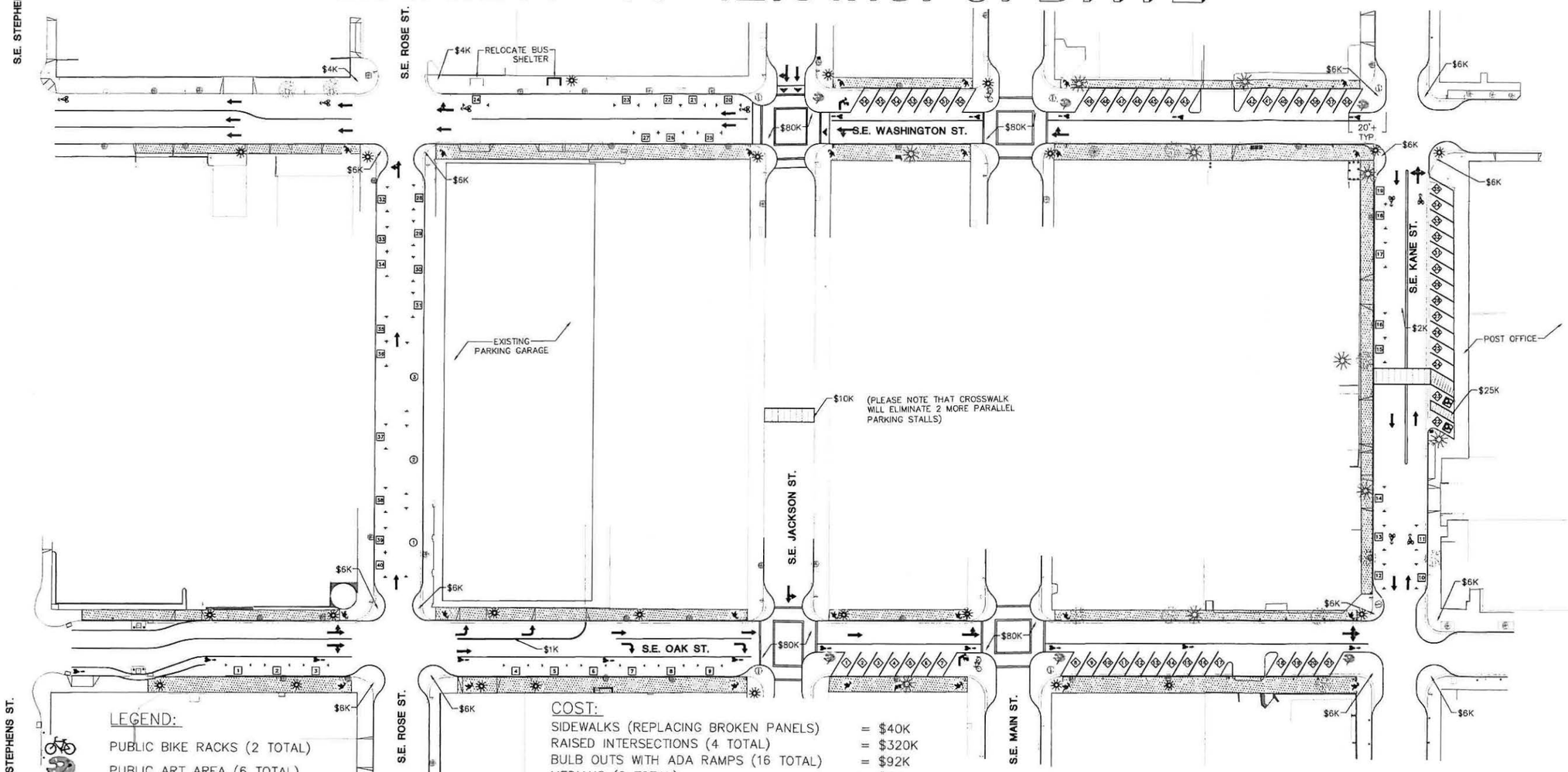
1. Approve the design concepts as presented allowing staff to proceed with final design and bidding; or
2. Make changes to the design concepts and direct staff to proceed with final design and bidding of the modified concepts;
3. Request additional information. This option may impact the project schedule.

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:

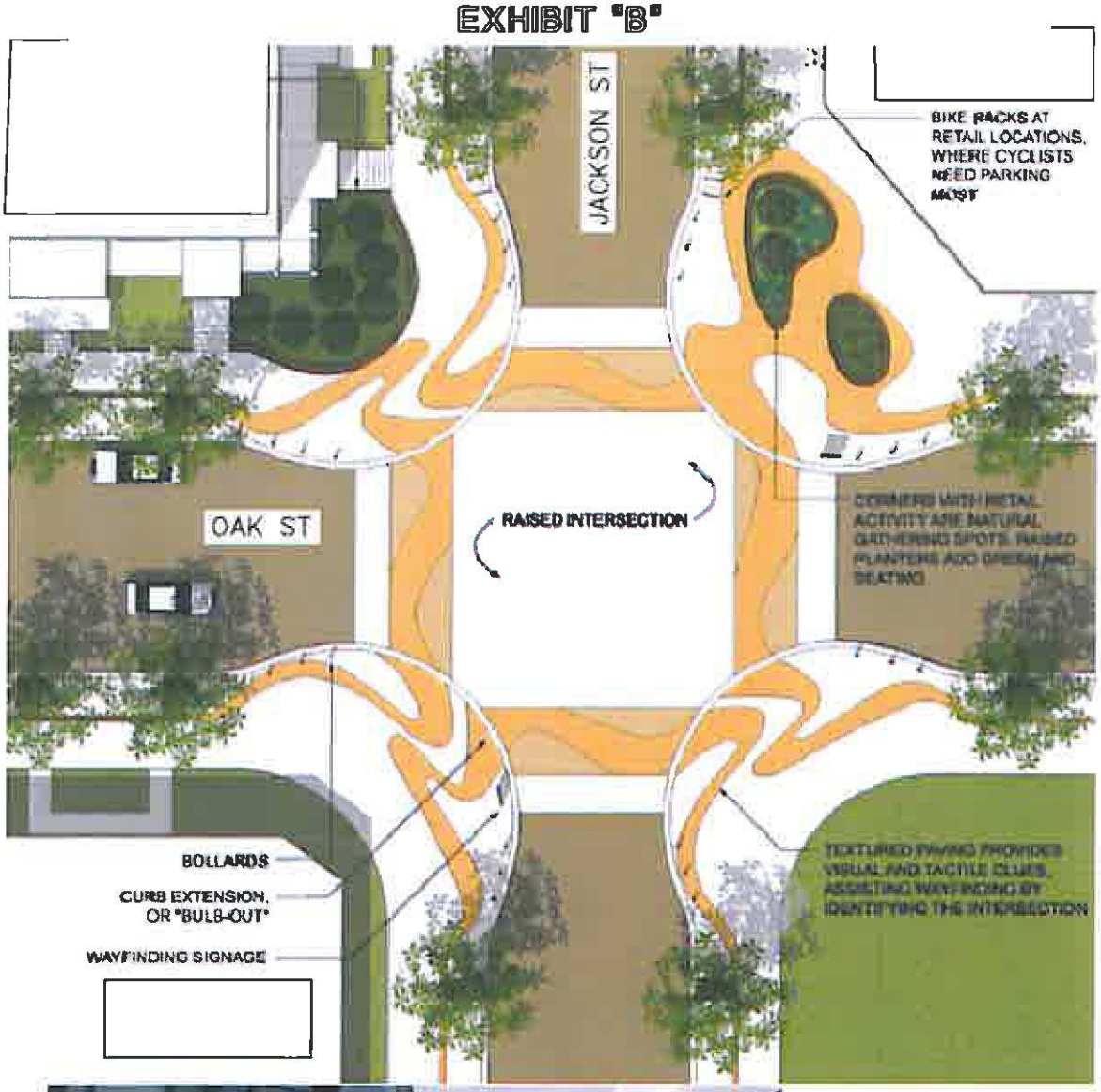
RV	= 3
BACK-IN	= 56
PARALLEL	= 40

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

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

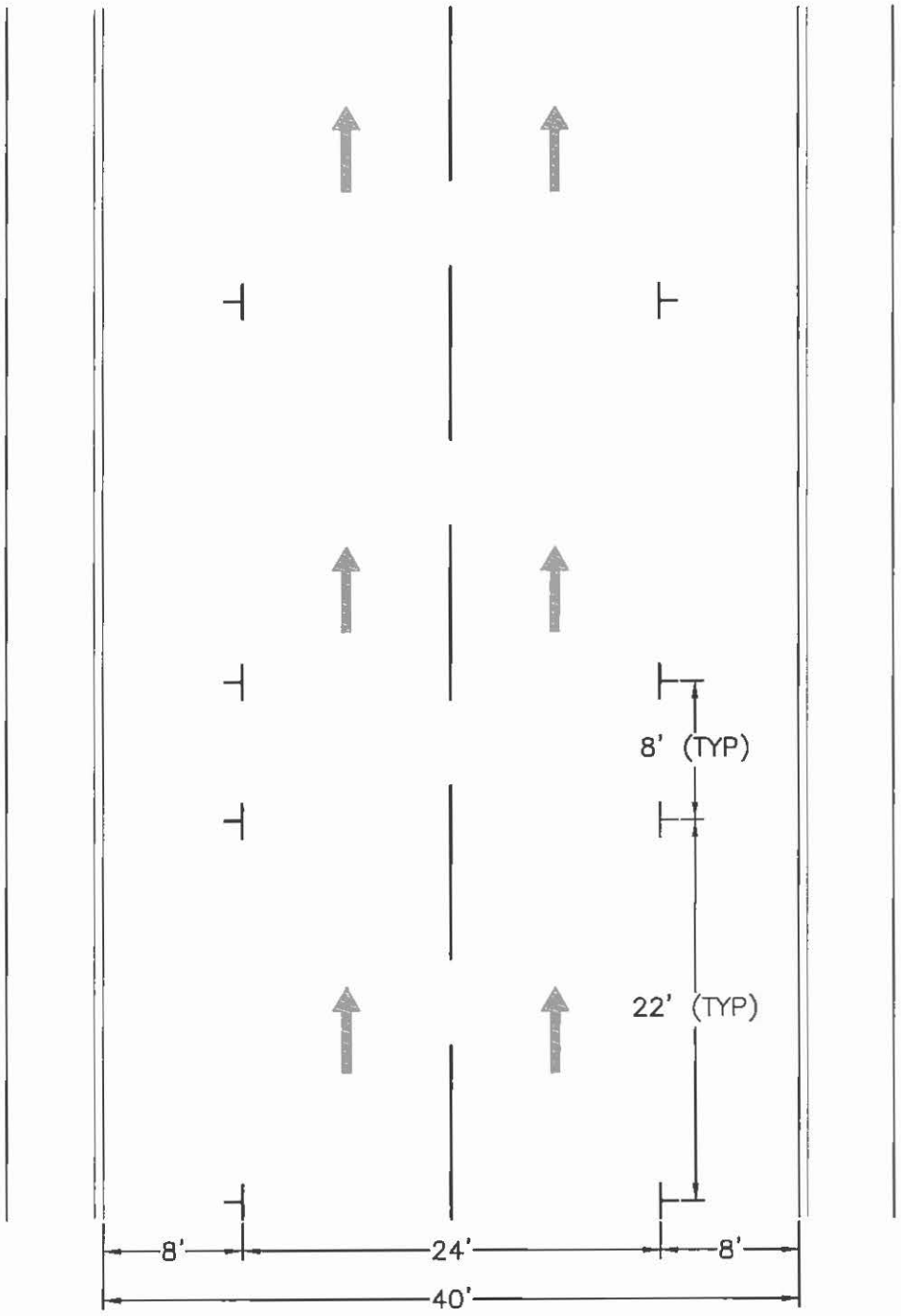
OAK/WASHINGTON RAISED INTERSECTION
EXHIBIT "B"



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) 673-0166
FAX (541) 440-9392

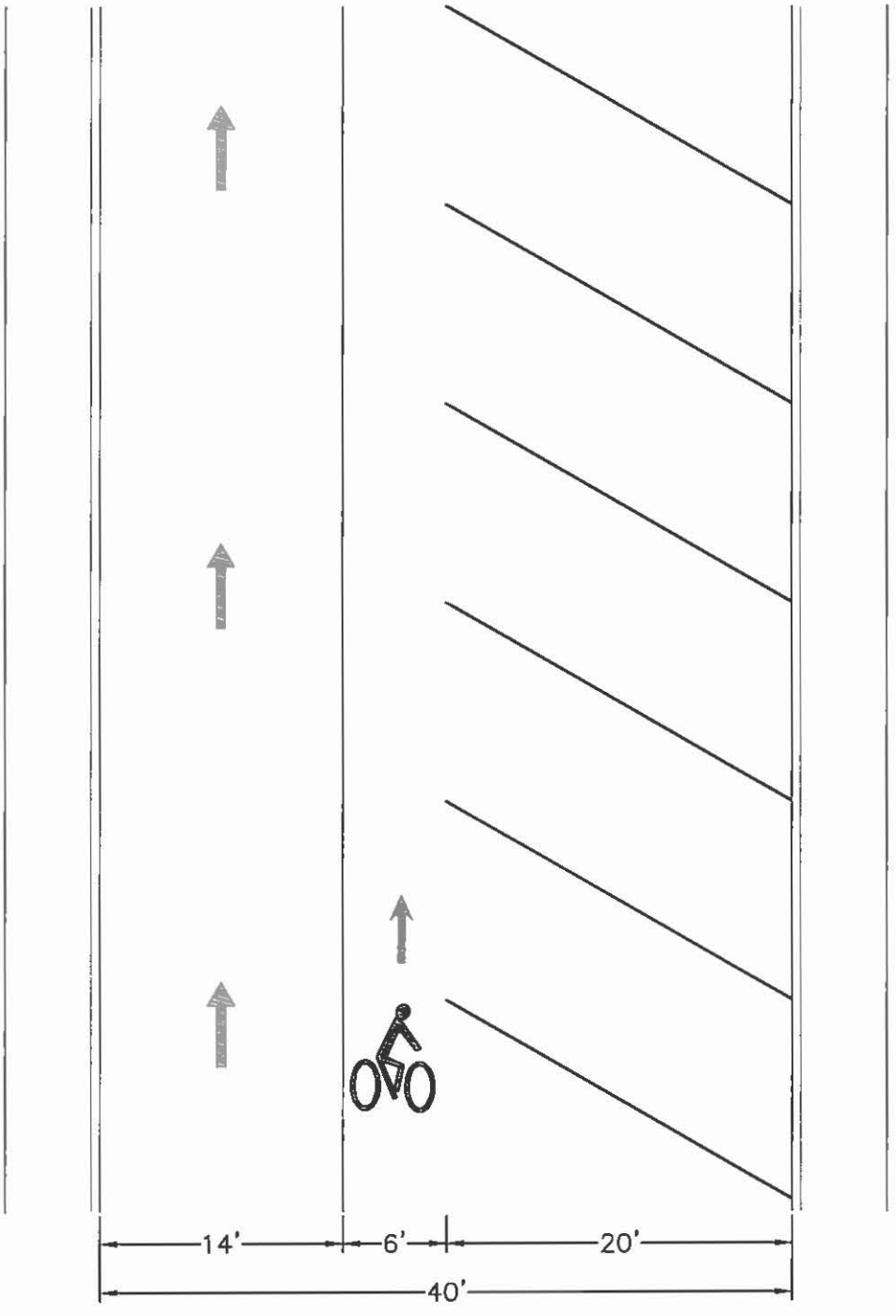
0' 5 10 20

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
Roseburg, Oregon 97470
PHONE (541) 673-0166
FAX (541) 440-9392

0' 5 10 20

SCALE: 1"=10'

PROJECT NO. 149-176

DWG BY: MSR

BACK-IN PARKING WITH BIKE LANE EXHIBIT D

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 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

Table of Contents

NOT INCLUDED

Table of Figures

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.

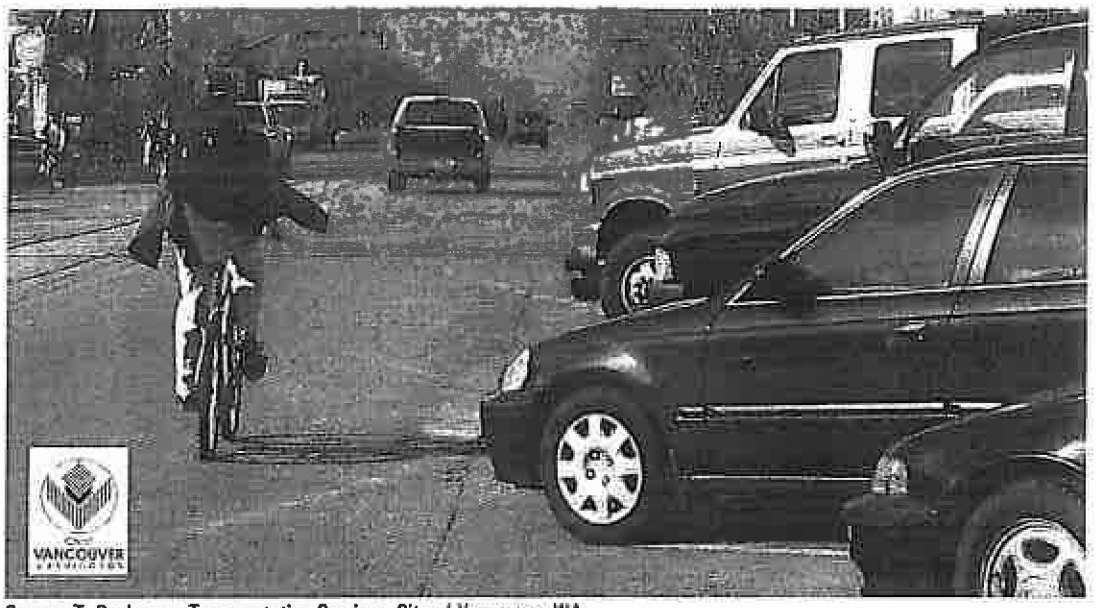
Some examples

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.

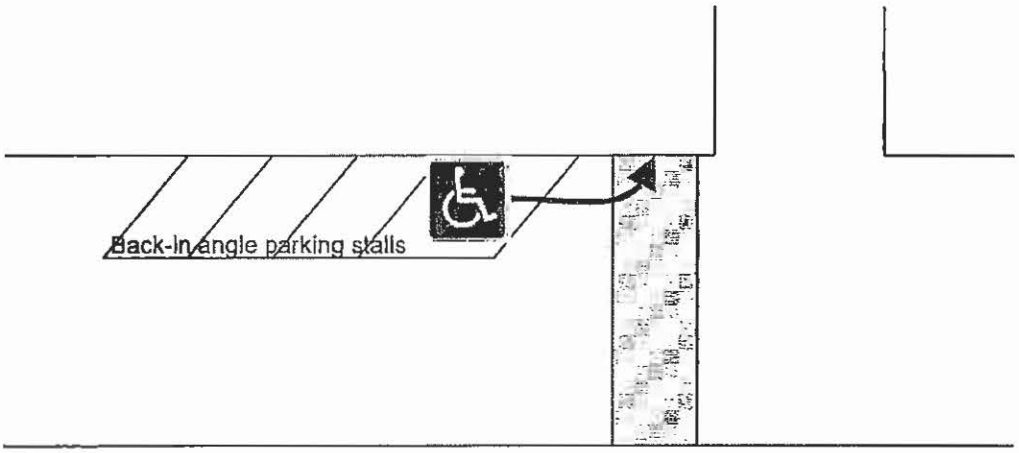
Steep terrain

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.

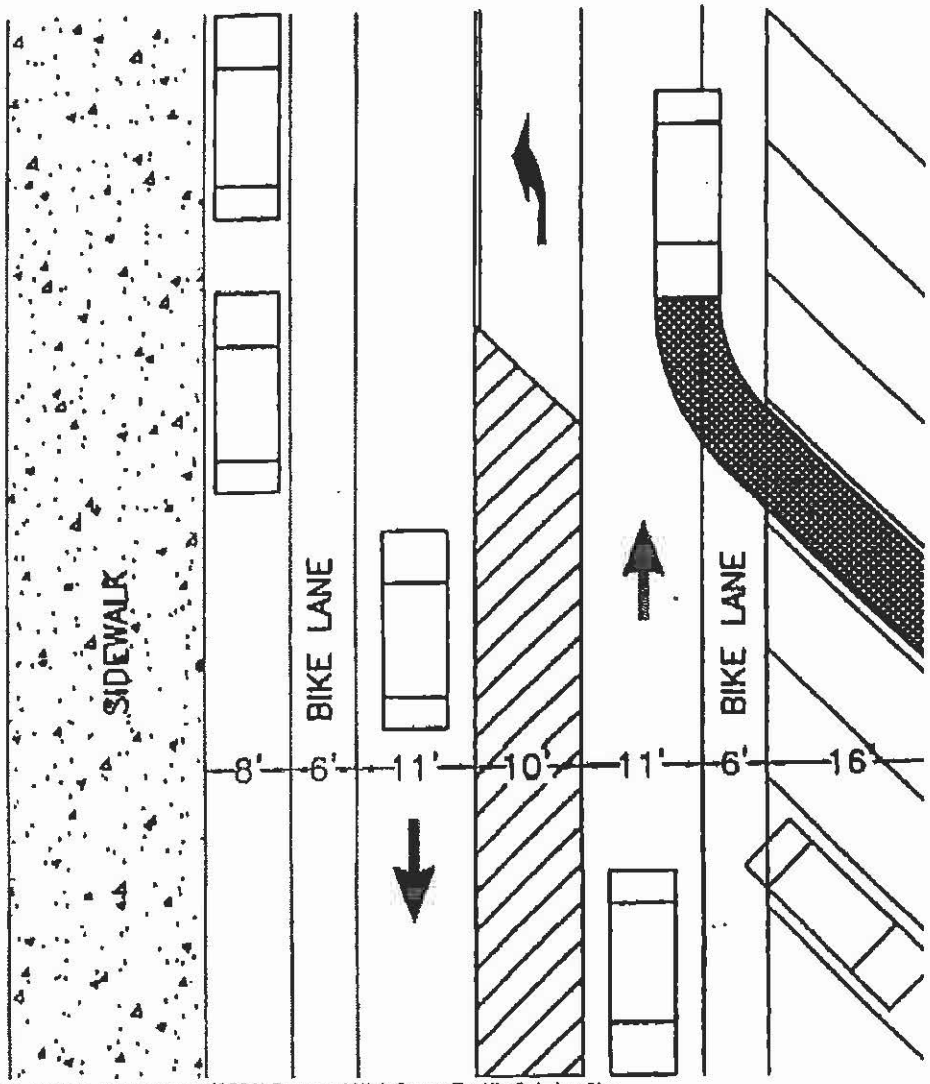
Figure 7 Cities using back-in/head-out angle parking.

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 Communitles, 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

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

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