Tuesday, May 10, 2022
City Council Meeting - Hybrid (In-Person & Electronic)

7:00 P.M.
2097th Regular City Council Meeting - Hybrid (In-Person & Electronic)

In-Person at City Hall, 625 S College Avenue, College Place Washington

Meeting may be viewed at: Live Stream on City of College Place, Washington YouTube at https://www.youtube.com/channel/UCbx3qrqzLDL_05NusReSl-g/featured

Zoom Attendee Link: https://us06web.zoom.us/j/89841079913

Or you may call this number to listen: 1-669-900-9128 ID# 898 4107 9913 Phone controls: *6 - toggle mute/un-mute and *9 - raise hand

1. Opening Items.

Subject :	1.01 Call To Order
Meeting :	May 10, 2022 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	1. Opening Items.
Access :	Public
Type :	Procedural

Public Content

Mayor Hernándezwill call the meeting to order.

Subject :	1.02 Roll Call
Meeting :	May 10, 2022 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	1. Opening Items.
Access :	Public
Type :	Procedural

Public Content

Mayor	Norma L. Hernández
Council Members	Paul T. Jessup, Michael Cleveland, Loren Peterson, Tito Espinoza Jr.,

	Melodie Williams,
	Heather Schermann,
	Monica Boyle
	Administrator, Mike Rizzitiello;
	City Attorney, Rea Culwell
	Finance Director, Brian Carleton;
	Public Works Director, Robert McAndrews;
Staff	Police Chief, Troy Tomaras;
	Fire Chief, David Winter;
	Community Development Director, Jon Rickard;
	HR Manager, Shawn Doering;
	City Clerk, Lisa Neissl

Subject :	1.03 Pledge of Allegiance
Meeting :	May 10, 2022 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	1. Opening Items.
Access :	Public
Type :	Procedural

Public Content

"Ipledge allegianceto the Flag of the United States of America, and to the Republic for which it stands, one Nation under God, indivisible, with liberty and justice for all."

Subject :	1.04 Public Comment -
Meeting :	May 10, 2022 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	1. Opening Items.
Access :	Public
Type :	Information

Public Content

Council meetings are primarily structured to permit Council Membersto arrive at the decisions necessary to govern the City.

Meeting Protocol for Public Comment:

When submitting public comments, include the following information regardless of the manner you are using: Note that there are deadlines for writtencomments to be included in the meeting documents.

- Your Name
- Your Address

Written Public comments may be provided by submitting comment to Clerk@cpwa.usno later than 4:30PMon the meeting date to be included in the record.(If typewritten, no less than 11 pt font).

Verbal Public Comments may be made during the meeting:

- In-person at the meeting location - provided at the beginning of each agenda.
- Telephone comment - Call1-669-900-9128, entering the meeting ID (provided at beginning of agenda) and raise your hand (*9 to raise hand, *6 to mute/un-mute) when comments are requested.
- Virtual comment -Join using theZoom Attendee link (provided at beginning of agenda) and raise your hand when comments are requested.

Once recognized, you will have five minutes to speak on any subject that is under the control of the Council.

File Attachments

It is SO EASY to participate in public meetings!.png (224 KB)

2. Consent Agenda.

Subject :	2.01 AB 22105 - Approve Agenda for May 10, 2022
Meeting :	May 10, 2022 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	2. Consent Agenda.
Access :	Public
Type :	Action (Consent)

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Council by a single motion. Most of the items listed under the consent agenda have gone through previous review either during the budget process, at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Council Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Council Member.

Subject :	2.02 AB 22106 - Approve Council Minutes from April 26, 2022
Meeting :	May 10, 2022 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	2. Consent Agenda.

Access :	Public
Type :	Action (Consent), Minutes
Minutes :	View Minutes for Apr 26, 2022 - City Council Meeting - Hybrid (In-Person & Electro

File Attachments

2022-04-26_Council_Minutes_Draft.pdf (917 KB)

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Council by a single motion. Most of the items listed under the consent agenda have gone through previous review either during the budget process, at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Council Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Council Member.

Subject :	2.03 AB 22107 - Approve Council Minutes from May 3, 2022 Workshop
Meeting :	May 10, 2022 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	2. Consent Agenda.
Access :	Public
Type :	Action (Consent), Minutes
Minutes :	View Minutes for May 3, 2022 - City Council Workshop - Hybrid (In-Person & Electr

File Attachments

2022-05-03_Council_Minutes_Workshop_Draft.pdf (900 KB)

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Council by a single motion. Most of the items listed under the consent agenda have gone through previous review either during the budget process, at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Council Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Council Member.

Subject :	2.04 Excuse Absence of Council Member Espinoza
Meeting :	May 10, 2022 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	2. Consent Agenda.
Access :	Public
Type :	Action (Consent)

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Council by a single motion. Most of the items listed under the consent agenda have gone through previous review either during the budget process, at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Council Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Council Member.

Subject :	2.05 Approve Consent Agenda - Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Council by a single motion. Most of the items listed under the consent agenda have gone through previous review either during the budget process, at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Council Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Council Member.
Meeting :	May 10, 2022 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	2. Consent Agenda.
Access :	Public
Type :	Action (Consent)
Recommended Action :	Motion to approve the consent agenda

Consent

Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Council by a single motion. Most of the items listed under the consent agenda have gone through previous review either during the budget process, at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Council Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Council Member.

3. Presentations.

Subject :	3.01 AB 22108 - IMESD FY 2022-2023 IT Support for City - Mr. Rizzitiello / Rob Naughton of IMESD
Meeting :	May 10, 2022 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	3. Presentations.
Access :	Public
Type :	Discussion, Information

Public Content

Expenditure Required: $90,307.00 **Amount Budgeted:** $60,777.00

Historical Perspective:

The City has depended on Intermountain Education Service District for Information Technology Support Services for a number of years. Back in 2017 the service hours were increased from 8 hours a week to 12 based on service requests.

Information for Consideration:

IMESD is raising prices based upon a cost of service study completed, the addition of cybersecurity technology work, and bumping up service hours from 12 to 16 hours a week based on service calls from the City. IMESD also provides the information technology services to the College Place School District organization and they are also seeing a increase similar to what is proposed for us. The new agreement would take effect July 1st (The budget cycle for municipalities and intergovernmental organizations in Oregon which IMESD is goes from July 1st to June 30th).

File Attachments

NaughtonEmail.pdf (806 KB)
City of College Place IGA 2022.pdf (238 KB)
City of College Place SOW 2022.pdf (132 KB)
IT Entrepreneurial Profile - City of College Place.pdf (73 KB)

4. Public Hearings.

Subject :	4.01 Procedure for Public Testimony
Meeting :	May 10, 2022 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	4. Public Hearings.
Access :	Public
Type :	Procedural

Public Content

Hybrid Meeting Public Hearing Testimony Procedure:

When submitting testimony for a public hearing, include the following regardless of the manner you are using:

- Your Name
- Your Address

Public testimony for an item requiring testimony be received by the public can be provided in several ways:

Written:

- Testimony may be submitted in writing to the City Clerk at Clerk@cpwa.usno later than 4:00 PM on the Friday before the meeting date to be included in the meeting packet for inclusion in the record. *Be sure to put "public hearing testimony" in the subject line of your email.*

Verbal:

- Live, In-person testimony at the meeting location - provided at the beginning of each agenda.

- Live, Virtual testimony -Join using theZoom Attendee link (provided at beginning of agenda) and raise your hand when comments are requested.
- Live, Telephone testimony - Call1-669-900-9128, entering the meeting ID (provided at beginning of agenda) and raise your hand (*9 to raise hand, *6 to mute/un-mute) when comments are requested.

Subject :	4.02 AB 22109 - SW Davis (Fourth to Third) Street Parking Change Request - Mr. Rizzitiello
Meeting :	May 10, 2022 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	4. Public Hearings.
Access :	Public
Type :	Discussion, Information, Procedural

Public Content

Historical Perspective:

Originally the street had angled parking. Then it was changed years ago to having parallel parking. This item appeared as a report during the May Utilities & Transportation Advisory Commission meeting. It was recommended by the UTAC during its August 19th, 2021 meeting.

Information for Consideration:

Walla Walla University requested a change in street parking configuration on SW Davis Avenue between Fourth and Third from parallel parking to diagonal parking. City staff, City Engineer of Record, and City's Insurance Carrier are reviewing the request. Our On-Call Engineer did a cursory analysis of the proposal and came to the conclusion that angled parking would be acceptable based on the conclusions of: low risk of accidents, posted speed limit of 25 mph, comparable parking for another jurisdiction. Roadway section meeting the minimum clear travel with for a two lane local road. One note is that SW Davis is Federally Classified Roadway. As the City grows in the future, it may be necessary to punch through SW Davis to 12th. If this becomes reality, the angled parking may need to be evaluated if higher traffic volumes are experienced.

This will appear as an action item unless directed against the last business meeting in February. We will put public comment signage out at the site prior.

File Attachments

Request.pdf (899 KB)
PoliceChiefOpinion.pdf (929 KB)
WWU Parking_TechnicalMemorandum_05-10-21.pdf (1,005 KB)
ReverseAngleParkingSTudy.pdf (1,862 KB)
SWDavis_ParkingSpots.pdf (200 KB)

Subject :	4.03 AB 22110 - 2023 to 2028 Transportation Improvement Plan - Mr. Rizzitiello
Meeting :	May 10, 2022 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	4. Public Hearings.

Access :	Public
Type :	Discussion, Information, Procedural

Public Content

Historical Perspective:

Every year the Washington State Department of Transportation (WSDOT) and Federal Department of Highways (DOT) mandate that municipalities file a six-year Transportation Improvement Plan (TIP) with State. This is done through the online Secure Access Washington (SAW) system.

Information for Consideration:

The TIP is a wish list of road projects to be considered by WSDOT, DOT, and other agencies. This listing roughly ties out to the six-year Capital Facility Plan which was adopted by the City Council via Ordinance #21-018 on November 23rd, 2021.

http://cms6.revize.com/revize/cityofcollegeplace/document_center/Finance/Budget%202022/Ordinance21-018FinalFinal.pdf

The TIP has four elements: Street Projects, Chip Seal Projects, Pedestrian (Safewalk) Projects, and Road Resurfacing Program. Roadways that do not appear in this directory will not be eligible for State & Federal grant funding.

The TIP Document is on our website located here: http://www.cpwa.us/residents/transportation_improvement_plan_.php

File Attachments

GIS_Transportation_2023to2028TIP.pdf (4,918 KB)
2023to2028TIP.pdf (290 KB)
Res_No_22-043_2023-2028_TIP-2022-05-10.pdf (104 KB)

5. Action Items.

Subject :	5.01 AB 21203 - Ambulance Utility Establishment - Mr. Carleton
Meeting :	May 10, 2022 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	5. Action Items.
Access :	Public
Type :	Action
Preferred Date :	May 10, 2022
Recommended Action :	Motion to adopt Ordinance No. 22-007 which enacts new Chapter 13.16 of the College Place Municipal Code establishing an ambulance utility.

Public Content

Historical Perspective:

The City has been preparing to implement an ambulance utility since 2018. Staff introduced a proposal for an ambulance utility and the approval of the rate method at the 04/12/2022 Council meeting. A public hearing regarding establishment of the utility and adoption of rates was held on 04/12/2022.

Information for Consideration:

The deficit to operate Fire/EMS for 2022 budget is estimated at $907,000, of which $500,000 is attributible to Ambulance/EMS. An Ambulance Utility fee is being recommended to provide the revenue source for the $500,000 deficit. The current expense fund will continue to provide the $400,000 funding for Fire department.

The approved rate method is based on the demand and availability of the EMS and charged on a per ERU basis to each customer category.

See Exhibit 1 for "Ambulance Utility Presentation" discussion.

File Attachments

Ambulance Utility Presentation - 050522.pdf (322 KB)
Ambulance Utility 042222.pdf (143 KB)
Ord_No_22-007_Ambulance_Utility_CPMC_13.16_2022-05-10.pdf (210 KB)

Administrative File Attachments

Ambulance Utility Presentation - 050522.pptx (274 KB)

Subject :	5.02 AB 22109 - SW Davis (Fourth to Third) Street Parking Change Request - Mr. Rizzitiello
Meeting :	May 10, 2022 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	5. Action Items.
Access :	Public
Type :	Action
Preferred Date :	May 10, 2022
Fiscal Impact :	No
Recommended Action :	Motion to adopt angled parking on SW Davis between Fourth and Third.

Public Content

Historical Perspective:

Originally the street had angled parking. Then it was changed years ago to having parallel parking. This item appeared as a report during the May Utilities & Transportation Advisory Commission meeting. It was recommended by the UTAC during its August 19th, 2021 meeting.

Information for Consideration:

Walla Walla University requested a change in street parking configuration on SW Davis Avenue between Fourth and Third from parallel parking to diagonal parking. City staff, City Engineer of Record, and City's Insurance Carrier are reviewing the request. Our On-Call Engineer did a cursory analysis of the proposal and came to the conclusion that angled parking would be acceptable based on the conclusions of: low risk of accidents, posted speed limit of 25 mph, comparable parking for another jurisdiction. Roadway section meeting the minimum clear travel with for a two lane local road. One note is that SW Davis is Federally Classified Roadway. As the City grows in the future, it may be necessary to punch through SW Davis to 12th. If this becomes reality, the angled parking may need to be evaluated if higher traffic volumes are experienced.

This will appear as an action item unless directed against the last business meeting in February. We will put public comment signage out at the site prior.

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WWU Parking_TechnicalMemorandum_05-10-21.pdf (1,005 KB)
ReverseAngleParkingSTudy.pdf (1,862 KB)
SWDavis_ParkingSpots.pdf (200 KB)

Subject :	5.03 AB 22110 - 2023 to 2028 Transportation Improvement Plan - Mr. Rizzitiello
Meeting :	May 10, 2022 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	5. Action Items.
Access :	Public
Type :	Action
Preferred Date :	May 10, 2022
Fiscal Impact :	No
Recommended Action :	Motion to adopt Resolution No. 22-043 which authorizes the FY 2023 to 2028 Transportation Improvement Plan.

Public Content

Historical Perspective:

Every year the Washington State Department of Transportation (WSDOT) and Federal Department of Highways (DOT) mandate that municipalities file a six-year Transportation Improvement Plan (TIP) with State. This is done through the online Secure Access Washington (SAW) system.

Information for Consideration:

The TIP is a wish list of road projects to be considered by WSDOT, DOT, and other agencies. This listing roughly ties out to the six-year Capital Facility Plan which was adopted by the City Council via Ordinance #21-018 on November 23rd, 2021.

http://cms6.revize.com/revize/cityofcollegeplace/document_center/Finance/Budget%202022/Ordinance21-018FinalFinal.pdf

The TIP has four elements: Street Projects, Chip Seal Projects, Pedestrian (Safewalk) Projects, and Road Resurfacing Program. Roadways that do not appear in this directory will not be eligible for State & Federal grant funding.

The TIP Document is on our website located here: http://www.cpwa.us/residents/transportation_improvement_plan_.php

File Attachments

GIS_Transportation_2023to2028TIP.pdf (4,918 KB)
2023to2028TIP.pdf (290 KB)
Res_No_22-043_2023-2028_TIP-2022-05-10.pdf (104 KB)

Subject :	5.04 AB 22093 - ADA Transition Plan Prioritization Rubric - Mr. Rizzitiello
Meeting :	May 10, 2022 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	5. Action Items.
Access :	Public
Type :	Action
Preferred Date :	May 10, 2022
Fiscal Impact :	No
Recommended Action :	Motion to adopt Resolution No. 22-044 which authorizes the ADA Transition Plan Project Prioritization Rubric.

Public Content

Historical Perspective:

Walla Walla Valley Blue Zones Project is helping us produce an ADA Transition Plan.

Information for Consideration:

While the plan is in process, the adoption of the Rubric is needed to at least qualify for grants this biennium for Washington State Department of Transportation grants. This was introduced during the April 12th, 2022 City Council meeting.

File Attachments

Final ADA Transition Plan Project Prioritization Rubric.pdf (83 KB)
Res_No_22-044_ADA_Transition_Plan_Prioritization_Criteria_2022-05-10.pdf (142 KB)

Subject :	5.05 AB 22111 - Cancel the May 24th Council Meeting
Meeting :	May 10, 2022 - City Council Meeting - Hybrid (In-Person & Electronic)

Category :	5. Action Items.
Access :	Public
Type :	Action
Preferred Date :	May 10, 2022
Fiscal Impact :	No
Recommended Action :	Motion to cancel the regular council meeting scheduled for May 24, 2022.

Public Content

The City Administrator will be out of town at the ICSC conference working on recruiting development to our city.

The City Clerk will be at the International Municipal Clerks Conference as a Washington State representative.

There is no urgent business to come before the council that cannot wait until the June meeting.

Staff recommendation is to cancel the May 24th meeting.

6. Administrative Reports-None.

7. Informational Reports-None.

8. Executive Session-None.

9. Closing Items.

Subject :	9.01 Good of the Order?
Meeting :	May 10, 2022 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	9. Closing Items.
Access :	Public
Type :	Discussion, Information
Subject :	9.02 Conclusion
Meeting :	May 10, 2022 - City Council Meeting - Hybrid (In-Person & Electronic)
Category :	9. Closing Items.
Access :	Public
Type :	Action
Recommended Action :	Motion to conclude the meeting

City Council Meeting - Hybrid (In-Person & Electronic) (Tuesday, April 26, 2022)
Generated by Lisa Neissl on Tuesday, April 26, 2022

1. Opening Items.
Procedural: 1.01 Call To Order

Mayor Hernández called the meeting to order at 7:01 PM.

Procedural: 1.02 Roll Call

PRESENT:	
Mayor	Norma L. Hernández
Council Members – Via Web	Loren Peterson, Tito Espinoza Jr., Melodie Williams
Council Members - In Person	Paul Jessup, Michael Cleveland, Heather Schermann
Staff	Administrator, Mike Rizzitiello; City Attorney, Rea Culwell; Finance Director, Brian Carleton; Deputy Finance Director, DaShari Schmick; Police Chief, Troy Tomaras; Community Development Director, Jon Rickard; HR Manager, Shawn Doering; City Clerk, Lisa Neissl;
MEMBERS EXCUSED:	Monica Boyle
MEMBERS ABSENT:	

Procedural: 1.03 Pledge of Allegiance

Information: 1.04 Public Comment - None.

2. Consent Agenda.
Action (Consent): 2.01 AB 22095 - Approve Agenda for April 26, 2022
Action (Consent), Minutes: 2.02 AB 22096 - Approve Council Minutes from April 12, 2022
Action (Consent): 2.03 AB 22097 - Stormwater Engineering Tech Title Change / Salary Ordinance Update 4 - Ms. Doering

Recommended Action: Motion to approve updated salary Ordinance No 22-005, and Stormwater Program/Permit Coordinator Job Description

Action (Consent): 2.04 AB 22098 - March 2022 Check Register/Financial Reports
Action (Consent): 2.05 Excuse Absence of Council Member Boyle
Action (Consent): 2.06 Approve Consent Agenda - Our adopted rules of Parliamentary Procedure, The Standard Code of Parliamentary Procedure, provide for a consent agenda listing several items for approval of the Council by a single motion. Most of the items listed under the consent agenda have gone through previous review either during the budget process, at a workshop, or by subcommittee review and recommendation. Documentation concerning these items has been provided to all Council Members and the public in advance to assure an extensive and thorough review. Items may be removed from the consent agenda at the request of any Council Member.

Council Member Schermann made a motion to approve the consent agenda. Second by Council Member Cleveland and the motion passed 6-0.

3. Presentations-None.

4. Public Hearings-None.

5. Action Items.
Action: 5.01 AB 22099 - Amendment of the 2022 Budget -
Mr. Carleton reported on the reasons for the need to amend the 2022 budget and answered questions.

Council Member Jessup made a motion to approve Ordinance No 22-006 amending the 2022 Budget. Second by Council Member Williams and the motion passed 6-0.

Action: 5.02 AB 22100 - Commercial Drive Debt Payment -

Mr. Carleton reported on the debt limits of the City and explained why he recommends making a payment now to pay off the final two payments of the Commercial Drive General Obligation bond held at Banner Bank.
Discussion ensued.

Council Member Peterson made a motion to authorize the Finance Director to pay off the final two payments of the Commercial Drive GO bond held at Banner Bank in the amount of $261,748.00. Second by Council Member Schermann and the motion passed 6-0.

Action: 5.03 AB 22101 - Council Chamber Remodel & AV Upgrade - Contract Award -
Mr. Rickard reported on the bids received for construction of the council chambers remodel and audio video upgrades. He explained that due to the increase in costs from the first planning of this project to now, we will be unable to include the option to replace the HVAC at this time. Therefore, he recommends award of the contract to the low bidder on the base bid, Nelson Construction.
Discussion ensued.

Council Member Cleveland. made a motion to authorize City Staff to issue the Notice of Intent to Award to Nelson Construction, Corporation and enter into contract in an amount not to exceed $675,038.00 (plus a 10% contingency and sales tax). Second by Council Member Jessup and the motion passed 6-0.

Action: 5.04 AB 22102 - Historic Cemetery Grant - Poor Farm Monument Sign -
Mr. Rickard reported on a grant the City has been awarded to create a monument sign at the Poor Farm. He requested authorization to accept the grant and move forward with the project.
Discussion ensued.

Council Member Williams made a motion to authorize City Staff to sign Grant Agreement No. FY22-90009-011 in the amount of $28,000.00. Second by Council Member Schermann and the motion passed 6-0.

Action: 5.05 AB 22103 - WSDOT Pedestrian & Bicycle Grant: Myra Rd & Garrison Village Way/Fort Walla Walla Park Intersection Reconstruction Support -
Mr. Rizzitiello reported on an opportunity to apply for a grant to improve the intersection of Myra Rd where Garrison Village Way and Fort Walla Walla Park cross. He explained various reasons why this is the time to move forward with this improvement and noted that Mr. Shawa is bringing this proposal to the Walla Walla City Council as well.
Discussion ensued.

Council Member Espinosa made a motion to approve Resolution No. 22-041 which authorizes City Council Support of a grant application into the Washington State Department of Transportation (WSDOT) Pedestrian & Bicycle Grant Program to fund reconstruction of the Myra Rd & Garrison Village Way/Fort Walla Walla Park intersection. Second by Council Member Peterson and the motion passed 6-0.

Action: 5.06 AB 22104 - Pacific Little League Lions Park Interlocal Agreement -
Mr. Rizzitiello requested authorization to enter into a formal agreement with Pacific Little League for use of the athletic fields at Lions Park. He spoke about the informal partnership in the past and gave reasons why formalizing this arrangement would be a benefit to the City and the League.
Discussion ensued.

Council Member Schermann made a motion to adopt Resolution No 22-042 which authorizes the City Administrator to sign the Interlocal Agreement with Pacific Little League. Second by Council Member Cleveland and the motion passed 6-0.

6. Administrative Reports-None.

7. Informational Reports.
Information: 7.01 CPPD Monthly Report
Information: 7.02 Community Development Department Monthly Report

8. Executive Session-None.

9. Closing Items.
Discussion, Information: 9.01 Good of the Order?

Action: 9.02 Conclusion - Motion to conclude the meeting.

Council Member Williams made a motion to conclude the meeting at 7:58 PM. Second by Council Member Cleveland and, with no objection, the meeting concluded.

Approved:

_____

Norma L. Hernández –
Mayor

Attest:

_____

Lisa R. Neissl – City Clerk

The foregoing minutes are the official record of the City Council meeting that occurred April 26, 2022. Further detail may be obtained by reviewing the actual audio recording made during this session.

City Council Workshop - Hybrid (In-Person & Electronic) (Tuesday, May 3, 2022)
Generated by Lisa Neissl on Tuesday, May 3, 2022

1. Opening Items.

Procedural: 1.01 Call To Order

Mayor Hernández called the meeting to order at 5:30 PM.

Procedural: 1.02 Roll Call

PRESENT:	
Mayor – Via Web	Norma L. Hernández
Council Members – In-Person	Paul Jessup, Michael Cleveland, Heather Schermann, Monica Boyle
Council Members – Via Web	Loren Peterson, Melodie Williams
Staff	Administrator, Mike Rizzitiello; Finance Director, Brian Carleton; Deputy Finance Director, DaShari Schmick; Public Works Director, Robert McAndrews; Police Sgt. Dylan Schmick; Community Development Director, Jon Rickard; HR Manager, Shawn Doering; City Clerk, Lisa Neissl
MEMBERS EXCUSED:	Tito Espinoza Jr.
MEMBERS ABSENT:	

Procedural: 1.03 Excuse Absence of Council Member Espinoza
Procedural: 1.04 Pledge of Allegiance

Information: 1.05 Public Comment - None.

2. Presentations.

Information: 2.01 Blue Zones Presentation - Approved Worksite
Meghan DeBolt of the Blue Zones Project Walla Walla Valley spoke about the project and awarded the City of College Place with the designation of being the first Blue Zones Approved Workplace in the Walla Walla Valley. She spoke about the elements that must be in place to be considered an approved workplace and congratulated the city staff on achieving those goals.

3. Workshop Topics.

Discussion, Information: 3.01 Presentation by RH2 on the draft Water System Plan (WSP) -
Ryan Withers of RH2 Engineering reported on the current iteration of the Water System Plan and answered questions.

Discussion, Information: 3.02 Presentation by JUB on the draft General Sewer Plan (GSP) -
Alex Fazzari of JUB Engineering reported on the current iteration of the General Sewer Plan and answered questions.

Discussion, Information: 3.03 Lions Park Plan -
Mr. Rickard presented the 30% plans for the Lions Park Renovation and answered questions.

Discussion, Information: 3.04 2023 to 2028 Transportation Improvement Plan -
Mr. Rizzitiello presented the proposed 2023 to 2028 Transportation Improvement Plan and answered questions on it. He asked that Council review the plan as it will come for action at the next regular meeting.

4. Closing Items.

Information: 4.01 Joint Meeting with City of Walla Walla Council - May 18th, 2022
Mr. Rizzitiello notified Council of a planned joint meeting with the Walla Walla City Council on Wednesday, May 18th from 4:00 PM to 6:00 PM in their council chambers. It was noted that the Council

Members have the option of participating in-person or remotely and they were asked to notify the Clerk of their preference by Monday the 16th.

Action: 4.02 Conclusion

Mayor Hernández concluded the meeting at 7:39 PM.

Approved:

_____

Norma L. Hernández – Mayor

Attest:

_____

Lisa R. Neissl, MMC – City Clerk

The foregoing minutes are the official record of the City Council workshop that occurred May 3, 2022. Further detail may be obtained by reviewing the actual audio recording made during this session.

InterMountain
EDUCATION SERVICE DISTRICT
www.imesd.k12.or.us
2001 SW Nye Avenue
Pendleton, OR 97801
main 541.966.3100
fax 541.966.3240

INTERAGENCY SERVICE AGREEMENT

THIS AGREEMENT is between **InterMountain ESD**, hereinafter referred to as **"IMESD,"** and **City of College Place**, hereinafter referred to as **"City."**

AUTHORITY FOR THIS AGREEMENT is found in ORS 190.003 to 190.110 Intergovernmental Cooperation, Section 2.

IT IS UNDERSTOOD AND AGREED that IMESD will deliver enterprise level information technology department services for the architecture, hardware, software and networking of computers, and to provide support to technology end users.

ATTACHED is a STATEMENT OF WORK with the full explanation of responsibilities for **IMESD** and **City.**

PERFORMANCE OF SERVICES under this agreement shall begin on July 1, 2022 and end on June 30, 2023. This agreement will automatically renew annually for two additional years with an annual increase not to exceed 5% unless cancelled in writing by either party at least 60 days preceding the end of the term.

IN CONSIDERATION FOR SERVICES PERFORMED, IT IS UNDERSTOOD AND AGREED THAT the **CITY** will compensate **IMESD** in the amount of $90,307.00 (Ninety Thousand, Three Hundred Seven Dollars) for services performed. IMESD shall invoice $22,576.75 quarterly. Payment shall be made within 30 (thirty) days after date of invoice.

Signed:_____ **Date:** _____
Mark S Mulvihill, Superintendent
InterMountain Education Service City

Signed:_____ **Date:** _____
Michael Rizzitiello, City Administrator
City of College Place

STATEMENT OF WORK (SOW)

Pursuant to Interagency Services Agreement

Between City of College Place ("CITY") and InterMountain Education Service District ("IMESD")

Date: February 28, 2022
City Representative: Mike Rizzitiello, City Administrator
City Rep. Email: mrizzitiello@ci.college-place.wa.us
City Rep. Phone: (509) 394-8506
Start Date: July 1, 2022
End Date: June 30, 2023

Purpose
Deliver enterprise level information technology department services for the architecture, hardware, software and networking of computers, and to provide support to technology end users.

- Gain in-depth understanding of customer problems and business objectives
- Advise our customers on the effective use of IT technology
- Initiate IT projects and coordinate IT staff members
- Plan and design IT systems and networks
- Oversee and coordinate the implementation of new technology
- Assist our customers to successfully address a variety of different technical challenges.
- Conduct evaluation of existing systems and suggest improvement plans
- Regular communication with key stakeholders.

Description of Work

IMESD will provide designated technology leadership, network and system administration, helpdesk support, cybersecurity, and telecommunications support utilizing the following technology support staff and services:

Technology Management
- Oversee and support City IT success
- Align IT services and systems to City goals
- Primary point of contact for City administration
- Guide and coordinate technology within construction
- Ensure successful backups
- Supervise Technology Specialists

Technology Specialists
- Primary on-site technology support an average of 2 days per week
- Support end-user technology
- Setup and deploy new end user devices

- Diagnose and resolve, or escalate, technology issues
- Specify and coordinate technology equipment orders

Cybersecurity Engineering
- Hire information security ambassador
- Assist City develop and implement cybersecurity best practices and policies
- Provide guidance to ensure compliance with data privacy laws and regulations
- Review applications for compliance with data privacy laws, regulations, and City policies

Network Engineering
- Design, install, support, and manage:
  - Network security equipment
  - Wired network equipment
  - Wireless network equipment
  - Web filtering
- Monitor, respond, and resolve:
  - Potential network security threats
  - Network/Internet access service interruptions

Systems Engineering
- Server installation, support, and management
- Cloud application support and management
- Data security
- Email filtering
- Data integration and syncing between City applications and systems

Telecommunications Specialists
- Coordinate phone system installation
- Support and manage phone systems
- Analyze phone bills and statements for cost reduction opportunities
- Ensure phone system 911 law compliance
- Resolve phone service issues with service providers

City Responsibilities

- Agrees to utilize IMESD's helpdesk software and submit support request help tickets for all support requests
- Provide a dedicated workspace for on-site technology staff
- Appropriate building access necessary to fulfill Statement of Work
- Consults with IMESD Regional Technology Mgr. for all IT hardware and software purchases
- Collaborate and provide feedback on service levels for assigned teams

Service Pricing

2022-2023 pricing $90,307.00

Service pricing shall be evaluated, adjusted, and communicated annually by February 28th for the upcoming year. Annual service pricing increases shall not exceed 5%.

Invoicing Cycle

IMESD will invoice quarterly.

INTERMOUNTAIN EDUCATION SERVICE DISTRICT	**CITY OF COLLEGE PLACE**
Name:_____	Name:_____
Title:_____	Title:_____
Date:_____	Date:_____
By:_____	By:_____

IT CUSTOMER PROFILE

City of College Place

CONTACT

Rob Naughton

541.966.3110

Rob.Naughton@imesd.k12.or.us

2022-2023 Service Level (FTE)

- 0.15 Regional IT Manager (Jordan Standley)
- 0.40 Desktop Support (2 days on-site) (Derol Shelton)
- 0.10 Telecom Support (Kylee Naughton)
- 0.14 Network & Systems Engineering (Allen Acevedo, Jeremiah Gard, Sam Allen, Jeremy Lasater, Ian Shadle, Travis Stapleton, and new Cybersecurity Engineering position)
- 0.08 Administrative/Operations Support

InterMountain ESD's Costs to Provide 22-23 Services

Staffing
Materials & Operating

IMESD's model includes enterprise level technology provided by in-house staff with a high degree of expertise to support all customers.

Michael Rizzitiello

From: Rob Naughton <Rob.Naughton@imesd.k12.or.us>
Sent: Friday, April 22, 2022 2:06 PM
To: Michael Rizzitiello
Cc: Derol Shelton; Jordan Standley
Subject: RE: 22/23 IT support agrmt. / statement of work docs
Attachments: IT Entrepreneurial Profile - City of College Place.pdf; City of College Place IGA 2022.pdf; City of College Place SOW 2022.pdf

Good afternoon, Mike,

I have attached the updated 22/23 IT support Interagency agreement and Statement of Work. As I mentioned in December, we have done a complete analysis of expenses and revenue and our pricing has been increased for all customers in order for our services and the expenses associated with them to be sustainable. We have also updated the annual COLA not to exceed 5%, which does not necessarily mean it will be 5% (it has always been 3%). We will communicate the coming year by end of Feb. each year. I have also attached a customer profile that outlines the amount of time CoCP receives from our folks.

Your 21/22 amt. is $60,777 and your 22/23 will be $90,307 (includes telecom support and new cyber security support).

I would like to go over these docs and answer any questions you might have at your earliest convenience. I have many meetings and will try to meet w/ you in person but it may be necessary to meet via zoom as an alternative. If you do not require to meet with me about this, please sign and return the agreements to me.

Thanks,

Rob Naughton

Rob Naughton | Director of Business Development
Rob.Naughton@imesd.k12.or.us
InterMountain ESD | www.imesd.k12.or.us
541.966.3110 **voice** | 541.966.3231 **fax**

Michael Rizzitiello

From: Steve Rose <Steve.Rose@wallawalla.edu>
Sent: Tuesday, April 27, 2021 11:40 AM
To: Michael Rizzitiello
Cc: George Bennett
Subject: Parking on Davis - north of 4th Street

Good morning, Michael –

It was good to visit with you and Jon yesterday online during our meeting together with other WWU administrators.

Thank you for the outstanding work that you are doing for the City of College Place! It is amazing the amount of work that is ongoing.

As we discussed yesterday, WWU continues to be interested in having the parking spots that are located next to the Canaday Technology Building on Davis Street be returned to angled parking. When the work on the sidewalks is done on that portion of the street, we are requesting that the worn out striping of angled parking spots be repainted to reinstate angled parking from 4th Street to the back entry way to campus. This is a critical need for WWU based on the reduced parking capacity in front of the WEC.

Thanks, Michael – if you have any questions, please feel free to get in touch with me accordingly!

Steve

Steven G. Rose
VP Financial Administration
Walla Walla University
204 South College Avenue I College Place, WA 99324
509-527-2303

Excellence in Thought ◊ Generosity in Service ◊ Beauty in Expression ◊ Faith in God

Michael Rizzitiello

From: Troy Tomaras
Sent: Wednesday, May 5, 2021 8:58 AM
To: Michael Rizzitiello
Subject: Parking on Davis

Mike – Per our discussion in regards to diagonal parking on Davis, north of 4th , I strongly endorse diagonal (angled) parking. Diagonal parking is safer and easier than parallel parking and is more space efficient. I believe there is plenty of room for diagonal parking in that area and it would help alleviate some parking challenges at the University.

Troy

Troy Tomaras
Chief of Police
College Place Police Department
Office: 509-394-8550
Cell: 509-540-1327

A Message from Walla Walla valley's Law Enforcement

OTHER J-U-B COMPANIES

TECHNICAL MEMORANDUM

DATE: May 10, 2021

TO: Mike Rizzitiello

CC:

FROM: Darral S. Moore, P.E.

SUBJECT: WWU Angled Parking SW Davis Avenue

This memo has been prepared at your request to review proposed angled parking along the eastern side of SW Davis Avenue and north of SW 4th Street at Walla Walla University (WWU).

Background

A portion of existing vehicular parking spaces at WWU from SW Davis Avenue to College Avenue is planned to be removed due to the 4-Bikes cycle track project being conducted by the City of College Place. This will eliminate several parking spaces that are currently used by WWU students. North of SW 4th Street along the east side of SW Davis Avenue is an area that currently allows for parallel parking. This stretch of parallel parking is approximately 360-ft in length. The existing roadway width for SW Davis Avenue at the parallel parking area is approximately 44-ft from face of curb to face of curb. There are a few single family residences along the west side of SW Davis Avenue. SW Davis Avenue is considered a two-lane local street. No traffic volumes have been collected; however, it is anticipated that SW Davis Avenue has low traffic volumes with most of the traffic volume being generated by WWU students.

WWU would like to add angled parking on the east side of SW Davis Avenue to make up for parking spaces being eliminated. Traffic volumes, roadway width and City Standards have been reviewed to determine if angled parking would be an acceptable parking option for WWU.

Review

The proposed angled parking will require parked vehicles to back out onto SW Davis Avenue. This may increase the risk of accidents. However, with low traffic volumes and a posted speed limit of 25 mph, the risk of potential serious accidents and/or a decrease if public safety would generally be considered low.

We looked at other angled parking scenarios in other jurisdictions for comparison purposes. The City of Walla Walla has angled parking along E./W. Main Street in their downtown district area. This section of angled parking is located on both sides of the street and is a very busy downtown commercial area. Vehicular traffic volumes have not been collected; however, West Main Street it is expected and anticipated to have much higher vehicular and pedestrian traffic volumes. The posted speed limit is an equivalent.

The City of College Place current Road Cross Sections for a Two Lane Local Street include the following widths and parking allowances:

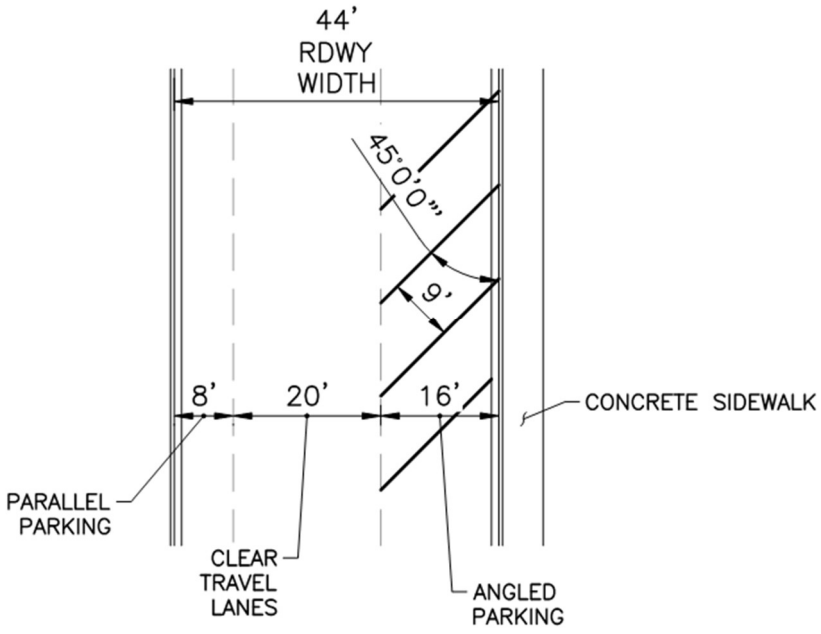
- On street parking permitted on both sides – 36-ft wide roadway from curb to curb
- No on street parking permitted – 20-ft wide roadway curb to curb
- On street parking permitted on one side – 28-ft wide roadway curb to curb

The existing roadway section for SW Davis Avenue is approximately 44-ft from face of curb to face of curb. This would generally allow parallel parking on both sides of the street. To accommodate parallel parking on the west side and diagonal parking on the WWU side would require the following width and configuration to meet current City roadway standards:

- 8-ft parallel parking on the west side
- Two 10-ft clear travel lanes for a total of 20-ft
- 16-ft depth diagonal parking along the WWU side with a 45 degree angled parking

Refer to Figure 1 depicting the roadway section with angled parking.

Figure 1



Conclusion

It is my opinion that angled parking would be acceptable option for parking along a portion of SW Davis Avenue using the configuration as shown on Figure 1. This is based upon the following conclusions:

- Low risk for serious accidents due to low traffic volumes
- A posted speed limit of 25 mph
- A comparable angled parking scenario for a higher traffic volume area in another jurisdiction
- Roadway section meeting the minimum clear travel width for a two lane local road

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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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.

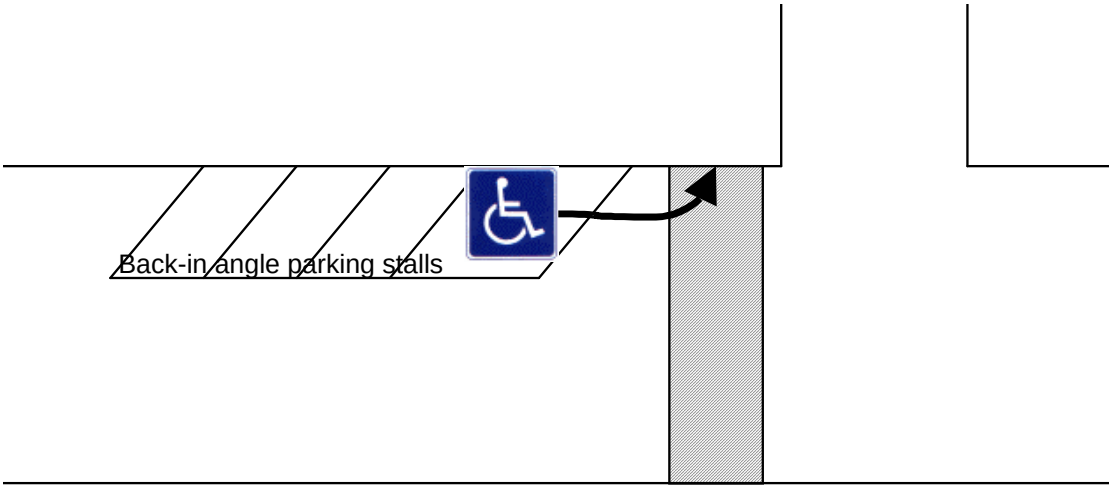
Steep terrain

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.

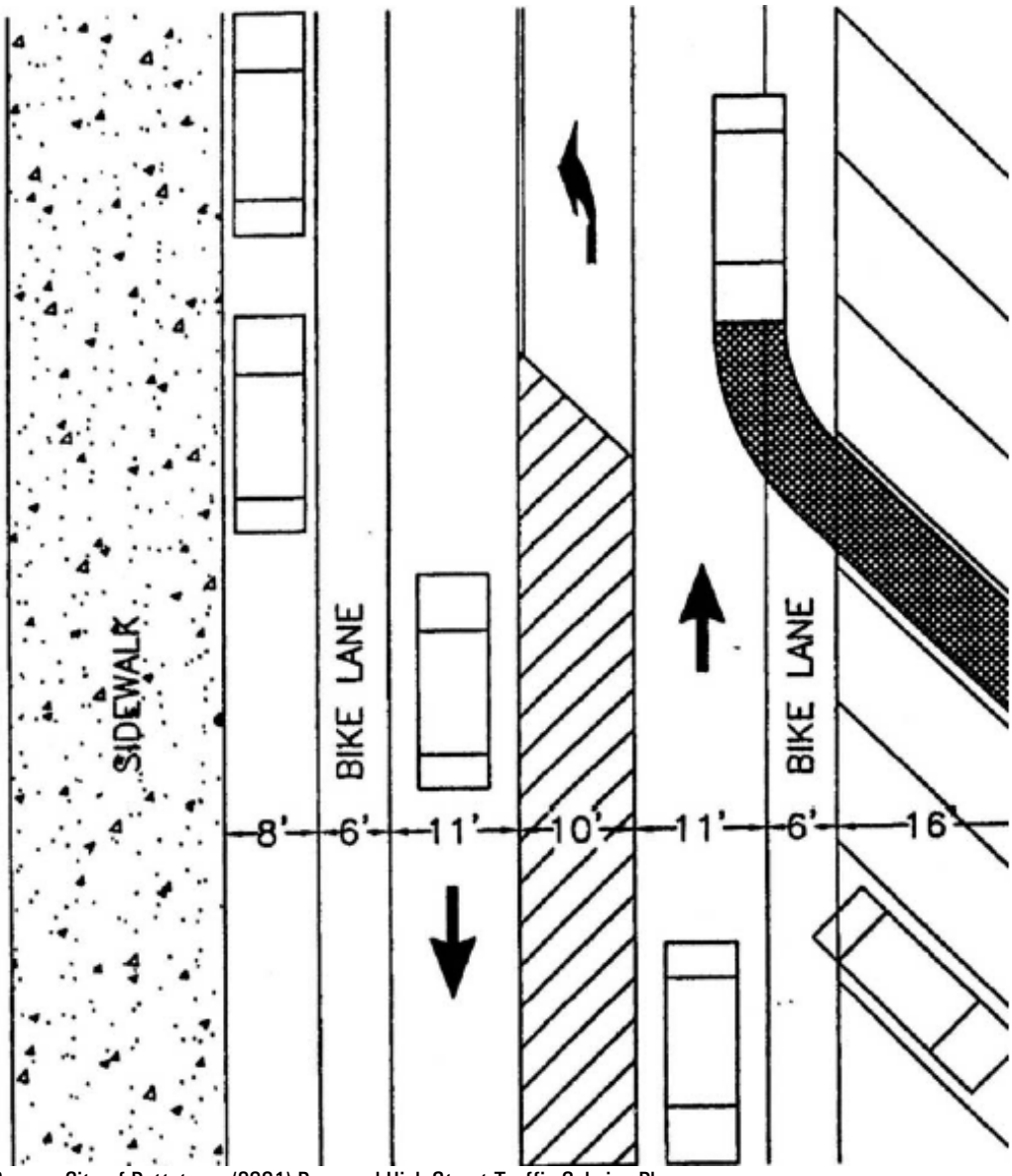
Figure 7 Cities using back-in/head-out angle parking.

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 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.

APPENDIX A

NAWN, J.A. (2003) CENTRAL BUSINESS DISTRICT BACK IN ANGLE PARKING. *PE REPORTER*, NOVEMBER/DECEMBER ISSUE, P. 11-13.

Central Business District Back In Angle Parking

John A. Nawn, P.E., PTOE

In August 2003, the Pottstown borough completed back in angle parking along the main street thorough its central business district (CBD). This is the first such application of back in angle parking in the Commonwealth of Pennsylvania.

In many community's central business districts, lack of parking close to retail and commercial establishments is seen as a deterrent to continued retail development and reinvestment into the CBD. In many instances, the CBD is also bisected by an urban arterial, or "Main Street." Competing needs of parking versus efficient vehicle movement can impede mobility and sometimes compromise safety.

Since the middle 1990's, the Borough of Pottstown, Montgomery County, Pennsylvania, has struggled to revitalize and reinvigorate its downtown core. The Borough's 1994 Downtown Comprehensive Plan identified several goals for revitalization, specifically dealing with creation of a pedestrian friendly, multi-modal environment while maximizing the amount of parking and its proximity to retail establishments that line the downtown core. Through leveraging of and improvement to the existing transportation infrastructure, the community attempted to realize these goals.

Located in the Philadelphia, Pennsylvania metropolitan area and situated on the Schuylkill River, the Borough of Pottstown traces its routes to 1752. As the Borough developed, the CBD developed centered along High Street, making High Street the Borough's main street. At 5.5 square miles, Pottstown population is 21,859 (2000 census). Following the increase in automobile traffic after World War II, the High Street cross section was reconfigured to maximize automobile mobility. With 68 feet available between the curb lines, two 11-foot through lanes and a 7-foot parallel parking lane were created in each direction along with a 10-foot wide center turn lane/ painted median. Combined with a 16-foot sidewalk on each side, the face of the buildings on each side of the street are 100 feet apart, creating a very wide corridor through the CBD. The width of the corridor is visually perceived by some to be a deterrent to downtown redevelopment.

As a highway facility, High Street was an operational success... however, High Street was failing to meet more recent and progressive economic development and transportation goals.

In 1972, a four lane, grade separated, limited access freeway, U.S. Route 422, was constructed along the opposite side of the river from the Borough, essentially bypassing the CBD and drawing large amounts of the existing through traffic volume from High Street. High Street quickly became an underutilized transportation asset.

As a highway facility, High Street was an operational success. The 85th percentile speeds were within 5 miles per hour of the posted speeds and an attractive level of service was maintained for vehicles. However, High Street was failing to meet more recent and progressive economic development and transportation goals endorsed at local, state, and national levels.

Increasing pedestrian traffic is one of the key objectives in the Borough's efforts to revitalize the CBD. However, High Street's configuration impeded these efforts. With four lanes of rapidly moving traffic, it was neither pedestrian nor shopper friendly. High Street's 68-foot cross-section was intimidating and discouraged pedestrians and shoppers from crossing the street. Pedestrian injuries and deaths were not uncommon. In addition, vehicle traffic along High Street moved too quickly to allow passengers adequate time to identify shopping opportunities and find a parking space.

Downtown business owners identified a perceived lack of parking as a concern. Although metered, parallel parking was available on both sides of High Street throughout the CBD, it was generally 50%

"Back-in" continued on p. 12

"Back-in" continued from p. 11

utilized and, therefore, considered to be insufficient in addressing the potential needs of the downtown businesses, considering the number of vacancies. While a number of small surface lots had been created along High Street, the linear nature of the CBD makes this parking convenient to only adjacent businesses with long walks necessary for all other businesses.

One of the region's transportation goals is to encourage the use of bicycles as an alternative to the automobile. High Street had been designated by Montgomery County as an official Bicycle Route connecting Pottstown with other communities along the Schuylkill River corridor. But, in its former configuration, High Street was not conducive to bicycle travel with no dedicated bike lanes and swiftly moving vehicular traffic.

State and regional plans recognize the connection between revitalizing older communities and solving the problems of traffic congestion on our roads and highways. Encouraging people to live, work and shop in denser, walkable communities fosters the use of existing public transportation, helps reduce sprawl and relieves the pressure on our road system. Creating vibrant downtowns in our cities and smaller urban communities ensures a growing demand for public transportation. Therefore, the general thinking was that reconfiguring and calming traffic on High Street would address Pottstown's own economic development goals and have a positive impact on regional transportation and growth issues.

Clearly if the Borough was to increase pedestrian traffic and attract new business to the CBD, while not reducing available parking, the existing automobile and truck traffic would have to be calmed. The CBD study area generally encompassed a 1.1-mile corridor centered along High Street. Within this corridor, there are 10 signalized intersections. Of those, only two were equipped with pedestrian push buttons; side streets were not actuated; and all signals were uncoordinated, operating on fixed time cycles with side street phases sufficient to also support lengthy pedestrian times required to cross High Street. Improvements would include coordination of the signals and the addition of pedestrian push buttons to improve mobility and support the thorough lane reduction necessary to support additional angle parking.

One method used to provide more parking is creation of traditional, pull-in angle parking. However, in order to properly implement traditional angle parking, a substantial amount of right-of-way is necessary to provide the proper maneuver space for vehicles to back out of the spaces without impeding traffic flow on the adjacent roadway. With traditional angle parking in place on both sides of a main street, the width of the street and subsequently pedestrian crossing distances become excessive, creating a non-unified downtown unattractive to pedestrians; pedestrians who are critical to the success of the retail and commercial establishments in the CBD. At signalized intersections, pedestrian crossing times can be excessive, leading to decreased vehicle mobility and progression. More typically, the width of available right-of-way is insufficient to support angle parking. While the angle of the parking can be reduced to narrow the required width of street, as the parking angle becomes more acute, the angle-parking yield becomes not much more than that with parallel parking. Ideally, angle parking without the wide maneuver space would address the problem.

It was clear that if the Borough wished to leverage additional parking and a friendlier pedestrian environment as a means to revitalize the downtown area, that conventional methods and thinking would not likely meet those goals. The concept of employing reverse angle or back in angle parking was initiated by the Borough's Planning Commission and upon request from the Commission, the Borough commissioned a new study to evaluate the appropriateness of back in angle parking on High Street.

The initial plan was to establish minimum required lane widths for the conventional elements of the roadway cross-section. In accordance with PennDOT's criteria for an urban arterial, the minimum acceptable width for through lanes is 11 feet. The center median/turn lane would remain, as it was critical to maintaining the necessary levels of service. PennDOT's minimum criterion for auxiliary lanes is 10 feet, therefore leaving 36 feet of the 68-foot width available to support the parking and bicycle lanes.

PennDOT has detailed regulations governing implementation of angle parking on state highways and specifies a minimum width for parking and maneuver space. With 36 feet available, it would be possible to implement angle parking on one side of the street only, with 6 feet available for a single bike lane. Downtown stakeholders were not inclined to limit parking to one side of the street. Furthermore, with parking provided on only one side of the street, the question was raised as to how drivers proceeding in the opposite direction would be able to utilize the spaces. There was little interest in reducing the angle of the spaces as the additional yield, as noted previously, was not sufficient to justify the installation of the angled spaces.

Having determined that angle parking would likely only be possible on one side of the street, the decision was made retain parallel parking on the opposite side. It was also determined at this point to set a minimum width for the bicycle lane, in accordance with AASHTO criteria, which

recommend a width for two directional travel of 12 feet. This width was also consistent with PennDOT's criteria. With all the other minimum widths established and agreed upon, this left 18 feet for angle parking.

In order to maximize the amount of parking, it was decided to utilize an 8 foot, 6 inch (2.59 meter) wide space, which is consistent with National Parking Association (NPA) criteria for a 45-degree angle space. The available 18-foot width, however did not meet PennDOT's minimum criteria. The design team, lead by John A. Nawn, P.E., PTOE, in meetings with the Department, pointed out that PennDOT standards did not specify whether the angle parking criteria applied to traditional pull in or back in angle parking, and since there were no examples of back in angle parking in Pennsylvania, it was clear that the PennDOT criteria only applied to pull in angle parking. It was agreed that a maneuver area was necessary for traditional pull in angle spaces so vehicles can re-enter the roadway safely. When backing up from a pull in angle space, an operator temporarily has no view of approaching traffic dependent upon the length of his or her vehicle and the length and composition of the vehicle to the right. The maneuver area is necessary to provide the operator a safe place to back into during this essentially blind reverse maneuver. However, with back in angle parking, it was argued that no such maneuver area was necessary since vehicles exit forward.

The human biomechanical motion necessary to enter a back in angle parking space is similar too, if not easier than entering a parallel parking space. The prescribed method for entering a parallel parking space entails three distinct steps. First, the operator pulls past the parking space. Second, the operator proceeds in reverse into the space, on a diagonal, as far as possible. Third, the operator pulls forward while turning toward the right to bring the vehicle parallel to the curb. The second step, wherein the operator pulls backwards into the parallel space, typically places the vehicle at an approximate 45-degree angle with the travel lane. For a 45 degree back in angle space therefore, the operator only needs to complete the first two steps of the typical parallel parking maneuver wherein the operator pulls past the space, than proceeds in reverse into the space, completing the move. When leaving the space to re-enter the highway, the back in angle space has a clear advantage over the parallel parking space. When exiting a parallel parking space, an operator must turn his or her field of vision up to 180 degrees and look backward to be able to view approaching vehicles and identify gaps in which to re-enter the traffic stream. In pulling out from a 45 degree angle space, the maximum that the operator must turn his field of vision is 135 degrees to be able to see approaching vehicles from his left. This movement requires only that the operator turn sideways, not backwards presenting a slightly more 'comfortable' position for the operator.

Based on the above discussion, it was successfully presented to the Department that given the fact that it is theoretically easier to enter and exit a back in angle parking space than a parallel parking space, and no maneuver area is typically required for parallel parking lanes in an urban zone, accordingly, no additional maneuver area would be necessary nor should be required for back in angle parking.

The proposed layout was approved by the Borough Council and endorsed by three local, downtown organizations, and the County. The plan was also conditionally approved by PennDOT. Design of the project was funded partially by a grant from the Delaware Valley Regional Planning Commission (DVRPC), through their competitive Transportation and Community Development Initiative (TCDI) program. Implementation of the re-designed striping was carefully orchestrated to follow a planned maintenance resurfacing of High Street.

The decision as to which side of the street to locate the back in angle parking on was cause for much discussion among the stakeholders. Ultimately, the decision was based entirely on which side would yield the biggest increase in parking, and that was found to be the north side of High Street. The additional parking yield over the existing parallel parking, per block, varied greatly depending on the location of driveways, no parking zones and the like, with some blocks gaining as many as 23 spaces and some blocks as few as 2 spaces. Overall, the downtown area gained a total of 95 new spaces, a 21% increase over existing conditions.

In addition to parking changes, existing electromechanical signal controllers were replaced with new, solid state controllers and coordinated with each other to accommodate the through lane reduction necessary to accommodate the new parking and bike lane.

This context sensitive solution demonstrates that back in angle parking can be effectively integrated into the downtown environment and co-exist along an arterial highway employing current, minimum design standards. In addition to creating more parking over traditional parallel parking, back in angle parking can also be used as a traffic calming/street narrowing tool, can enhance pedestrian functionality and walk-ability within the downtown area and can work harmoniously with bicycle lanes, all resulting in a more attractive and intimate downtown corridor enhancing the downtown experience and leading to increased economic investment. ■

John A. Nawn, P.E., PTOE was the Project Manager for the Back In Angle Parking design and installation and had been associated with the project and the Borough's efforts since 1995. Mr. Nawn holds a Bachelor of Science Degree from Drexel University, and is currently employed by URS Corporation the Branch Manager of their Philadelphia Office. John, a licensed professional engineer in four states and a certified professional traffic operations engineer, has over 16 years experience in traffic engineering and has been a member of PSPE since 1990. John is currently the President of the Delaware County Chapter of the Pennsylvania Society of Professional Engineers.

The project was presented at and appears in the proceedings of both the Second Urban Street Symposium (a Transportation Research Board conference) and the 2003 Institute of Transportation Engineers Annual Conference.

For more information please contact Mr. Nawn at, 215-587-9000 x3000 or john_nawn@urscorp.com.

APPENDIX B

CITY OF POTTSTOWN (2001) PROPOSED HIGH-STREET TRAFFIC CALMING PLAN.

1. Wilmington, Delaware

Contact person: Thomas Warrington
Department of Public Works
900 E 11th ST
Wilmington, DE 19802
302.571.4233

The City of Wilmington, Delaware, has six blocks of 60 and 90-degree back-in angle parking dating back about 50 years. By city ordinance, Wilmington requires all angle parking to be back-in because of the safety factor.

For 60-degree angle parking, regulations require 19 feet out from the curb for parking spaces, to allow for vehicles with extended cabs, plus a minimum of 11 feet for a travel lane, for a total of 30 feet for traffic going in one direction.

The highest average daily traffic for any block with angle parking is the 1000 block of Market Street, with an ADT of 6,500 vehicles.

Wilmington has not experienced any significant problems with accidents or impediments to travel flow with angle parking.

(See attached letter from Thomas Warrington.)

2. Seattle, Washington

Contact person: Bill Jack
Seattle Transportation
Municipal Building, Room 410
600 Fourth Avenue
Seattle, WA 98104
206.684.8329.

The City of Seattle, Washington, has about 280 blocks of angle parking spaces, most of which are back-in. Seattle also has pull-in angle parking, but prefers back-in angle parking because it is safer, especially for pedestrians.

North Queen Anne Street, shown above, is one of the higher volume traffic streets, with about 6,500 ADT.

Seattle has had back-in angle parking for more than 30 years.

(See attached letter from Bill Jack.)

3. Washington, D.C.

Contact person: Rashid Sleemi
202.671.1573

Washington, D.C. has six blocks of back-in angle parking going back 15 to 20 years.

The busiest thoroughfare is the 2400 block of 18th Street NW, which has an ADT of 9,200. The street has two lanes of traffic going in each direction with no maneuver lane in front of the parking spaces.

Other areas with back-in angle parking are several blocks on Water Street, NW, a low volume traffic area, and Vermont Avenue, NW, between 14th and Q streets, with an ADT of 5,000.

Although no traffic records are available, Mr. Sleemi reports the perception is that back-in angle parking does not create any traffic hazards.

4. Indianapolis, Indiana

Contact person: John Burkhardt
Administrator, Traffic Division
1725 S. West Street
Indianapolis, IN 46225
317. 327.2903

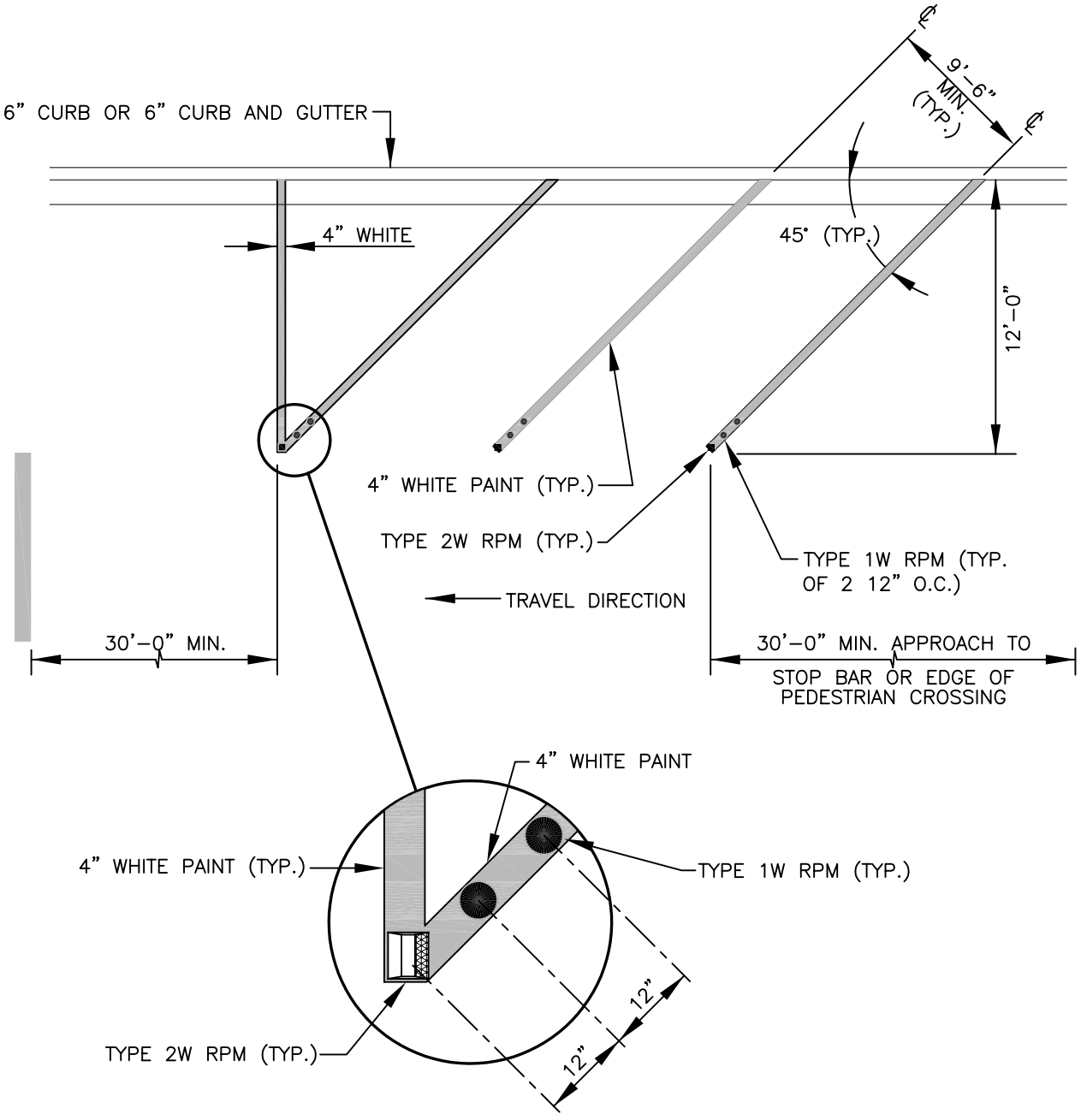
Indianapolis has one block of back-in angle parking, along the federal courthouse on New York Avenue, going back at least 15 years.

New York Avenue is a one-way street consisting of a north parallel parking lane, three traffic lanes, a right turn lane, and angle parking. The right turn lane is directly adjacent to the angle parking. Average daily traffic is 13,800.

The latest traffic records, for the years 1999-2000, reflect there were a total of two accidents over two years at the nearest intersection. They do not know if those accidents had anything to do with the angle parking.

APPENDIX C

CITY OF VANCOUVER (2004) ANGLE BACK IN PARKING STRIPING.



49 ANGLE BACK IN PARKING STRIPING AND MARKINGS

REV NO.	DATE	BY	APPR

TRANSPORTATION SERVICES

APPROVED BY: TRAFFIC ENGINEER MANAGER

DATE: 8/30/2004

CITY OF VANCOUVER WASHINGTON

CITY OF VANCOUVER

ANGLE BACK IN PARKING STRIPING

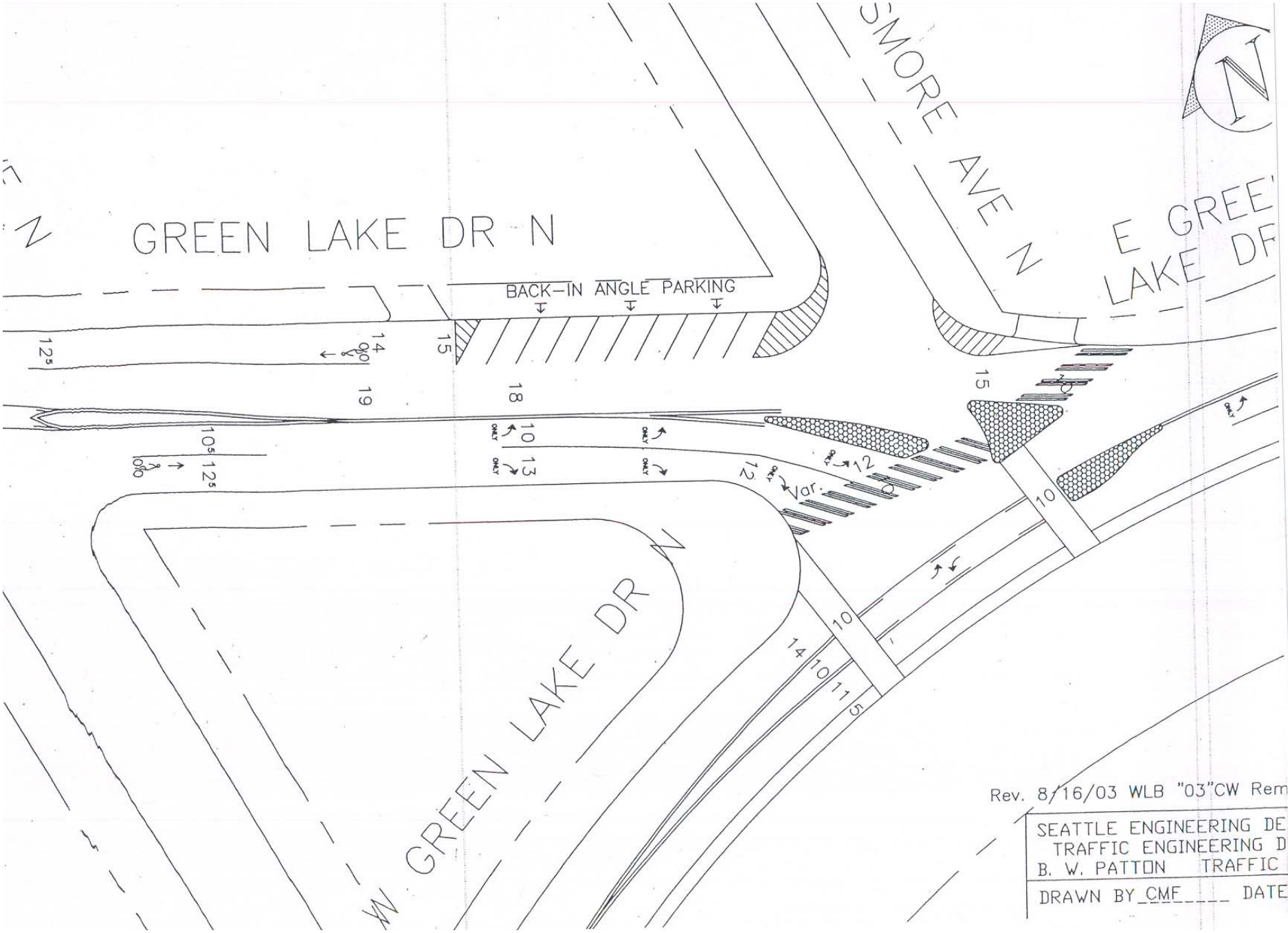
STANDARD PLAN NUMBER

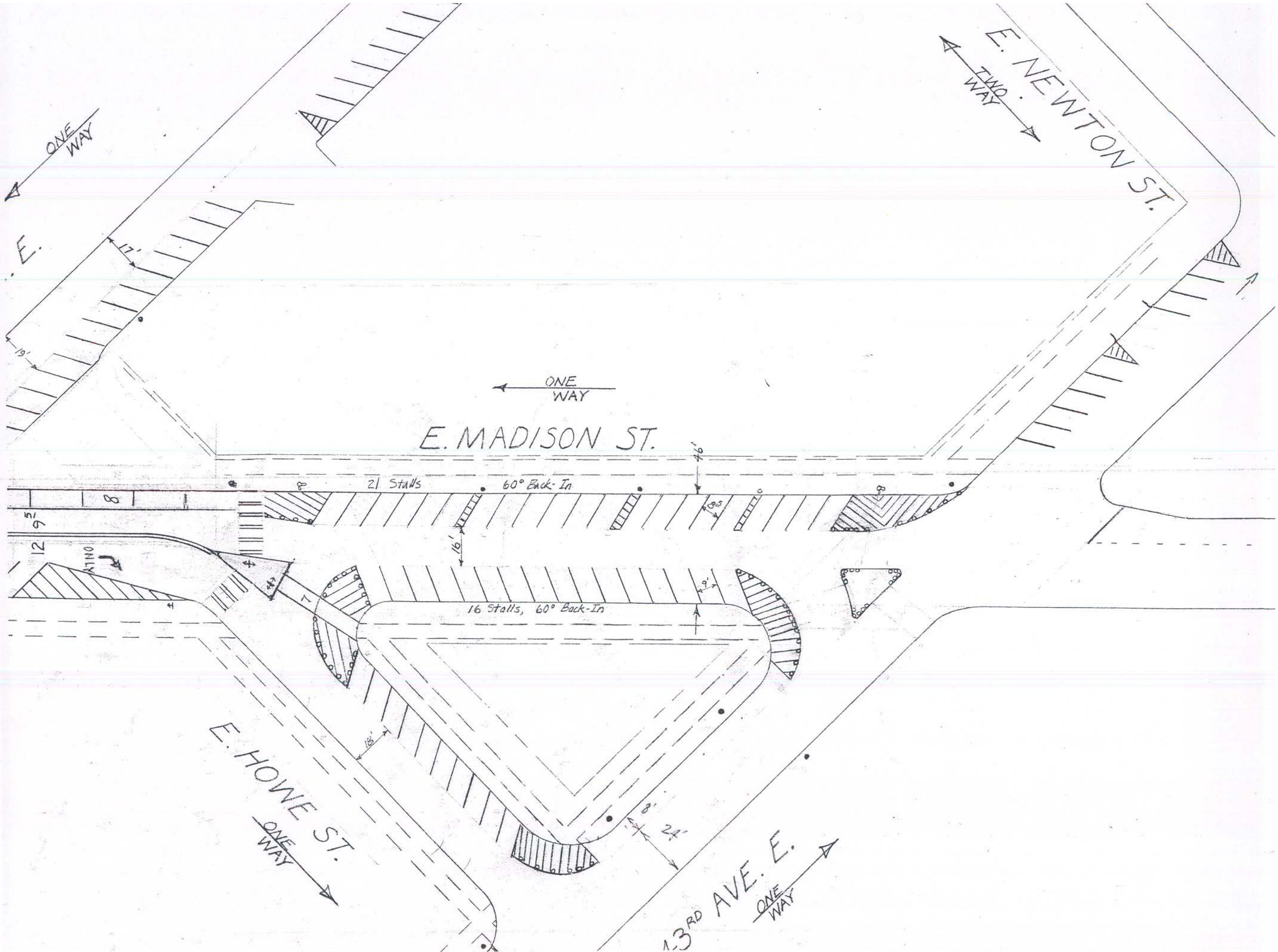
T29-62

L:\CITYAPPS\AUTOCAD\STD_DETAILS\DRAWING_FILES\T29-62.DWG

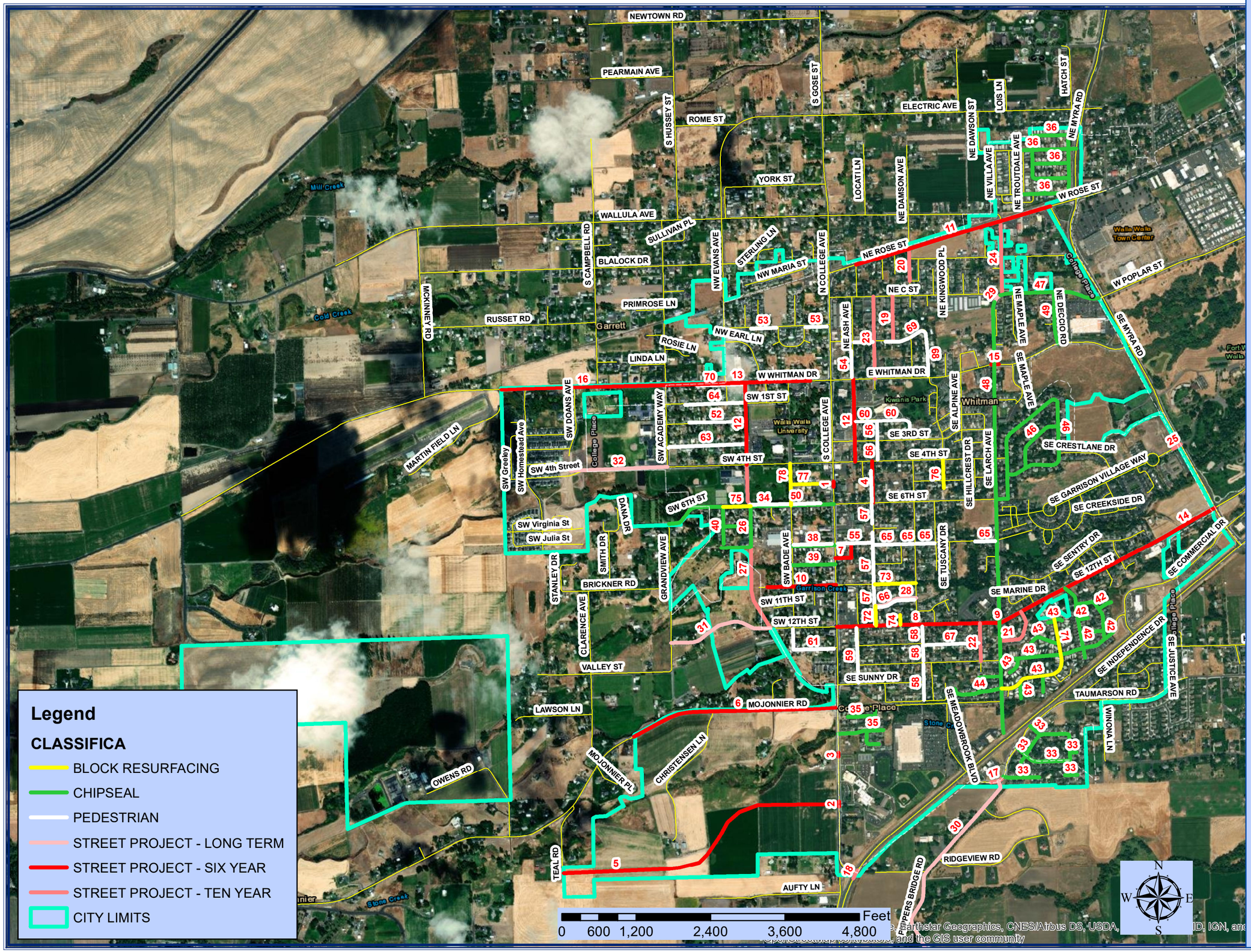
APPENDIX D

CITY OF SEATTLE (2005) ANGLE BACK IN PARKING DIMENSIONS (SOURCE: FRANK NELSON, SEATTLE TRANSPORTATION DEPARTMENT).


GREEN LAKE DR N
BACK-IN ANGLE PARKING
SMORE AVE N
E GREE
LAKE DR
GREEN LAKE DR
Rev. 8/16/03 WLB "03"CW Rem
SEATTLE ENGINEERING DE
TRAFFIC ENGINEERING D
B. W. PATTON TRAFFIC
DRAWN BY CMF DATE


E. NEWTON ST.
TWO WAY
ONE WAY
E. MADISON ST.
21 Stalls 60° Back-In
46'
8.5'
16'
9'
16 Stalls, 60° Back-In
17'
19'
ONE WAY
E. HOWE ST.
ONE WAY
18'
8'
24'
13RD AVE. E.
ONE WAY
ONLY
8
9.5'
12

2023 TO 2028 TRANSPORTATION IMPROVEMENT PLAN



Legend

CLASSIFICA

- BLOCK RESURFACING
- CHIPSEAL
- PEDESTRIAN
- STREET PROJECT - LONG TERM
- STREET PROJECT - SIX YEAR
- STREET PROJECT - TEN YEAR
- CITY LIMITS

Projects

Street Projects

1. College Place Post Office Crossing: 2023
2. College & Stone Creek Intersection #1: 2023
3. College & STone Creek Intersection #2: 2023
4. SE Birch (4th to 6th) Reconstruction: 2023
5. Stone Creek Collector Road: 2023
6. SW Mojonnier Rd Reconstruction: 2023
7. SE 9th Street Reconstruction: 2023
8. SE 12th Street Reconstruction: 2023
9. 12th & Larch Intersection Reconstruction: 2023
6. SE Birch (4th to 6th): 2022
7. Southside Development East-West Corridor: 2022
8. Mojonnier Rd (College to Bluvue Ct): 2022
9. SE 9th Street (College Dead End): 2022
10. SW 10th (College to Bade: 2024
11. NE Rose Street Lighting (Ash to Carey): 2024
12. SE Ash/Davis (Whitman to 4th) Reconstruction: 2024
13. Whitman Drive Pedestrian Lighting: 2024
14. SE 12th (Myra to Larch) Reconstruction: 2025
15. Whitman & Larch Intersection: 2025
16. Whitman Drive (Academy to Doans): 2027
17. Tamaurson & Peppers Bridge: Ten Year
18. College Avenue & State Route 125: Ten Year
19. NE Cedar (A to C): Ten Year
20. NE Damson (Rose to Cargill): Ten Year
21. SE Dewey: Ten Year
22. SE Sky Ave Ten Year
23. SE Birch Ave: Ten Year
24. NE Lambert Ave: Ten Year
25. Myra Rd & Garrison Village Way Intersection: Ten Year
26: SW Davis (4th to 8th): Ten Year
27. SW Davis (8th to 12th) Extension: Long Term
28. SE 11th Street: Long Term
29. C & Larch Intersection: Long Term
30. Peppers Bridge Rd (Tamaurson to Old Milton): Long Term
31. SW 12th Street (College to Grandview): Long Term
32. SW 4th (Academy to Doans): Long Term

Chipseal

33. Harvest Meadows Subdivision: 2023
34. SW 6th St (College Ave to City Limits): 2023
35. Cedar Bend Subdivision: 2023
36. Sunset Villa Subdivision: 2024
37. SW 7th St: 2024
38. SW 8th St (College to Bade), (Davis to Evans): 2024
39. SW 9th St: 2024
40. SW Evans Ave (6th to 8th): 2024
41. SW Davis Ave (6th to 8th): 2024
42. Autumn Meadows Subdivision: 2025
43. Country Estates Subdivision: 2025
44. Sherburne Addition Subdivision: 2025
45. SE 10th St (Birch to Date): 2025
46. Highland Park Addition: 2026
47. NE C St (Larch to Myra): 2027
48. NE/SE Larch (C to SR 125): 2027
49. NE Deccio Rd (C to Whitman): 2028

Pedestrian (Safewalk) Program

50. SW 6th St (College to Davis) - North Side: 2023
51. SW 8th St (College to Bade) - North Side: 2023
52. SW 2nd St (Davis to Academy) - South Side: 2024
53. NW B St (College to Evans) - South Side: 2024
54. NE Ash St (A to Whitman) - West Side: 2024
55. SE 8th St (College to Birch) - North Side: 2025
56. SE Birch (2nd to 4th) - East Side: 2025
57. SE Birch (4th to 12th) - West Side: 2025
58. SE Central (12th to Valley) - East Side: 2026 to 2028
59. SE Broadway Ave (12th to Sunny) - West Side: 2026 to 2028
60. SE 2nd (Ash to Date) - South Side: 2026 to 2028
61. SW 13th St (Bade to College) - South Side: 2026 to 2028
62. SW Bade (12th to 13th) - West Side: 2026 to 2028
63. SW 3rd St (Davis to Academy) - South Side: 2026 to 2028
64. SW 1st St (Davis to Academy) - North SIde: 2026 to 2028
65. SE 8th St (Birch to Larch) - South Side: 2026 to 2028
66. SE 11th St (Birch to Date) - South Side: 2026 to 2028
67. SE Mountainview (Sky to Central): 2026 to 2028
68. NE Tremont (A to Whitman): 2026 to 2028
69. NE A St (Ash to Tremont) - South Side: 2026 to 2028
70: Whitman Drive Multiuse Path: 2026 to 2028

Street Resurfacing Program

71. SE Mockingbird Drive: 2023
72. SE Birch Ave (11th to 12th): 2023
73. SE 10th (Birch to Date): 2023
74. SE Cotter Pl: 2024
75. SW 6th St (Davis to Evans): 2026
76. SE Elm (4th to Dead End): 2026
77. SW 5th St (Bade to Dead End): 2027
78. SW Bade Ave (4th to 6th): 2028

EXHIBIT 1

City of College Place

2023-2028 SIX-YEAR TRANSPORTATION IMPROVEMENT PLAN (TIP)

May 10th, 2022

Year	Street Segment Description	Federal Classification	Scheduled Project Type
Annual	Chip Seal Program	Local	Chip Seal
Annual	Safewalk Sidewalk Improvements (TIB & CDBG)	Federal and Local	Sidewalk Construction
2023	Post Office Crossing	Principal Arterial	Crossing Improvements
2023	College/Southside Development Intersection #1	Principal Arterial	Signalized Intersection
2023	College/Southside Development Intersection #2	Principal Arterial	Signalized Intersection
2023	SE Birch (4th-6th)	Local	Full Section/Stormwater
2023	Southside Development East-West Corridor	Major Collector	Corridor Reconstruction
2023	Mojonnier Road (College to Bluvue-Ln)	Minor Arterial	Corridor Reconstruction
2023	SE 9th Reconstruction (College to Dead End)	Local	Corridor Reconstruction
2023	SE 12th St & SE Larch Avenue Intersection	Minor Arterial	Intersection Improvement
2023	SE 12th St (College to Larch)	Minor Arterial	Grind & Overlay
2024	SW 10th Street (College to west dead end)	Local	Full Section/Stormwater
2024	NE Rose Street Lighting Project (Ash to Carey Ct)	Principal Arterial	Lighting Project
2024	SW Davis/SE Ash Lighting Project (Whitman to 4th)	Major Collector	Lighting Project
2024	Whitman Drive Pedestrian/Lighting (Adams to Academy)	Major Collector	Pedestrian/Bicycle Improvements
2025	SE 12th St (Larch to Myra)	Minor Arterial	Corridor Reconstruction
2025	Whitman Drive & Larch Avenue Intersection	Minor Arterial	Signalized Intersection
2027	W Whitman Dr -north half (Doans to City Limits)	Major Collector	Corridor Reconstruction
Ten-Year Plan	Taumarson/Peppers Bridge Intersection	Minor Arterial	Signalized Intersection
Ten-Year Plan	College Ave/SR125/Intersection	Principal Arterial	Signalized Intersection
Ten Year Plan	NE Cedar Ave (A to C)	Local	Corridor Reconstruction
Ten Year Plan	NE Damson Ave ("C" to Rose)	Local	Corridor Reconstruction
Ten-year Plan	Southside Development South (Clarence?) Extension	Major Collector	Corridor Reconstruction
Ten-year Plan	SE Dewey Dr	Local	Corridor Reconstruction
Ten-year Plan	SE Sky Ave (12th to Scenic)	Local	Corridor Reconstruction
Ten-year Plan	SE Birch Ave (Whitman to C)	Local	Corridor Reconstruction
Ten-year Plan	Lambert (Rose to “C” St)	Major Collector	Corridor Reconstruction

Ten-year Plan	Myra Road & Garrison Village Way Intersection	Minor Arterial	Signalized Intersection
Ten-year Plan	SW Davis Extension (4th to 8th)	Major Collector	Corridor Reconstruction
Ten-year Plan	SW Davis Extension (8th to 12th)	Minor Collector	Corridor Reconstruction
Long-term Plan	SE Ash Ave (Whitman to 4th)	Major Collector	Grind and Overlay
Long-term Plan	SE 11th (Birch to Date)	Local	Corridor Reconstruction
Long-term Plan	"C" Street & Larch Avenue Intersection	Minor Arterial	Signalized Intersection
Long-term Plan	Peppers Bridge (McMinn Rd to Old Milton Hwy)	Local	Corridor Reconstruction
Long-term Plan	SW Doans/Clarence Ave (south City Limits to Mojonnier)	Minor Collector	Corridor Reconstruction
Long-term Plan	SW 12th St (College to proposed SW Davis Ext)	Major Collector	Corridor Reconstruction
Long-term Plan	SW 4th (Academy to Hayden Home Ownership)	Minor Collector	Corridor Reconstruction

City of College Place

2023-2028 CHIP SEAL PROGRAM

May 10th, 2022

Year	Street Segment Description
2023	Harvest Meadows Subdivision
2023	SW 6th Street (College Ave to City Limits)
2023	Cedar Bend Subdivision
2024	Sunset Villa
2024	SW 7th Street
2024	SW 8th Street (College to Bade), (Davis to Evans)
2024	SW 9th Street
2024	SW Evans Ave (SW 6th to 8th)
2024	SW Davis Ave (SW 6th to 8th)
2025	Autumn Meadows Subdivision
2025	Country Estates Subdivision
2025	Sherburne Addition Subdivision
2025	SW 10th Street (Birch to Date)
2026	Highland Park Addition
2027	NE C St (Larch to Myra)
2027	NE/SE Larch Ave (C Street to SR 125)
2028	NE Deccio Rd (C Street to Whitman Drive)

City of College Place

2023-2028 SAFEWALK SIDEWALKS IMPROVEMENT PROGRAM

May 10th, 2022

Year	Street Segment Description
2023	SW 6th Street (College Avenue to Davis Avenue) - North Side
2023	SW 8th Street (College Avenue to Bade Avenue) - North Side
2024	SW 2nd Street (Davis Avenue to Academy Way) – South Side
2024	NW B Street (College Avenue to Evans Avenue) – South Side
2024	NE Ash Street (A Street to Whitman Drive) – West Side
2025	SE 8th Street (College Avenue to Birch Avenue)
2025	SE Birch Avenue (2nd to 4th Street) – East Side
2025	SE Birch Avenue (4th to 12th Street) – West Side
2026-2028	SE Central Avenue (12th Street to Valley Way)
2026-2028	SE Broadway Avenue (12th Street to Sunny Drive) – West Side
2026-2028	SE 2nd Street (Ash Avenue to Date Avenue) – South Side
2026-2028	SW 13th Street (Bade Avenue to College Avenue) – South Side
2026-2028	SW Bade Avenue (12th Street to 13th Street) – West Side
2026-2028	SW 3rd Street (Davis Avenue to Academy Way) – South Side
2026-2028	SW 1st Street (Davis Avenue to Academy Way)
2026-2028	SE 8th Street (Birch Avenue to Larch Avenue) – South Side
2026 - 2028	SE 11th Street (Birch Avenue to Date Avenue) – South Side
2026 - 2028	NE A Street (Ash Avenue to Tremont Avenue) – South Side
2026 - 2028	NE Tremont Avenue (A Street to Whitman Drive) – West Side
2026 - 2028	SE Mountainview Drive (Sky Avenue to Central Avenue) – South Side
2026 – 2028	Whitman Drive Multiuse Path Completion (Evans to Davis Area) – South Side

NOTES:

1. Ten-year Transportation Improvement Plan projects and Long-term Transportation Improvement Plan projects are Six-year Plan candidates that will be included on the Six-year Transportation Improvement Plan Projects list as need and funding dictate throughout the six-year cycle.

2. Projects listed in the Six-year, the Ten-year and the Long-term Transportation Improvement Plan Projects include a pedestrian facility (sidewalks and street-side amenities) component to be constructed as funds allow.

3. The City's chip seal program is a part of the Six-year Transportation Improvement Plan.

4. The City's Safewalk Sidewalk Program is a part of the Six-year Transportation Improvement Plan.

City of College Place

2023-2028 BLOCK RESURFACING PROGRAM

May 10th, 2022

Year	Street Segment Description
2023	SE Mockingbird Drive
2023	SE Birch (11th to 12th)
2023	SE 10th (Birch to Date)
2024	SE Cotter Place
2025	SW 6th Street (Davis to Evans)
2026	SE Elm Street (4th to Dead End)
2027	SW 5th Street (Bade to Dead End)
2028	SW Bade Avenue (4th to 6th)

NOTES:
1. This program is funded by REET 1 Funds and entails simple pavement resurfacing of a street. No other items included.

City of College Place

RESOLUTION NO. 22-043

A RESOLUTION ADOPTING THE 2023 TO 2028 TRANSPORTATION IMPROVEMENT PLAN FOR CONSTRUCTION AND REPAIR OF ARTERIAL AND COLLECTOR STREETS IN THE CITY OF COLLEGE PLACE, WASHINGTON, ALL IN ACCORDANCE WITH THE LAWS OF THE STATE OF WASHINGTON.

WHEREAS, a public hearing was held by the College Place City Council on May 10th, 2022, relating to a six-year transportation improvement plan for the City of College Place, pursuant to the laws of the State of Washington, pertaining to the construction and maintenance of certain arterial and collector streets; and

WHEREAS, notice of said hearing having been given as required by law; and

WHEREAS, the proposed plan would result in needed and essential construction work on certain arterial, collector and local streets, all as set forth in the proposed plan which is attached to this resolution and made a part hereof as fully set forth in this plan; and

WHEREAS, the City Council having heard the statements and having obtained complete information from the College Place Public Works Department:

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of College Place, Washington, that the six-year street plan for the development and construction of arterial, collector and local streets, under provision of the laws of the State of Washington, and as attached hereto and made a part hereof shall be and the same is hereby fully adopted; and

BE IT FURTHER RESOLVED, that certified copies of this resolution and said six-year transportation improvement plan be immediately forwarded to the State of Washington that control and manages said arterial and collector street plans.

CLERICAL CORRECTIONS. The City Clerk is authorized to make necessary clerical corrections to this resolution including, but not limited to, the correction of scrivener's/clerical errors, references, resolution numbering, section/subsection numbers and any references thereto.

EFFECTIVE DATE. This resolution shall take effect and be in full force upon its passage as provided by law.

PASSED by the City Council of the City of College Place, Washington, this 10th day of May, 2022.

Attest:

Norma L. Hernández, Mayor

Lisa R. Neissl, MMC
City Clerk

City of College Place

Ambulance Utility

Key Elements in RCW 32.21.766

- Provides for ambulance service to be operated as a public utility
- Authorizes the City Council to set and collect rates and charges for regulating, operating, and maintaining an ambulance utility
- Requires that rates and charges be based on a cost of service study
- Does not allow capital costs for construction, major renovations, or major repair of facilities
- Categorizes costs by availability of ambulance service and the demand placed on the service
- Exempts Medicaid eligible persons in a nursing home, boarding home, or adult family home and persons who receive in home services.

Ambulance Utility Approach

- Availability costs include the basic infrastructure needed to respond to a single call for service and includes dispatch, labor, training, equipment, patient care supplies, and equipment maintenance costs
- Demand costs are based on the burden placed on the ambulance service by individual calls. These costs are based in the calls for service by each customer class
- Availability costs are uniformly applied across customer classes.

Fire/EMS – Common Cost Allocation

		2021	2022	
Allocation	Depart	Actual	Budget	Change
Total Revenue		106,895.51	82,000.00	(24,895.51)
Total Expenditures		646,595.17	988,632.00	(342,036.83)
Fire/EMS Net Cost		(539,699.66)	(906,632.00)	(366,932.34)
Allocated Costs				
Fire Direct		408,797.07	596,869.00	(188,071.93)
Fire/EMS Shared		237,798.10	391,763.00	(153,964.90)
		646,595.17	988,632.00	**(342,036.83)**
Incident Count				
EMS		1,378		
Fire		447		
Total		1,825		
EMS		75.51%	75.00%	
Fire		24.49%	25.00%	
Total		100.00%	100.00%	
EMS Allocation		**179,553.85**	**293,822.25**	

EMS – Net Cost Calculation

Fund	Account	Title	Department	2021 Actual	2022 Budget
1	342 21 51 02	Emergency Medical Services	EMS	431,255.99	400,000.00
1	342 60 00 01	Ambulance Services - Commercial Insurance	EMS	64,152.93	50,000.00
1	342 60 00 02	Ambulance Services - Medicare	EMS	138,929.31	130,000.00
1	342 60 00 03	Ambulance Services - Medicaid	EMS	668.14	2,000.00
1	342 60 00 04	Ambulance Services - Self Pay	EMS	16,655.25	15,000.00
1	342 60 00 05	Ambulance Services - Restitution	EMS	35.62	100.00
1	334 04 98 00	DOH-EMS Trauma Grant	EMS	1,260.00	1,200.00
1	332 93 40 00	Ground Emergency Medical Transportation (GEMT)	EMS	85,070.93	90,000.00
		Total Revenue		738,028.17	688,300.00
1	522 26 10 80	Wages & OT	EMS	214,850.65	439,530.00
1	522 26 10 81	Stipends (Volunteers)	EMS	82,826.42	85,000.00
1	522 26 20 00	Benefits	EMS	5,781.62	
1	522 26 20 80	Benefits	EMS	86,809.07	182,796.00
1	522 26 20 81	Benefits (Volunteers)	EMS	6,336.41	6,503.00
1	522 26 31 00	Operating Supplies - EMS Administration	EMS	403.48	1,000.00
1	522 26 31 01	Office Supplies - EMS Administration	EMS	153.15	
1	522 26 31 03	Operating Supplies - EMS Training	EMS	937.04	4,000.00
1	522 26 31 80	Office Supplies - EMS Rescue & Training	EMS	4,531.66	10,000.00
1	522 26 35 00	Sm Tools / Equipment	EMS	-	300.00
1	522 26 35 80	Sm Tools / Equipment	EMS	15,594.95	50,000.00
1	522 26 41 80	Professional Services	EMS	27,532.43	12,000.00
1	522 26 42 80	Communication	EMS	42.18	
1	522 26 49 00	Miscellaneous	EMS	-	250.00
1	522 26 49 01	Registrations/Fees - Training Classes & Seminars	EMS	4,319.35	3,500.00
1	522 26 49 02	Intergov Services - Dispatch Charges	EMS	23,550.24	24,000.00
1	522 26 49 80	Miscellaneous	EMS	36.81	100.00
1	522 26 49 96	Interfund Rentals	EMS	28,145.08	30,000.00
		Total Expenditures		501,850.54	848,979.00
		Net Cost		236,177.63	(160,679.00)
		Shared Cost Allocations		179,553.85	293,822.25
			Total Net Costs	56,623.78	**(500,000.00)**
					Rounded Up

Rate Method

A rate based on the demand and availability of the EMS and charged on a per ERU basis to each customer category. The ERU is derived from a single family home average square footage. The average for Washington State is 1,985 square feet.

Fire/EMS – Incident Calculation

		2017	2018	2019	2020	2021
Title	Department	Actual	Actual	Actual	Actual	Budget
Incident Count	EMS	977	1,039	1,151	1,175	1,378
	Fire	365	373	321	302	447
	Total	1,342	1,412	1,472	1,477	1,825
% Rate Increase			5.22%	4.25%	0.34%	**23.56%**
	EMS	72.80%	73.58%	78.19%	79.55%	75.51%
	Fire	27.20%	26.42%	21.81%	20.45%	24.49%
	Total	100.00%	100.00%	100.00%	100.00%	100.00%
Cost Allocation	Fire	$ 103,882	$ 124,344	$ 123,318	$ 117,850	$ 181,773
	EMS	$ 278,063	$ 346,364	$ 442,177	$ 458,524	$ 560,367

Rate Calculations

												Phased Billing Approach per Unit		
Rate based on Demand/Availability Count												Jul-22	Jan-23	Jan-24
		Demand			**Availability**			**Total**				33.3%	66.7%	100%
Customer Categories		Incident Count	Percentage Allocation	Demand Charge	ERU	Percentage Allocation	Availability Change	Total Charge	ERU	Yearly Cost	Monthly Cost/ERU			
Single Family	S	84	5.9%	$ 4,114.77	2,476	46.3%	$ 199,191.77	$ 203,306.53	$ 2,476	$ 82.11	**$ 6.84**	**$ 2.28**	$ 4.56	$ 6.84
Multi Family	M	762	53.3%	$ 37,326.80	2,125	39.8%	$ 170,954.16	$ 208,280.96	$ 2,125	$ 98.01	**$ 8.17**	**$ 2.72**	$ 5.45	$ 8.17
Nursing Home	N	447	31.3%	$ 21,896.43	37	0.7%	$ 2,976.61	$ 24,873.04	$ 37	$ 672.24	**$ 56.02**	**$ 18.67**	$ 37.35	$ 56.02
Commercial	C	97	6.8%	$ 4,751.57	425	8.0%	$ 34,190.83	$ 38,942.41	$ 425	$ 91.63	**$ 7.64**	**$ 2.55**	$ 5.09	$ 7.64
Hotels/Motels	H	-	0.0%	$ -	-	0.0%	$ -	$ -	$ -			**$ -**	$ -	$ -
Public/College/Schools	P	39	2.7%	$ 1,910.43	282	5.3%	$ 22,686.62	$ 24,597.05	$ 282	$ 87.22	**$ 7.27**	**$ 2.42**	$ 4.85	$ 7.27
Total		1,429	100.0%	$ 70,000.00	5,345	100.0%	$ 430,000.00	$ 500,000.00	$ 5,345	$ 93.55	**$ 7.80**			
Incident Deficit		$ 70,000												
Availability Deficit					$ 430,000									

Rate Calculation Examples

						Demand/Availability based on ERU Square Footage		
Customer Category	Description	Comments	Building Square Ft	Units	**ERU**	Monthly Rate/ERU	Monthly Charge	Yearly Charge
		Average SFR Square Footage			1985			
Single Family			Various		1	6.84	6.84	82.08
Multi Family	College Place 17 Associates		20,489	17	10	8.17	81.70	980.40
	Mama's Apartments		8,622		4	8.17	32.68	392.16
	Tower view Apartments		7,988		4	8.17	32.68	392.16
	Village of Garrison Creek			151	151	8.17	1,233.67	14,804.04
Nursing Homes	Eagle Springs	50% Medicare Beds	24,424	12	6	56.02	336.12	4,033.44
	Regency	50% Medicare Beds	53,838	27	15	56.02	840.30	10,083.60
	Brookdale	50% Medicare Beds	67,819	34	17	56.02	952.34	11,428.08
	Way Point	All Medicaid Beds	-	0	0	56.02	-	-
Commercial	Community Bank		21,600		11	7.64	84.04	1,008.48
	Hapo Credit Union		38,258		19	7.64	145.16	1,741.92
	Home Depot		100,359		51	7.64	389.64	4,675.68
	Walmart		205,690		104	7.64	794.56	9,534.72
Schools	WWVA		80,188		40	7.27	290.80	3,489.60
	Rodgers		58,710		30	7.27	218.10	2,617.20
	School District 250	All 3 public schools	223,093		112	7.27	814.24	9,770.88
Churches	First Presbyterian Church		10,078		5	7.27	36.35	436.20
	Sunbridge		33,834		17	7.27	123.59	1,483.08
	Village SDA Church		36,973		19	7.27	138.13	1,657.56
Colleges	Walla Walla University		482,246		243	7.27	1,766.61	21,199.32
Public	City of College Place		56,315		28	7.27	203.56	2,442.72
	City of Walla Walla		18,796		9	7.27	65.43	785.16

Questions?

City of College Place - Ambulance Utility

The Revised Code of Washington gives all cities and towns the authority to establish an ambulance service to be operated as a public utility. The RCW also includes the authority for a city council to set rates and charge for regulating, operating, and maintaining an ambulance utility. It also identifies the policies with regard to classifying expenditures and setting rates for an ambulance utility. The City must complete the following before implementing support from ambulance utility rates:

➢ Establish City Council consensus on moving forward with implementing an Ambulance Utility Fee. Completed.

➢ Determine if an Ambulance Utility Fee supported by a public ambulance system will displace a private ambulance provider. In our case, we are already working with a public agency provider and we are not looking to displace a private ambulance provider or make any changes. This step is not applicable in this case.

➢ Complete a "Cost of Service and Rate Analysis." Completed in 2018 and updated in 2021.

➢ Host a public hearing. The hearing must be preceded by at least 30 days' notice provided in each ratepayer's utility bill. Completed on 04/12/2022

➢ During the public hearing, allow for public comment and present the following information:

The utility's most recent cost of service study,

• A summary of the utility's current revenues sources,

• A proposed budget reflecting the reduced allocation of General Fund revenues, • Any proposed changes to utility rates, and

• Any anticipated impact to the utility's level of service.

➢ Pass an Ordinance approved by the City Council establishing an Ambulance Utility Fee.

➢ Establish a chapter for the College Place Municipal Code detailing the Ambulance Utility.

City staff proposed the implementation of an Ambulance Utility Fee beginning July 1st 2022, as a sustainable model to fund ambulance services.

Background

The city, which started a Basic Life Support ambulance system at the end of 2018, has one paid EMT on-duty every day, 24/7, supplemented largely by volunteers. This system can fail when there are multiple calls at once or when staff are sick or on vacation, and it puts undue pressure on staff and volunteers, said Chief David Winter at a City Council meeting Tuesday, Oct. 12, 2021.

In order to sustain the quality of emergency medical service (EMS) and rapid response our citizens expect, the ambulance service must have reliable vehicles and equipment, which requires adequate funding.

How are Ambulance Services Currently Funded?

City of College Place ambulance services are currently funded through:

- A countywide EMS property tax levy at a maximum 50 cents per $1,000 assessed valuation, distributed to all Walla Walla County fire agencies using an agreed-upon formula of 1/3 assessed valuation, 1/3 population, and 1/3 run volume
- Ground Emergency Medical Transportation program (GEMT)
- Charges for services
- Contribution from the General Fund

Financial Dilemma

FCS Group performed a study to determine the cost of ambulance service in College Place in 2018. The study analyzed the General Fund and Ambulance Fund, and found the annual cost of providing EMS/ambulance services is $679,000, which is 55% of the $1.3 million Fire/Ambulance expense budget in 2018. The city finance department update these numbers and as of 2021, and the costs have increased to $1.35mil. Expenses and the cost of service continue to rise, and revenue has remained stagnant.

Currently, the General Fund supports the fire/EMS functions by approximately $500,000 per year. The General Fund will continue to support the fire/EMS, but cannot fiscally sustain additional expenditures without additional external revenues.

The frequency of calls volumes has increased by 24% in 2021 and is not expected to decrease in the future. This increase has put a strain of the current staffing levels. In order to alleviate this disparity, the Ambulance/EMS service recommends hiring an additional four full time Fire/EMS employees to meet the required service level.

Why Create an Ambulance Utility Rate?

- Maintain the current level of service to the public
- Finance the hiring of four additional Fire/EMS employees
- Establish a reliable source to fund Ambulance Fund costs
- Enable the City to direct General Fund resources to other needs

Fee Rate and Implementation

On April 12, 2022 council approved a rate calculation based on demand and availability of EMS services. The demand charge is allocated to the different customer categories based on their associated number of incidents in the year, and to the costs associated to the time employees spent on EMS activities. The balance of the costs are associated to amount of time the employees are available to respond to an incident. This portion of the allocation is based on a ERU (equivalent residential unit), which is associated to the average size of a resident unit of 1,985 square feet. The calculations are as follows:

1. Single Family – one ERU regardless of home square footage.
2. Multi Family – one ERU for each unit

3. Nursing Home – each room classified as one ERU less Medicaid beds
4. Commercial – ERU equivalent to total building square footage divided by 1985
5. Hotels/Motels - ERU equivalent to total building square footage divided by 1985
6. Public/College/Schools - ERU equivalent to total building square footage divided by 1985

The rates are as follows:

												Phased Billing Approach per Unit		
Rate based on Demand/Availability Count												Jul-22	Jan-23	Jan-24
		Demand			Availability			Total				33.3%	66.7%	100%
Customer Categories		Incident Count	Percentage Allocation	Demand Charge	ERU	Percentage Allocation	Availability Change	Total Charge	ERU	Yearly Cost	Monthly Cost/ERU			
Single Family	S	84	5.9%	$ 4,114.77	2,476	46.3%	$ 199,191.77	$ 203,306.53	$ 2,476	$ 82.11	**$ 6.84**	**$ 2.28**	$ 4.56	$ 6.84
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Commercial	C	97	6.8%	$ 4,751.57	425	8.0%	$ 34,190.83	$ 38,942.41	$ 425	$ 91.63	**$ 7.64**	**$ 2.55**	$ 5.09	$ 7.64
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Total		1,429	100.0%	$ 70,000.00	5,345	100.0%	$ 430,000.00	$ 500,000.00	$ 5,345	$ 93.55	**$ 7.80**			
Incident Deficit		$ 70,000												
Availability Deficit					$ 430,000									

The rate will be implemented in the following percentages:

- July 1st 2022 at 1/3 the total rate
- January 1st 2023 at 2/3 the total rate
- January 1st 2024 at the full rate

City of College Place, Washington

ORDINANCE NO. 22-007

AN ORDINANCE AMENDING TITLE 13 OF THE COLLEGE PLACE MUNICIPAL CODE BY ADDING A NEW CHAPTER 13.16 AMBULANCE UTILITY THERETO; CREATING AN AMBULANCE UTILITY AND REGULATIONS PERTAINING THERETO; ESTABLISHING AN EFFECTIVE DATE; AND PROVIDING FOR PUBLICATION.

WHEREAS, the City of College Place, Washington is a non-chartered code city governed by Title 35A Revised Code of Washington; AND

WHEREAS, RCW 35.21.766 authorizes the City of College Place to operate an ambulance service as a public utility; AND

WHEREAS, the City of College Place has operated an ambulance service since late 2019; AND

WHEREAS, the College Place City Council has considered this matter during a regularly and duly called public meeting of said Council, has given this matter careful review and consideration, and finds that good government and the best interests of the City of College Place will be served by passage of this ordinance; AND

WHEREAS, it is the intent of the College Place City Council to create a permanent and equitable funding mechanism;

AND

NOW, THEREFORE, THE COLLEGE PLACE CITY COUNCIL DOES HEREBY ORDAIN AS FOLLOWS:

Section 1: Ordinance No. 22-007 hereby amends Title 13 of the College Place Municipal Code by the addition of a new Chapter 13.16 Ambulance Utility to provide in its entirety as shown in Exhibit 1 of this agenda bill:

Section 2: Clerical Corrections. The City Clerk and the codifiers of this ordinance are authorized to make necessary clerical corrections to this ordinance including, but not limited to, the correction of scrivener's/clerical errors, references, ordinance numbering, section/subsection numbers and any references thereto.

Section 3: Severability. Should any section, paragraph, sentence, clause or phrase of this Ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this Ordinance be pre-empted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this Ordinance or its application to other persons or circumstances.

Section 4: Effective Date. In order to provide for the orderly transition and implementation of this Ordinance, the revised Title 13, shall take effect five (5) days from and after date of its final passage, provided that the City Clerk is directed to publish a summary of this ordinance, consisting of the title, at the earliest publication date.

PASSED by the City Council of the City of College Place, Washington, this 10th day of May, 2022.

Norma L. Hernández, Mayor

Attest:

Lisa R. Neissl, MMC
City Clerk

Approved as to form:

Rea Culwell, City Attorney

Passed: 05-10-2022
Published: 05-12-2022
Effective: 05-17-2022

Chapter 13.16

AMBULANCE AND EMERGENCY MEDICAL UTILITY

13.16.010 Utility Established.

Pursuant to the authority of RCW 35.21.766 as now existing or hereafter amended, and the police powers of the city of College Place to protect and preserve the public health, safety and welfare, an emergency and ambulance service utility is hereby established by the city of College Place as a public utility of the city.

13.16.020 Definitions.

For purposes of this chapter, the following terms shall have the following meanings:

A. "Ambulance" means a ground vehicle designed and used to transport the ill and injured and to provide personnel, facilities, and equipment to treat patients before and during transportation.

B. "Ambulance service" or "ambulance operator" means an agency, public or private, that operates one or more ambulances, responding to a 911 or aid call for service, including advanced life support, basic life support and transport services.

C. "Dispatch" means the Walla Walla Emergency Services Communications or subsequent entity/organization providing same or similar emergency communication services.

D. "Emergency medical care" or "emergency medical service" means medical treatment and care which may be rendered at the scene of any medical emergency or while transporting any patient in an ambulance to an appropriate medical facility, including ambulance transportation between medical facilities and between transportation modes.

E. “Operate an ambulance” means the use of an ambulance in any of the following manners:

1. An ambulance stationed within the city.

2. An ambulance dispatched from within or without the city of College Place city limits which repeatedly or customarily makes trips for hire to pick up the sick or injured.

F. “Person(s)” means any individual, firm, partnership, association, corporation, company, group of individuals acting together for a common purpose, or organization of any kind, including a government agency.

G. “Utility fee” means the monthly (or other regular time frame) fee levied by the utility upon persons within the boundaries of the city.

H. “System” means the entire system of ambulance services provided by the utility or over which the utility has regulatory control by virtue of contract, franchise, or other service agreement or arrangement legally recognized by the city.

I. “Unit” means the unit of occupancy for each utility user classification. The unit of occupancy for assisted living and nursing home facilities shall be beds rented or leased on an individual basis minus Medicaid beds.

J. “Utility” means the city of College Place ambulance and emergency medical services utility, including without limitation all equipment, employees, agents, supplies, overhead and other associated costs incurred to deliver all regulatory and ambulance services.

13.16.030 Purpose.

The purpose of the utility is to regulate users and providers of all ambulance services; to generate revenue to assist in paying for the regulatory scheme authorized by this chapter; to strive to ensure twenty-four-hour emergency medical and basic life support service; to assist in paying for the particular benefits conferred upon residents and other occupants within the city; and to mitigate the burdens on the system by the different users of the system.

13.16.040 Operation.

The utility shall be operated by the fire department and the city Finance Director shall have the authority to collect utility fees and spend fee revenue as authorized by the City Council.

13.16.050 Rules and Regulations.

The Fire Chief, or the Chief’s designee, is hereby authorized to promulgate any and all policies and rules necessary to implement the provisions of this chapter which may include that all public and private ambulance providers retain highly trained, qualified and experienced personnel; maintain appropriate certifications and qualifications; ensure appropriate fleet management and equipment maintenance; satisfy minimum emergency vehicle specifications; ensure response times that protect the public health, welfare and benefit of all College Place residents, businesses and other ambulance customers; deliver a level of care service consistent

with or exceeding industry standards; comply with transport protocols; provide procedures for customer inquiries and complaints and ensure coordination with Dispatch and other public safety communications.

13.16.060 Establishment of Utility Fund.

There is, created in the office of the city finance, a special fund for the operation of the utility and all fees collected under the provisions of this chapter shall be deposited and placed in said fund and shall be disbursed as the City Council of the city of College Place may from time to time direct. Expenditures from the fund shall be made only for the establishment, maintenance, operation and **capital needs** of the utility.

13.16.070 Utility Fee.

A. Fee Formula. A monthly service utility fee for the operation of the utility shall be established from time to time by resolution of the City Council in conformity with RCW 35.21.766. The amount of the fee shall be based upon costs of regulating ambulance services and the costs of providing ambulance utility services as determined by a costs-of-service study required by RCW 35.21.766(3). Those costs, after transport charges and general fund contribution, shall be divided among the City of College Place residents and other occupants based on a calculation of demand costs and availability costs, consistent with accepted principles of utility rate setting, including:

1. The rate attributable to availability costs of the utility shall be uniformly applied across all user classifications within the utility.

2. The rate attributable to demand costs which shall be established and billed to each utility user classification based upon each user classification's burden on the utility.

The service fee charged by the utility shall reflect a combination of the rates attributed to both the availability cost and the demand cost. The resulting fee shall be assessed to identifiable use classifications. Fees shall not exceed the revenue requirements to cover the costs of the utility, as authorized by the City Council by adoption of an annual budget and subsequent amendments.

B. Classifications. The monthly utility fee shall be collected from each of the following utility user classifications:

1. Single-family residential;

2. Multifamily;

3. Commercial/retail/Industrial;

4. Hotel/motel;

5. Assisted living/nursing homes;

6. Public/College/Schools;

The owner or occupant of each unit in such classifications shall be responsible for payment of this utility fee for the availability and demand of ambulance services.

C. Rates Formula. The resident emergency medical service rate for the transport and transfer of patients shall be distinguished from the nonresident rate which shall reflect the full costs of providing emergency medical services for each classification calculated on a per call basis. The utility rate will be assessed based on an ERU (equivalent resident unit). This basis is determined by calculating an ERU as 1,985 square feet. Apartments and multifamily residential facilities units are determined by the number of residential units available for occupancy. All non-residential units will calculate an ERU by using their total building square footage divided by the ERU equivalent. Any exceptions to this calculation must be approved by City Council.

D. Rate Implementation. The rate shall be implemented in a phased approach, starting at 1/3 of the calculated rate starting July 1st 2022 with the July 2022 billnig cycle, 2/3 of the calculated rate starting January 1st 2023 with January 2023 billing cycle, and the final 3/3 starting January 1st 2024 with the January 2024 billing cycle.

E. Utility Fee Exemptions—Reductions.

1. All vacant, unoccupied parcels are exempt from the utility fee.

2. Persons who are Medicaid eligible and who reside in a nursing facility, boarding home, adult family home or receive in-home services are exempt from the utility fee, pursuant to RCW 35.21.766(4)(d)(i).

3. Any change in use of a parcel or any other change in circumstance that eliminates application of an exemption from the utility fee shall immediately make the affected property subject to applicable utility fees. The utility fee shall become due and payable as of the date of the change in use and shall continue until the parcel again meets exemption requirements.

4. Monthly rates shall not be prorated. Initial and final charges may be prorated in accordance with the city's standard utility prorating practices.

5. Any customer seeking an exemption from payment of the utility fee, and/or conversion from covered to exempt status, must file a written petition, with the city Finance Director, seeking a determination as to whether a specific parcel satisfies the exemption requirements set forth in this section. The city Finance Director's determination may be appealed to the City Council.

6. The combined rates charged shall reflect an exemption for persons who are Medicaid eligible and who reside in a nursing facility, boarding home, adult family home, or receive in-home services.

7. The combined rates charged may reflect an exemption or reduction for designated classes consistent with Article VIII, Section 7 of the State Constitution.

8. The amounts of exemption or reduction shall be a general expense of the utility, and designated as an availability cost, to be spread uniformly across the utility user classifications.

F. Periodic Utility Fee Review. The city Finance Director, or the city Finance Director's designee, shall periodically perform financial review and analysis of the utility's revenues, expenses, indebtedness, fees and accounting, and recommend budgets, fee adjustments and financial policy. Based on such review, the city Finance Director shall recommend changes, amendments or additions for adoption by the City Council.

F. Limitation on Total Revenue. The total revenue generated by the rates and fees shall not exceed the total costs necessary to regulate, operate, and maintain an ambulance utility.

13.16.080 Collection of Utility Fees.

The monthly utility fee for the utility shall be collected in the same manner as city utility bills are currently or hereafter collected.

13.16.090 Individual Service Calls.

All fees and charges for individual service calls of ambulances and emergency medical services operated by the utility shall be set by resolution and shall be in addition to the monthly utility fees set under this chapter.

13.16.100 Allocation of Revenue.

All revenue collected under Section 13.16.070 shall be allocated to demand-related costs of the utility.

13.16.110 Medicare and Medicaid.

This chapter shall be construed and implemented to be consistent with applicable Medicare and Medicaid requirements. If any regulation or procedure adopted under this chapter for the purposes of establishing, implementing, imposing or collecting charges for ambulance service is found or determined to be in conflict with Medicare or Medicaid requirements, the conflicting part of this chapter shall be inoperative to the extent of the conflict and such finding or determination shall not affect the operation of the remainder of this chapter.

13.16.120 Violations.

A. Violations. Failure to comply with any provision of this chapter or policy or rules adopted by the Fire Chief, or the Chief's designee, under Section 13.16.050 shall be a violation pursuant to Chapter 1.20 College Place Municipal Code, subject to any and all enforcement, assessment of fines/fees, and remedies contained therein or as further amended, including civil and/or criminal enforcement action.

13.16.130 Reduction in Residential Ambulance Fees for Low-income Customers.

A. Residential customers whose qualifying income is at or below one hundred twenty-five percent of the currently available national poverty guideline as established by the U.S. Department of Health and Human Services will be entitled to a reduction of the ambulance utility fee established in Section 13.16.070.

B. Qualifying income shall be the total adjusted gross income (AGI) of all of the people living in the residence for the calendar year immediately preceding the year the reduction is applied for.

C. For those residential customers who qualify under the provisions of subsections (A) and (B) of this section, the ambulance fee established under Section 13.16.070 shall be fixed at a discount of twenty percent of the amount established under Section 13.16.070.

D. Such a reduction in the ambulance utility fee shall follow the same procedures as the reduction with other City Utilities.

E. An approved application for reduction in the ambulance utility fee under the provisions of this section shall be valid for a term of twelve months. No sooner than thirty days before, nor later than thirty days after the expiration of that term, the residential customer may reapply for an additional twelve-month term. The process for the submission, review and approval of that renewal shall be the same as for the initial application.

F. The reduction in the ambulance utility fee under this section shall only be available to noncommercial customers.

G. This section shall apply to those residential customers who qualify beginning July 1, 2022. Any eligible refund must be requested by December 31, 2022, and shall be applied as a credit toward the residential customer's future utility bill.

13.16.140 – Billing and Collection.

The City may administer the billing and collection services required to implement this chapter, or it may enter into interlocal agreements with other governmental entities for this purpose.

Service charges collected under this ordinance shall be deposited into a special fund or funds to be used only for the purpose of paying all or any part of the cost and expense of maintaining and operating the ambulance utility, all or any part of the cost and expense of ambulance management services.

The remedies and charges imposed by this section are additional and concurrent to other remedies available and charges imposed by the City or at law.

13.16.150 Liens.

Nothing contained in this chapter shall be construed as a waiver of liens, and the City shall have all rights to liens as provided in Chapter 35.67 RCW, as the same exists or may hereafter be amended, or any other rights to enforce the collection of ambulance service charges as may from time to time be provided in state law. The lien shall have superiority as established by RCW 35.67.290. There shall be added to the delinquent amounts and interest all costs and expenses incurred by the City in compelling payment of the same.

Michael Rizzitiello

From: Steve Rose <Steve.Rose@wallawalla.edu>
Sent: Tuesday, April 27, 2021 11:40 AM
To: Michael Rizzitiello
Cc: George Bennett
Subject: Parking on Davis - north of 4th Street

Good morning, Michael –

It was good to visit with you and Jon yesterday online during our meeting together with other WWU administrators.

Thank you for the outstanding work that you are doing for the City of College Place! It is amazing the amount of work that is ongoing.

As we discussed yesterday, WWU continues to be interested in having the parking spots that are located next to the Canaday Technology Building on Davis Street be returned to angled parking. When the work on the sidewalks is done on that portion of the street, we are requesting that the worn out striping of angled parking spots be repainted to reinstate angled parking from 4th Street to the back entry way to campus. This is a critical need for WWU based on the reduced parking capacity in front of the WEC.

Thanks, Michael – if you have any questions, please feel free to get in touch with me accordingly!

Steve

Steven G. Rose
VP Financial Administration
Walla Walla University
204 South College Avenue I College Place, WA 99324
509-527-2303

Excellence in Thought ◊ Generosity in Service ◊ Beauty in Expression ◊ Faith in God

Michael Rizzitiello

From: Troy Tomaras
Sent: Wednesday, May 5, 2021 8:58 AM
To: Michael Rizzitiello
Subject: Parking on Davis

Mike – Per our discussion in regards to diagonal parking on Davis, north of 4th , I strongly endorse diagonal (angled) parking. Diagonal parking is safer and easier than parallel parking and is more space efficient. I believe there is plenty of room for diagonal parking in that area and it would help alleviate some parking challenges at the University.

Troy

Troy Tomaras
Chief of Police
College Place Police Department
Office: 509-394-8550
Cell: 509-540-1327

A Message from Walla Walla valley's Law Enforcement

OTHER J-U-B COMPANIES

TECHNICAL MEMORANDUM

DATE: May 10, 2021

TO: Mike Rizzitiello

CC:

FROM: Darral S. Moore, P.E.

SUBJECT: WWU Angled Parking SW Davis Avenue

This memo has been prepared at your request to review proposed angled parking along the eastern side of SW Davis Avenue and north of SW 4th Street at Walla Walla University (WWU).

Background

A portion of existing vehicular parking spaces at WWU from SW Davis Avenue to College Avenue is planned to be removed due to the 4-Bikes cycle track project being conducted by the City of College Place. This will eliminate several parking spaces that are currently used by WWU students. North of SW 4th Street along the east side of SW Davis Avenue is an area that currently allows for parallel parking. This stretch of parallel parking is approximately 360-ft in length. The existing roadway width for SW Davis Avenue at the parallel parking area is approximately 44-ft from face of curb to face of curb. There are a few single family residences along the west side of SW Davis Avenue. SW Davis Avenue is considered a two-lane local street. No traffic volumes have been collected; however, it is anticipated that SW Davis Avenue has low traffic volumes with most of the traffic volume being generated by WWU students.

WWU would like to add angled parking on the east side of SW Davis Avenue to make up for parking spaces being eliminated. Traffic volumes, roadway width and City Standards have been reviewed to determine if angled parking would be an acceptable parking option for WWU.

Review

The proposed angled parking will require parked vehicles to back out onto SW Davis Avenue. This may increase the risk of accidents. However, with low traffic volumes and a posted speed limit of 25 mph, the risk of potential serious accidents and/or a decrease if public safety would generally be considered low.

We looked at other angled parking scenarios in other jurisdictions for comparison purposes. The City of Walla Walla has angled parking along E./W. Main Street in their downtown district area. This section of angled parking is located on both sides of the street and is a very busy downtown commercial area. Vehicular traffic volumes have not been collected; however, West Main Street it is expected and anticipated to have much higher vehicular and pedestrian traffic volumes. The posted speed limit is an equivalent.

The City of College Place current Road Cross Sections for a Two Lane Local Street include the following widths and parking allowances:

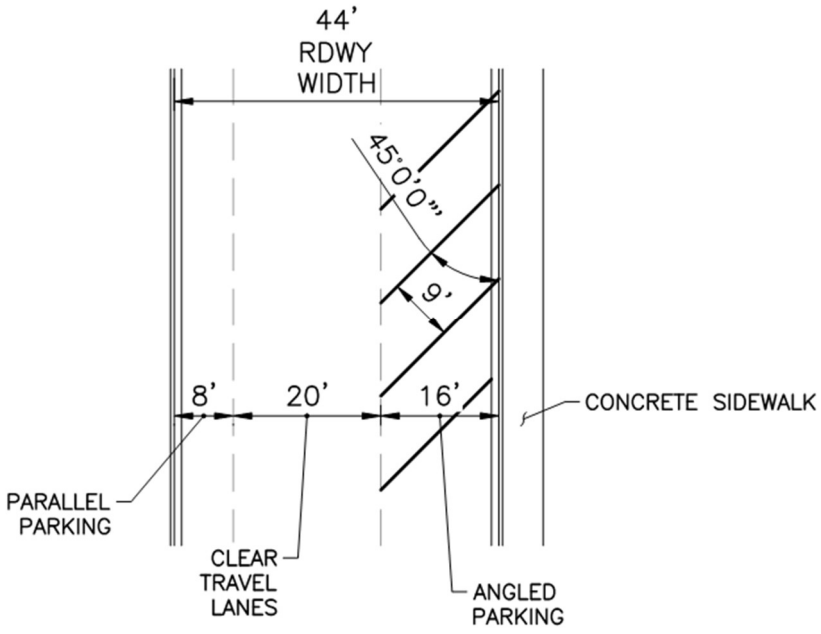
- On street parking permitted on both sides – 36-ft wide roadway from curb to curb
- No on street parking permitted – 20-ft wide roadway curb to curb
- On street parking permitted on one side – 28-ft wide roadway curb to curb

The existing roadway section for SW Davis Avenue is approximately 44-ft from face of curb to face of curb. This would generally allow parallel parking on both sides of the street. To accommodate parallel parking on the west side and diagonal parking on the WWU side would require the following width and configuration to meet current City roadway standards:

- 8-ft parallel parking on the west side
- Two 10-ft clear travel lanes for a total of 20-ft
- 16-ft depth diagonal parking along the WWU side with a 45 degree angled parking

Refer to Figure 1 depicting the roadway section with angled parking.

Figure 1



Conclusion

It is my opinion that angled parking would be acceptable option for parking along a portion of SW Davis Avenue using the configuration as shown on Figure 1. This is based upon the following conclusions:

- Low risk for serious accidents due to low traffic volumes
- A posted speed limit of 25 mph
- A comparable angled parking scenario for a higher traffic volume area in another jurisdiction
- Roadway section meeting the minimum clear travel width for a two lane local road

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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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.

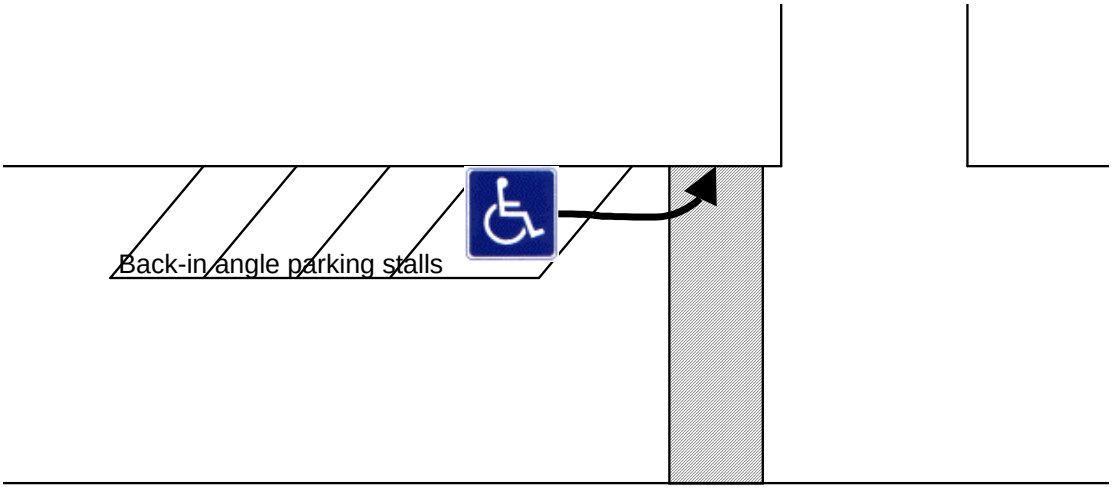
Steep terrain

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.

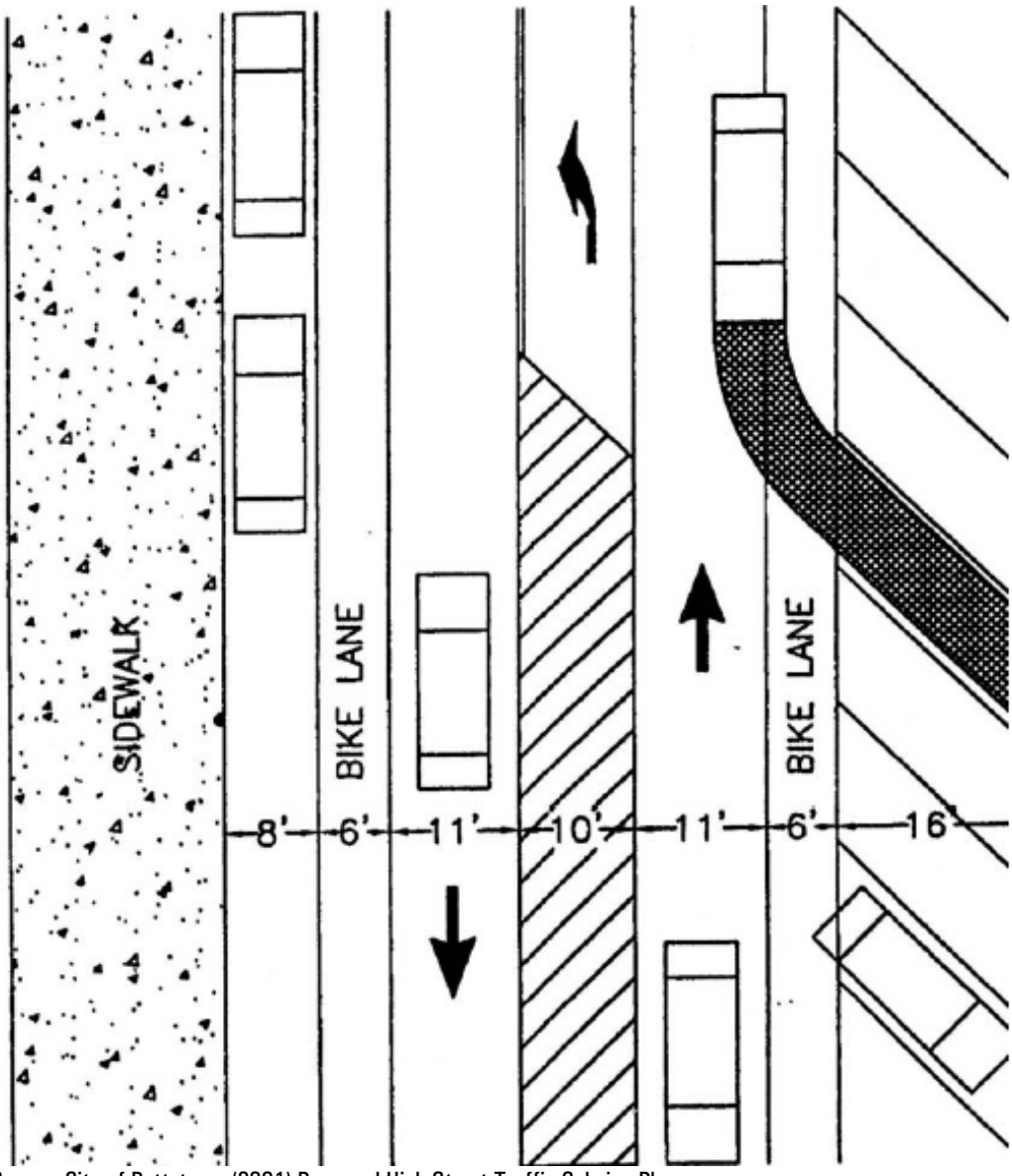
Figure 7 Cities using back-in/head-out angle parking.

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.

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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.

APPENDIX A

NAWN, J.A. (2003) CENTRAL BUSINESS DISTRICT BACK IN ANGLE PARKING. *PE REPORTER*, NOVEMBER/DECEMBER ISSUE, P. 11-13.

Central Business District Back In Angle Parking

John A. Nawn, P.E., PTOE

In August 2003, the Pottstown borough completed back in angle parking along the main street thorough its central business district (CBD). This is the first such application of back in angle parking in the Commonwealth of Pennsylvania.

In many community's central business districts, lack of parking close to retail and commercial establishments is seen as a deterrent to continued retail development and reinvestment into the CBD. In many instances, the CBD is also bisected by an urban arterial, or "Main Street." Competing needs of parking versus efficient vehicle movement can impede mobility and sometimes compromise safety.

Since the middle 1990's, the Borough of Pottstown, Montgomery County, Pennsylvania, has struggled to revitalize and reinvigorate its downtown core. The Borough's 1994 Downtown Comprehensive Plan identified several goals for revitalization, specifically dealing with creation of a pedestrian friendly, multi-modal environment while maximizing the amount of parking and its proximity to retail establishments that line the downtown core. Through leveraging of and improvement to the existing transportation infrastructure, the community attempted to realize these goals.

Located in the Philadelphia, Pennsylvania metropolitan area and situated on the Schuylkill River, the Borough of Pottstown traces its routes to 1752. As the Borough developed, the CBD developed centered along High Street, making High Street the Borough's main street. At 5.5 square miles, Pottstown population is 21,859 (2000 census). Following the increase in automobile traffic after World War II, the High Street cross section was reconfigured to maximize automobile mobility. With 68 feet available between the curb lines, two 11-foot through lanes and a 7-foot parallel parking lane were created in each direction along with a 10-foot wide center turn lane/ painted median. Combined with a 16-foot sidewalk on each side, the face of the buildings on each side of the street are 100 feet apart, creating a very wide corridor through the CBD. The width of the corridor is visually perceived by some to be a deterrent to downtown redevelopment.

As a highway facility, High Street was an operational success... however, High Street was failing to meet more recent and progressive economic development and transportation goals.

In 1972, a four lane, grade separated, limited access freeway, U.S. Route 422, was constructed along the opposite side of the river from the Borough, essentially bypassing the CBD and drawing large amounts of the existing through traffic volume from High Street. High Street quickly became an underutilized transportation asset.

As a highway facility, High Street was an operational success. The 85th percentile speeds were within 5 miles per hour of the posted speeds and an attractive level of service was maintained for vehicles. However, High Street was failing to meet more recent and progressive economic development and transportation goals endorsed at local, state, and national levels.

Increasing pedestrian traffic is one of the key objectives in the Borough's efforts to revitalize the CBD. However, High Street's configuration impeded these efforts. With four lanes of rapidly moving traffic, it was neither pedestrian nor shopper friendly. High Street's 68-foot cross-section was intimidating and discouraged pedestrians and shoppers from crossing the street. Pedestrian injuries and deaths were not uncommon. In addition, vehicle traffic along High Street moved too quickly to allow passengers adequate time to identify shopping opportunities and find a parking space.

Downtown business owners identified a perceived lack of parking as a concern. Although metered, parallel parking was available on both sides of High Street throughout the CBD, it was generally 50%

"Back-in" continued on p. 12

"Back-in" continued from p. 11

utilized and, therefore, considered to be insufficient in addressing the potential needs of the downtown businesses, considering the number of vacancies. While a number of small surface lots had been created along High Street, the linear nature of the CBD makes this parking convenient to only adjacent businesses with long walks necessary for all other businesses.

One of the region's transportation goals is to encourage the use of bicycles as an alternative to the automobile. High Street had been designated by Montgomery County as an official Bicycle Route connecting Pottstown with other communities along the Schuylkill River corridor. But, in its former configuration, High Street was not conducive to bicycle travel with no dedicated bike lanes and swiftly moving vehicular traffic.

State and regional plans recognize the connection between revitalizing older communities and solving the problems of traffic congestion on our roads and highways. Encouraging people to live, work and shop in denser, walkable communities fosters the use of existing public transportation, helps reduce sprawl and relieves the pressure on our road system. Creating vibrant downtowns in our cities and smaller urban communities ensures a growing demand for public transportation. Therefore, the general thinking was that reconfiguring and calming traffic on High Street would address Pottstown's own economic development goals and have a positive impact on regional transportation and growth issues.

Clearly if the Borough was to increase pedestrian traffic and attract new business to the CBD, while not reducing available parking, the existing automobile and truck traffic would have to be calmed. The CBD study area generally encompassed a 1.1-mile corridor centered along High Street. Within this corridor, there are 10 signalized intersections. Of those, only two were equipped with pedestrian push buttons; side streets were not actuated; and all signals were uncoordinated, operating on fixed time cycles with side street phases sufficient to also support lengthy pedestrian times required to cross High Street. Improvements would include coordination of the signals and the addition of pedestrian push buttons to improve mobility and support the thorough lane reduction necessary to support additional angle parking.

One method used to provide more parking is creation of traditional, pull-in angle parking. However, in order to properly implement traditional angle parking, a substantial amount of right-of-way is necessary to provide the proper maneuver space for vehicles to back out of the spaces without impeding traffic flow on the adjacent roadway. With traditional angle parking in place on both sides of a main street, the width of the street and subsequently pedestrian crossing distances become excessive, creating a non-unified downtown unattractive to pedestrians; pedestrians who are critical to the success of the retail and commercial establishments in the CBD. At signalized intersections, pedestrian crossing times can be excessive, leading to decreased vehicle mobility and progression. More typically, the width of available right-of-way is insufficient to support angle parking. While the angle of the parking can be reduced to narrow the required width of street, as the parking angle becomes more acute, the angle-parking yield becomes not much more than that with parallel parking. Ideally, angle parking without the wide maneuver space would address the problem.

It was clear that if the Borough wished to leverage additional parking and a friendlier pedestrian environment as a means to revitalize the downtown area, that conventional methods and thinking would not likely meet those goals. The concept of employing reverse angle or back in angle parking was initiated by the Borough's Planning Commission and upon request from the Commission, the Borough commissioned a new study to evaluate the appropriateness of back in angle parking on High Street.

The initial plan was to establish minimum required lane widths for the conventional elements of the roadway cross-section. In accordance with PennDOT's criteria for an urban arterial, the minimum acceptable width for through lanes is 11 feet. The center median/turn lane would remain, as it was critical to maintaining the necessary levels of service. PennDOT's minimum criterion for auxiliary lanes is 10 feet, therefore leaving 36 feet of the 68-foot width available to support the parking and bicycle lanes.

PennDOT has detailed regulations governing implementation of angle parking on state highways and specifies a minimum width for parking and maneuver space. With 36 feet available, it would be possible to implement angle parking on one side of the street only, with 6 feet available for a single bike lane. Downtown stakeholders were not inclined to limit parking to one side of the street. Furthermore, with parking provided on only one side of the street, the question was raised as to how drivers proceeding in the opposite direction would be able to utilize the spaces. There was little interest in reducing the angle of the spaces as the additional yield, as noted previously, was not sufficient to justify the installation of the angled spaces.

Having determined that angle parking would likely only be possible on one side of the street, the decision was made retain parallel parking on the opposite side. It was also determined at this point to set a minimum width for the bicycle lane, in accordance with AASHTO criteria, which

recommend a width for two directional travel of 12 feet. This width was also consistent with PennDOT's criteria. With all the other minimum widths established and agreed upon, this left 18 feet for angle parking.

In order to maximize the amount of parking, it was decided to utilize an 8 foot, 6 inch (2.59 meter) wide space, which is consistent with National Parking Association (NPA) criteria for a 45-degree angle space. The available 18-foot width, however did not meet PennDOT's minimum criteria. The design team, lead by John A. Nawn, P.E., PTOE, in meetings with the Department, pointed out that PennDOT standards did not specify whether the angle parking criteria applied to traditional pull in or back in angle parking, and since there were no examples of back in angle parking in Pennsylvania, it was clear that the PennDOT criteria only applied to pull in angle parking. It was agreed that a maneuver area was necessary for traditional pull in angle spaces so vehicles can re-enter the roadway safely. When backing up from a pull in angle space, an operator temporarily has no view of approaching traffic dependent upon the length of his or her vehicle and the length and composition of the vehicle to the right. The maneuver area is necessary to provide the operator a safe place to back into during this essentially blind reverse maneuver. However, with back in angle parking, it was argued that no such maneuver area was necessary since vehicles exit forward.

The human biomechanical motion necessary to enter a back in angle parking space is similar too, if not easier than entering a parallel parking space. The prescribed method for entering a parallel parking space entails three distinct steps. First, the operator pulls past the parking space. Second, the operator proceeds in reverse into the space, on a diagonal, as far as possible. Third, the operator pulls forward while turning toward the right to bring the vehicle parallel to the curb. The second step, wherein the operator pulls backwards into the parallel space, typically places the vehicle at an approximate 45-degree angle with the travel lane. For a 45 degree back in angle space therefore, the operator only needs to complete the first two steps of the typical parallel parking maneuver wherein the operator pulls past the space, than proceeds in reverse into the space, completing the move. When leaving the space to re-enter the highway, the back in angle space has a clear advantage over the parallel parking space. When exiting a parallel parking space, an operator must turn his or her field of vision up to 180 degrees and look backward to be able to view approaching vehicles and identify gaps in which to re-enter the traffic stream. In pulling out from a 45 degree angle space, the maximum that the operator must turn his field of vision is 135 degrees to be able to see approaching vehicles from his left. This movement requires only that the operator turn sideways, not backwards presenting a slightly more 'comfortable' position for the operator.

Based on the above discussion, it was successfully presented to the Department that given the fact that it is theoretically easier to enter and exit a back in angle parking space than a parallel parking space, and no maneuver area is typically required for parallel parking lanes in an urban zone, accordingly, no additional maneuver area would be necessary nor should be required for back in angle parking.

The proposed layout was approved by the Borough Council and endorsed by three local, downtown organizations, and the County. The plan was also conditionally approved by PennDOT. Design of the project was funded partially by a grant from the Delaware Valley Regional Planning Commission (DVRPC), through their competitive Transportation and Community Development Initiative (TCDI) program. Implementation of the re-designed striping was carefully orchestrated to follow a planned maintenance resurfacing of High Street.

The decision as to which side of the street to locate the back in angle parking on was cause for much discussion among the stakeholders. Ultimately, the decision was based entirely on which side would yield the biggest increase in parking, and that was found to be the north side of High Street. The additional parking yield over the existing parallel parking, per block, varied greatly depending on the location of driveways, no parking zones and the like, with some blocks gaining as many as 23 spaces and some blocks as few as 2 spaces. Overall, the downtown area gained a total of 95 new spaces, a 21% increase over existing conditions.

In addition to parking changes, existing electromechanical signal controllers were replaced with new, solid state controllers and coordinated with each other to accommodate the through lane reduction necessary to accommodate the new parking and bike lane.

This context sensitive solution demonstrates that back in angle parking can be effectively integrated into the downtown environment and co-exist along an arterial highway employing current, minimum design standards. In addition to creating more parking over traditional parallel parking, back in angle parking can also be used as a traffic calming/street narrowing tool, can enhance pedestrian functionality and walk-ability within the downtown area and can work harmoniously with bicycle lanes, all resulting in a more attractive and intimate downtown corridor enhancing the downtown experience and leading to increased economic investment. ■

John A. Nawn, P.E., PTOE was the Project Manager for the Back In Angle Parking design and installation and had been associated with the project and the Borough's efforts since 1995. Mr. Nawn holds a Bachelor of Science Degree from Drexel University, and is currently employed by URS Corporation the Branch Manager of their Philadelphia Office. John, a licensed professional engineer in four states and a certified professional traffic operations engineer, has over 16 years experience in traffic engineering and has been a member of PSPE since 1990. John is currently the President of the Delaware County Chapter of the Pennsylvania Society of Professional Engineers.

The project was presented at and appears in the proceedings of both the Second Urban Street Symposium (a Transportation Research Board conference) and the 2003 Institute of Transportation Engineers Annual Conference.

For more information please contact Mr. Nawn at, 215-587-9000 x3000 or john_nawn@urscorp.com.

APPENDIX B

CITY OF POTTSTOWN (2001) PROPOSED HIGH-STREET TRAFFIC CALMING PLAN.

1. Wilmington, Delaware

Contact person: Thomas Warrington
Department of Public Works
900 E 11th ST
Wilmington, DE 19802
302.571.4233

The City of Wilmington, Delaware, has six blocks of 60 and 90-degree back-in angle parking dating back about 50 years. By city ordinance, Wilmington requires all angle parking to be back-in because of the safety factor.

For 60-degree angle parking, regulations require 19 feet out from the curb for parking spaces, to allow for vehicles with extended cabs, plus a minimum of 11 feet for a travel lane, for a total of 30 feet for traffic going in one direction.

The highest average daily traffic for any block with angle parking is the 1000 block of Market Street, with an ADT of 6,500 vehicles.

Wilmington has not experienced any significant problems with accidents or impediments to travel flow with angle parking.

(See attached letter from Thomas Warrington.)

2. Seattle, Washington

Contact person: Bill Jack
Seattle Transportation
Municipal Building, Room 410
600 Fourth Avenue
Seattle, WA 98104
206.684.8329.

The City of Seattle, Washington, has about 280 blocks of angle parking spaces, most of which are back-in. Seattle also has pull-in angle parking, but prefers back-in angle parking because it is safer, especially for pedestrians.

North Queen Anne Street, shown above, is one of the higher volume traffic streets, with about 6,500 ADT.

Seattle has had back-in angle parking for more than 30 years.

(See attached letter from Bill Jack.)

3. Washington, D.C.

Contact person: Rashid Sleemi
202.671.1573

Washington, D.C. has six blocks of back-in angle parking going back 15 to 20 years.

The busiest thoroughfare is the 2400 block of 18th Street NW, which has an ADT of 9,200. The street has two lanes of traffic going in each direction with no maneuver lane in front of the parking spaces.

Other areas with back-in angle parking are several blocks on Water Street, NW, a low volume traffic area, and Vermont Avenue, NW, between 14th and Q streets, with an ADT of 5,000.

Although no traffic records are available, Mr. Sleemi reports the perception is that back-in angle parking does not create any traffic hazards.

4. Indianapolis, Indiana

Contact person: John Burkhardt
Administrator, Traffic Division
1725 S. West Street
Indianapolis, IN 46225
317. 327.2903

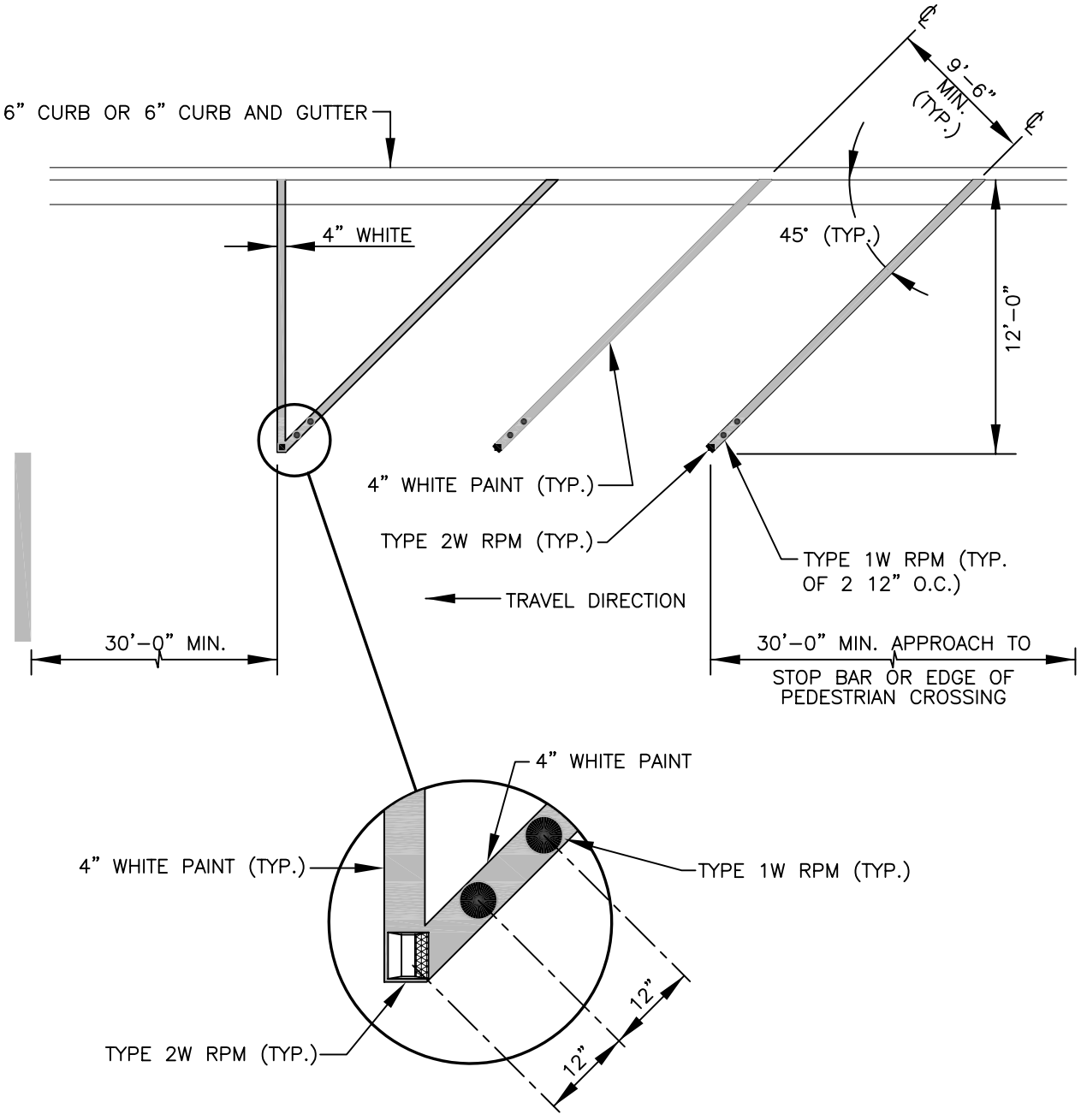
Indianapolis has one block of back-in angle parking, along the federal courthouse on New York Avenue, going back at least 15 years.

New York Avenue is a one-way street consisting of a north parallel parking lane, three traffic lanes, a right turn lane, and angle parking. The right turn lane is directly adjacent to the angle parking. Average daily traffic is 13,800.

The latest traffic records, for the years 1999-2000, reflect there were a total of two accidents over two years at the nearest intersection. They do not know if those accidents had anything to do with the angle parking.

APPENDIX C

CITY OF VANCOUVER (2004) ANGLE BACK IN PARKING STRIPING.



49 ANGLE BACK IN PARKING STRIPING AND MARKINGS

REV NO.	DATE	BY	APPR

TRANSPORTATION SERVICES

APPROVED BY: TRAFFIC ENGINEER MANAGER

DATE: 8/30/2004

CITY OF VANCOUVER WASHINGTON

CITY OF VANCOUVER

ANGLE BACK IN PARKING STRIPING

STANDARD PLAN NUMBER

T29-62

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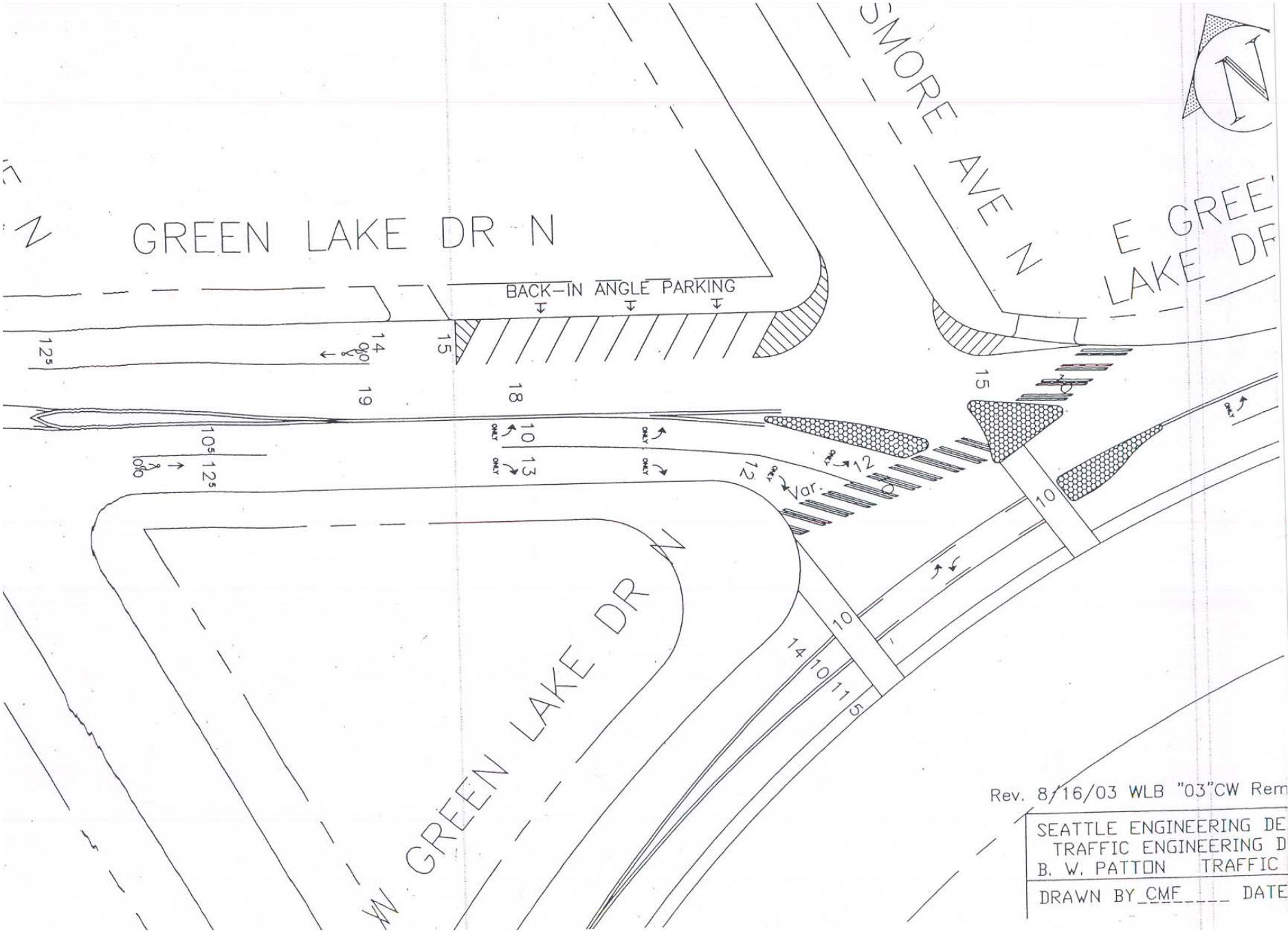
APPENDIX D

CITY OF SEATTLE (2005) ANGLE BACK IN PARKING DIMENSIONS (SOURCE: FRANK NELSON, SEATTLE TRANSPORTATION DEPARTMENT).


GREEN LAKE DR N
BACK-IN ANGLE PARKING
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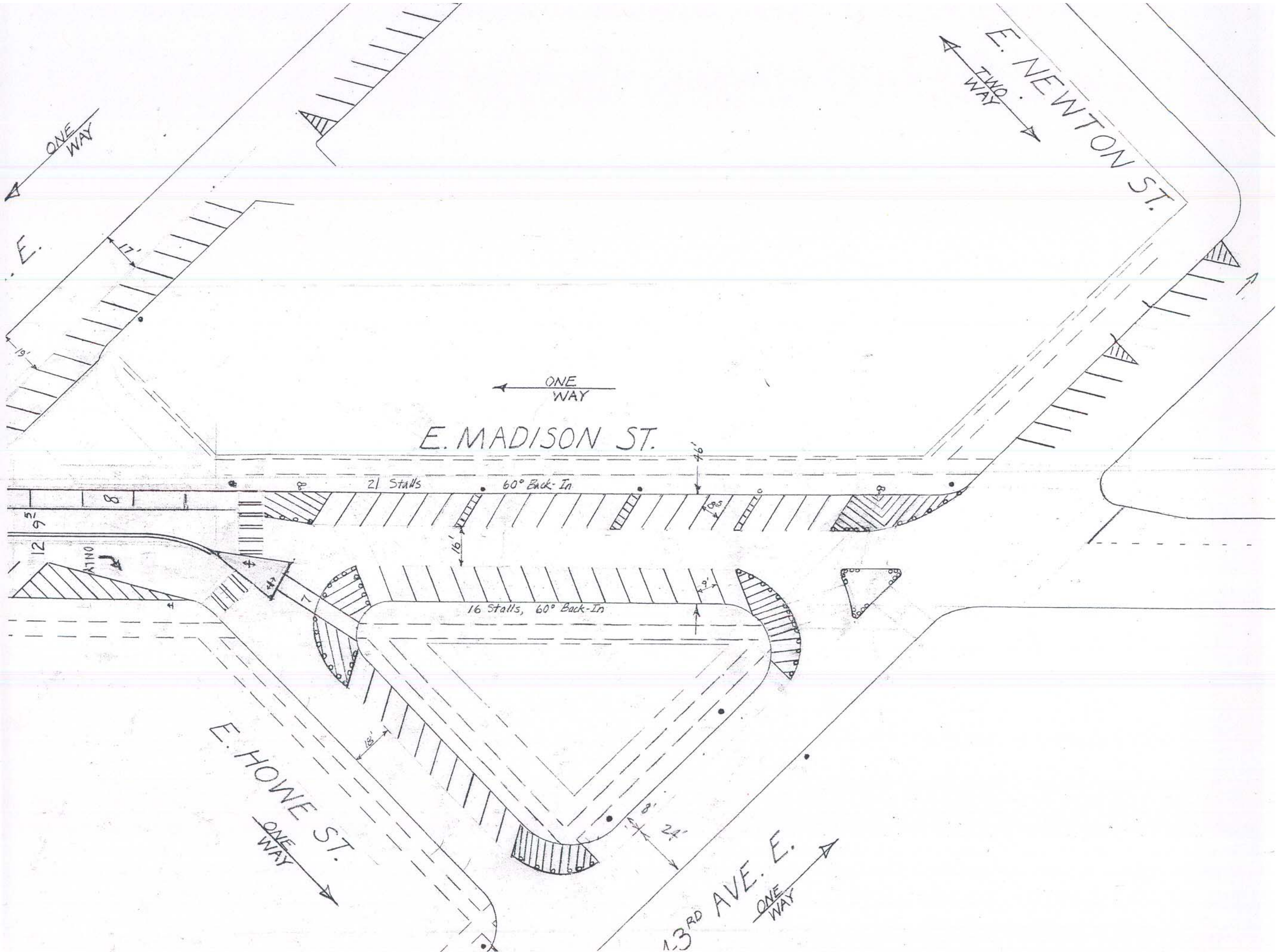
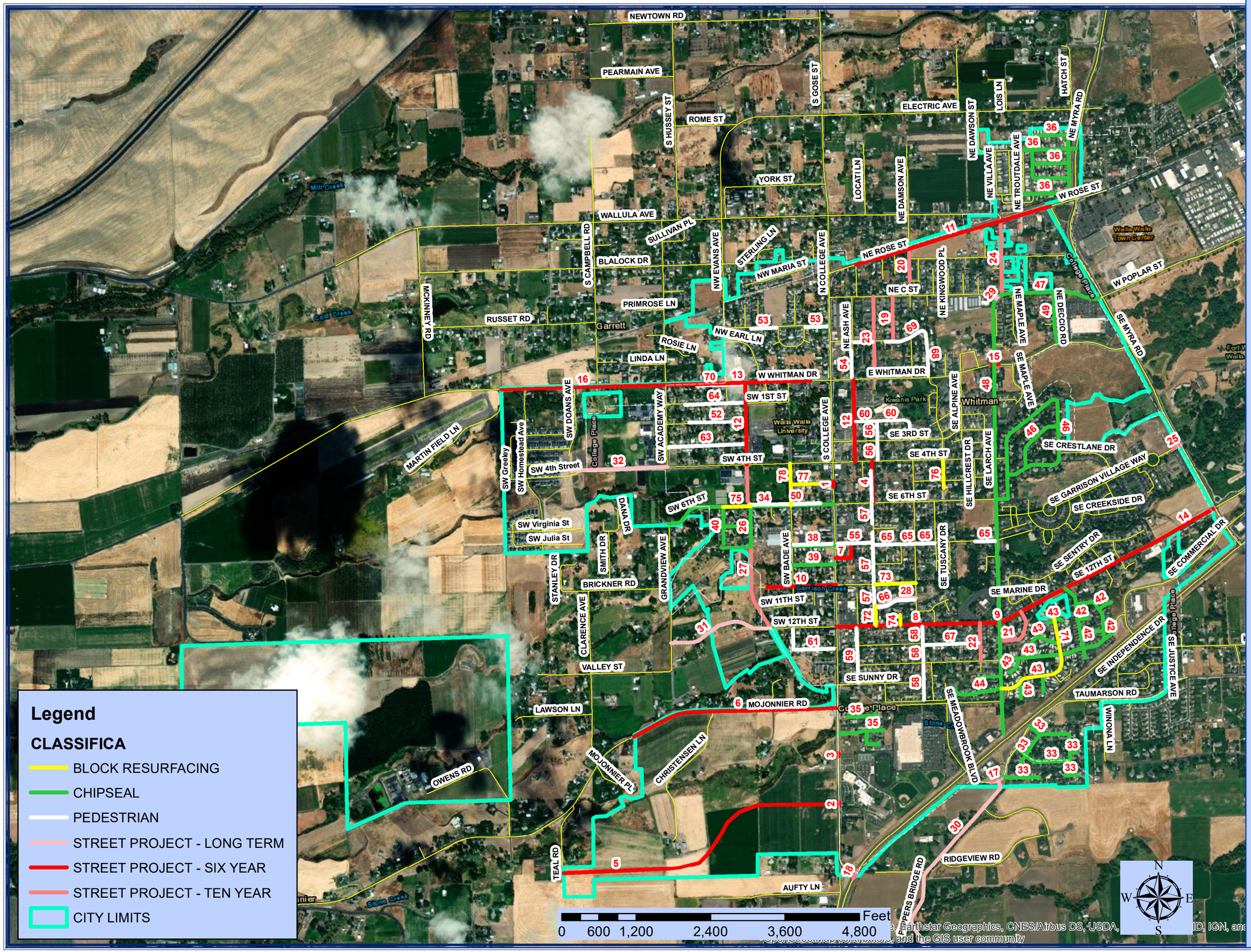


E. NEWTON ST.
TWO WAY
ONE WAY
E. MADISON ST.
21 Stalls 60° Back-In
46'
8.5'
16'
9'
16 Stalls, 60° Back-In
ONLY
12
9.5'
8
17'
19'
18'
8'
24'
E. HOWE ST.
ONE WAY
13RD AVE. E.
ONE WAY

2023 TO 2028 TRANSPORTATION IMPROVEMENT PLAN



Legend

CLASSIFICA

- BLOCK RESURFACING
- CHIPSEAL
- PEDESTRIAN
- STREET PROJECT - LONG TERM
- STREET PROJECT - SIX YEAR
- STREET PROJECT - TEN YEAR
- CITY LIMITS

Projects

Street Projects

1. College Place Post Office Crossing: 2023
2. College & Stone Creek Intersection #1: 2023
3. College & STone Creek Intersection #2: 2023
4. SE Birch (4th to 6th) Reconstruction: 2023
5. Stone Creek Collector Road: 2023
6. SW Mojonnier Rd Reconstruction: 2023
7. SE 9th Street Reconstruction: 2023
8. SE 12th Street Reconstruction: 2023
9. 12th & Larch Intersection Reconstruction: 2023
6. SE Birch (4th to 6th): 2022
7. Southside Development East-West Corridor: 2022
8. Mojonnier Rd (College to Bluvue Ct): 2022
9. SE 9th Street (College Dead End): 2022
10. SW 10th (College to Bade: 2024
11. NE Rose Street Lighting (Ash to Carey): 2024
12. SE Ash/Davis (Whitman to 4th) Reconstruction: 2024
13. Whitman Drive Pedestrian Lighting: 2024
14. SE 12th (Myra to Larch) Reconstruction: 2025
15. Whitman & Larch Intersection: 2025
16. Whitman Drive (Academy to Doans): 2027
17. Tamaurson & Peppers Bridge: Ten Year
18. College Avenue & State Route 125: Ten Year
19. NE Cedar (A to C): Ten Year
20. NE Damson (Rose to Cargill): Ten Year
21. SE Dewey: Ten Year
22. SE Sky Ave Ten Year
23. SE Birch Ave: Ten Year
24. NE Lambert Ave: Ten Year
25. Myra Rd & Garrison Village Way Intersection: Ten Year
26: SW Davis (4th to 8th): Ten Year
27. SW Davis (8th to 12th) Extension: Long Term
28. SE 11th Street: Long Term
29. C & Larch Intersection: Long Term
30. Peppers Bridge Rd (Tamaurson to Old Milton): Long Term
31. SW 12th Street (College to Grandview): Long Term
32. SW 4th (Academy to Doans): Long Term

Chipseal

33. Harvest Meadows Subdivision: 2023
34. SW 6th St (College Ave to City Limits): 2023
35. Cedar Bend Subdivision: 2023
36. Sunset Villa Subdivision: 2024
37. SW 7th St: 2024
38. SW 8th St (College to Bade), (Davis to Evans): 2024
39. SW 9th St: 2024
40. SW Evans Ave (6th to 8th): 2024
41. SW Davis Ave (6th to 8th): 2024
42. Autumn Meadows Subdivision: 2025
43. Country Estates Subdivision: 2025
44. Sherburne Addition Subdivision: 2025
45. SE 10th St (Birch to Date): 2025
46. Highland Park Addition: 2026
47. NE C St (Larch to Myra): 2027
48. NE/SE Larch (C to SR 125): 2027
49. NE Deccio Rd (C to Whitman): 2028

Pedestrian (Safewalk) Program

50. SW 6th St (College to Davis) - North Side: 2023
51. SW 8th St (College to Bade) - North Side: 2023
52. SW 2nd St (Davis to Academy) - South Side: 2024
53. NW B St (College to Evans) - South Side: 2024
54. NE Ash St (A to Whitman) - West Side: 2024
55. SE 8th St (College to Birch) - North Side: 2025
56. SE Birch (2nd to 4th) - East Side: 2025
57. SE Birch (4th to 12th) - West Side: 2025
58. SE Central (12th to Valley) - East Side: 2026 to 2028
59. SE Broadway Ave (12th to Sunny) - West Side: 2026 to 2028
60. SE 2nd (Ash to Date) - South Side: 2026 to 2028
61. SW 13th St (Bade to College) - South Side: 2026 to 2028
62. SW Bade (12th to 13th) - West Side: 2026 to 2028
63. SW 3rd St (Davis to Academy) - South Side: 2026 to 2028
64. SW 1st St (Davis to Academy) - North SIde: 2026 to 2028
65. SE 8th St (Birch to Larch) - South Side: 2026 to 2028
66. SE 11th St (Birch to Date) - South Side: 2026 to 2028
67. SE Mountainview (Sky to Central): 2026 to 2028
68. NE Tremont (A to Whitman): 2026 to 2028
69. NE A St (Ash to Tremont) - South Side: 2026 to 2028
70: Whitman Drive Multiuse Path: 2026 to 2028

Street Resurfacing Program

71. SE Mockingbird Drive: 2023
72. SE Birch Ave (11th to 12th): 2023
73. SE 10th (Birch to Date): 2023
74. SE Cotter Pl: 2024
75. SW 6th St (Davis to Evans): 2026
76. SE Elm (4th to Dead End): 2026
77. SW 5th St (Bade to Dead End): 2027
78. SW Bade Ave (4th to 6th): 2028

EXHIBIT 1

City of College Place

2023-2028 SIX-YEAR TRANSPORTATION IMPROVEMENT PLAN (TIP)

May 10th, 2022

Year	Street Segment Description	Federal Classification	Scheduled Project Type
Annual	Chip Seal Program	Local	Chip Seal
Annual	Safewalk Sidewalk Improvements (TIB & CDBG)	Federal and Local	Sidewalk Construction
2023	Post Office Crossing	Principal Arterial	Crossing Improvements
2023	College/Southside Development Intersection #1	Principal Arterial	Signalized Intersection
2023	College/Southside Development Intersection #2	Principal Arterial	Signalized Intersection
2023	SE Birch (4th-6th)	Local	Full Section/Stormwater
2023	Southside Development East-West Corridor	Major Collector	Corridor Reconstruction
2023	Mojonnier Road (College to Bluvue-Ln)	Minor Arterial	Corridor Reconstruction
2023	SE 9th Reconstruction (College to Dead End)	Local	Corridor Reconstruction
2023	SE 12th St & SE Larch Avenue Intersection	Minor Arterial	Intersection Improvement
2023	SE 12th St (College to Larch)	Minor Arterial	Grind & Overlay
2024	SW 10th Street (College to west dead end)	Local	Full Section/Stormwater
2024	NE Rose Street Lighting Project (Ash to Carey Ct)	Principal Arterial	Lighting Project
2024	SW Davis/SE Ash Lighting Project (Whitman to 4th)	Major Collector	Lighting Project
2024	Whitman Drive Pedestrian/Lighting (Adams to Academy)	Major Collector	Pedestrian/Bicycle Improvements
2025	SE 12th St (Larch to Myra)	Minor Arterial	Corridor Reconstruction
2025	Whitman Drive & Larch Avenue Intersection	Minor Arterial	Signalized Intersection
2027	W Whitman Dr -north half (Doans to City Limits)	Major Collector	Corridor Reconstruction
Ten-Year Plan	Taumarson/Peppers Bridge Intersection	Minor Arterial	Signalized Intersection
Ten-Year Plan	College Ave/SR125/Intersection	Principal Arterial	Signalized Intersection
Ten Year Plan	NE Cedar Ave (A to C)	Local	Corridor Reconstruction
Ten Year Plan	NE Damson Ave ("C" to Rose)	Local	Corridor Reconstruction
Ten-year Plan	Southside Development South (Clarence?) Extension	Major Collector	Corridor Reconstruction
Ten-year Plan	SE Dewey Dr	Local	Corridor Reconstruction
Ten-year Plan	SE Sky Ave (12th to Scenic)	Local	Corridor Reconstruction
Ten-year Plan	SE Birch Ave (Whitman to C)	Local	Corridor Reconstruction
Ten-year Plan	Lambert (Rose to “C” St)	Major Collector	Corridor Reconstruction

Ten-year Plan	Myra Road & Garrison Village Way Intersection	Minor Arterial	Signalized Intersection
Ten-year Plan	SW Davis Extension (4th to 8th)	Major Collector	Corridor Reconstruction
Ten-year Plan	SW Davis Extension (8th to 12th)	Minor Collector	Corridor Reconstruction
Long-term Plan	SE Ash Ave (Whitman to 4th)	Major Collector	Grind and Overlay
Long-term Plan	SE 11th (Birch to Date)	Local	Corridor Reconstruction
Long-term Plan	"C" Street & Larch Avenue Intersection	Minor Arterial	Signalized Intersection
Long-term Plan	Peppers Bridge (McMinn Rd to Old Milton Hwy)	Local	Corridor Reconstruction
Long-term Plan	SW Doans/Clarence Ave (south City Limits to Mojonnier)	Minor Collector	Corridor Reconstruction
Long-term Plan	SW 12th St (College to proposed SW Davis Ext)	Major Collector	Corridor Reconstruction
Long-term Plan	SW 4th (Academy to Hayden Home Ownership)	Minor Collector	Corridor Reconstruction

City of College Place

2023-2028 CHIP SEAL PROGRAM

May 10th, 2022

Year	Street Segment Description
2023	Harvest Meadows Subdivision
2023	SW 6th Street (College Ave to City Limits)
2023	Cedar Bend Subdivision
2024	Sunset Villa
2024	SW 7th Street
2024	SW 8th Street (College to Bade), (Davis to Evans)
2024	SW 9th Street
2024	SW Evans Ave (SW 6th to 8th)
2024	SW Davis Ave (SW 6th to 8th)
2025	Autumn Meadows Subdivision
2025	Country Estates Subdivision
2025	Sherburne Addition Subdivision
2025	SW 10th Street (Birch to Date)
2026	Highland Park Addition
2027	NE C St (Larch to Myra)
2027	NE/SE Larch Ave (C Street to SR 125)
2028	NE Deccio Rd (C Street to Whitman Drive)

City of College Place

2023-2028 SAFEWALK SIDEWALKS IMPROVEMENT PROGRAM

May 10th, 2022

Year	Street Segment Description
2023	SW 6th Street (College Avenue to Davis Avenue) - North Side
2023	SW 8th Street (College Avenue to Bade Avenue) - North Side
2024	SW 2nd Street (Davis Avenue to Academy Way) – South Side
2024	NW B Street (College Avenue to Evans Avenue) – South Side
2024	NE Ash Street (A Street to Whitman Drive) – West Side
2025	SE 8th Street (College Avenue to Birch Avenue)
2025	SE Birch Avenue (2nd to 4th Street) – East Side
2025	SE Birch Avenue (4th to 12th Street) – West Side
2026-2028	SE Central Avenue (12th Street to Valley Way)
2026-2028	SE Broadway Avenue (12th Street to Sunny Drive) – West Side
2026-2028	SE 2nd Street (Ash Avenue to Date Avenue) – South Side
2026-2028	SW 13th Street (Bade Avenue to College Avenue) – South Side
2026-2028	SW Bade Avenue (12th Street to 13th Street) – West Side
2026-2028	SW 3rd Street (Davis Avenue to Academy Way) – South Side
2026-2028	SW 1st Street (Davis Avenue to Academy Way)
2026-2028	SE 8th Street (Birch Avenue to Larch Avenue) – South Side
2026 - 2028	SE 11th Street (Birch Avenue to Date Avenue) – South Side
2026 - 2028	NE A Street (Ash Avenue to Tremont Avenue) – South Side
2026 - 2028	NE Tremont Avenue (A Street to Whitman Drive) – West Side
2026 - 2028	SE Mountainview Drive (Sky Avenue to Central Avenue) – South Side
2026 – 2028	Whitman Drive Multiuse Path Completion (Evans to Davis Area) – South Side

NOTES:

1. Ten-year Transportation Improvement Plan projects and Long-term Transportation Improvement Plan projects are Six-year Plan candidates that will be included on the Six-year Transportation Improvement Plan Projects list as need and funding dictate throughout the six-year cycle.

2. Projects listed in the Six-year, the Ten-year and the Long-term Transportation Improvement Plan Projects include a pedestrian facility (sidewalks and street-side amenities) component to be constructed as funds allow.

3. The City's chip seal program is a part of the Six-year Transportation Improvement Plan.

4. The City's Safewalk Sidewalk Program is a part of the Six-year Transportation Improvement Plan.

City of College Place

2023-2028 BLOCK RESURFACING PROGRAM

May 10th, 2022

Year	Street Segment Description
2023	SE Mockingbird Drive
2023	SE Birch (11th to 12th)
2023	SE 10th (Birch to Date)
2024	SE Cotter Place
2025	SW 6th Street (Davis to Evans)
2026	SE Elm Street (4th to Dead End)
2027	SW 5th Street (Bade to Dead End)
2028	SW Bade Avenue (4th to 6th)

NOTES:
1. This program is funded by REET 1 Funds and entails simple pavement resurfacing of a street. No other items included.

City of College Place

RESOLUTION NO. 22-043

A RESOLUTION ADOPTING THE 2023 TO 2028 TRANSPORTATION IMPROVEMENT PLAN FOR CONSTRUCTION AND REPAIR OF ARTERIAL AND COLLECTOR STREETS IN THE CITY OF COLLEGE PLACE, WASHINGTON, ALL IN ACCORDANCE WITH THE LAWS OF THE STATE OF WASHINGTON.

WHEREAS, a public hearing was held by the College Place City Council on May 10th, 2022, relating to a six-year transportation improvement plan for the City of College Place, pursuant to the laws of the State of Washington, pertaining to the construction and maintenance of certain arterial and collector streets; and

WHEREAS, notice of said hearing having been given as required by law; and

WHEREAS, the proposed plan would result in needed and essential construction work on certain arterial, collector and local streets, all as set forth in the proposed plan which is attached to this resolution and made a part hereof as fully set forth in this plan; and

WHEREAS, the City Council having heard the statements and having obtained complete information from the College Place Public Works Department:

NOW THEREFORE, BE IT RESOLVED by the City Council of the City of College Place, Washington, that the six-year street plan for the development and construction of arterial, collector and local streets, under provision of the laws of the State of Washington, and as attached hereto and made a part hereof shall be and the same is hereby fully adopted; and

BE IT FURTHER RESOLVED, that certified copies of this resolution and said six-year transportation improvement plan be immediately forwarded to the State of Washington that control and manages said arterial and collector street plans.

CLERICAL CORRECTIONS. The City Clerk is authorized to make necessary clerical corrections to this resolution including, but not limited to, the correction of scrivener's/clerical errors, references, resolution numbering, section/subsection numbers and any references thereto.

EFFECTIVE DATE. This resolution shall take effect and be in full force upon its passage as provided by law.

PASSED by the City Council of the City of College Place, Washington, this 10th day of May, 2022.

Attest:

Norma L. Hernández, Mayor

Lisa R. Neissl, MMC
City Clerk

EXHIBIT 1

City of College Place

2023-2028 SIX-YEAR TRANSPORTATION IMPROVEMENT PLAN (TIP)

May 10th, 2022

Year	Street Segment Description	Federal Classification	Scheduled Project Type
Annual	Chip Seal Program	Local	Chip Seal
Annual	Safewalk Sidewalk Improvements (TIB & CDBG)	Federal and Local	Sidewalk Construction
2023	Post Office Crossing	Principal Arterial	Crossing Improvements
2023	College/Southside Development Intersection #1	Principal Arterial	Signalized Intersection
2023	College/Southside Development Intersection #2	Principal Arterial	Signalized Intersection
2023	SE Birch (4th-6th)	Local	Full Section/Stormwater
2023	Southside Development East-West Corridor	Major Collector	Corridor Reconstruction
2023	Mojonnier Road (College to Bluvue-Ln)	Minor Arterial	Corridor Reconstruction
2023	SE 9th Reconstruction (College to Dead End)	Local	Corridor Reconstruction
2023	SE 12th St & SE Larch Avenue Intersection	Minor Arterial	Intersection Improvement
2023	SE 12th St (College to Larch)	Minor Arterial	Grind & Overlay
2024	SW 10th Street (College to west dead end)	Local	Full Section/Stormwater
2024	NE Rose Street Lighting Project (Ash to Carey Ct)	Principal Arterial	Lighting Project
2024	SW Davis/SE Ash Lighting Project (Whitman to 4th)	Major Collector	Lighting Project
2024	Whitman Drive Pedestrian/Lighting (Adams to Academy)	Major Collector	Pedestrian/Bicycle Improvements
2025	SE 12th St (Larch to Myra)	Minor Arterial	Corridor Reconstruction
2025	Whitman Drive & Larch Avenue Intersection	Minor Arterial	Signalized Intersection
2027	W Whitman Dr -north half (Doans to City Limits)	Major Collector	Corridor Reconstruction
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Ten Year Plan	NE Cedar Ave (A to C)	Local	Corridor Reconstruction
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Ten-year Plan	Southside Development South (Clarence?) Extension	Major Collector	Corridor Reconstruction
Ten-year Plan	SE Dewey Dr	Local	Corridor Reconstruction
Ten-year Plan	SE Sky Ave (12th to Scenic)	Local	Corridor Reconstruction
Ten-year Plan	SE Birch Ave (Whitman to C)	Local	Corridor Reconstruction
Ten-year Plan	Lambert (Rose to “C” St)	Major Collector	Corridor Reconstruction

Ten-year Plan	Myra Road & Garrison Village Way Intersection	Minor Arterial	Signalized Intersection
Ten-year Plan	SW Davis Extension (4th to 8th)	Major Collector	Corridor Reconstruction
Ten-year Plan	SW Davis Extension (8th to 12th)	Minor Collector	Corridor Reconstruction
Long-term Plan	SE Ash Ave (Whitman to 4th)	Major Collector	Grind and Overlay
Long-term Plan	SE 11th (Birch to Date)	Local	Corridor Reconstruction
Long-term Plan	"C" Street & Larch Avenue Intersection	Minor Arterial	Signalized Intersection
Long-term Plan	Peppers Bridge (McMinn Rd to Old Milton Hwy)	Local	Corridor Reconstruction
Long-term Plan	SW Doans/Clarence Ave (south City Limits to Mojonnier)	Minor Collector	Corridor Reconstruction
Long-term Plan	SW 12th St (College to proposed SW Davis Ext)	Major Collector	Corridor Reconstruction
Long-term Plan	SW 4th (Academy to Hayden Home Ownership)	Minor Collector	Corridor Reconstruction

City of College Place

2023-2028 CHIP SEAL PROGRAM

May 10th, 2022

Year	Street Segment Description
2023	Harvest Meadows Subdivision
2023	SW 6th Street (College Ave to City Limits)
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2024	Sunset Villa
2024	SW 7th Street
2024	SW 8th Street (College to Bade), (Davis to Evans)
2024	SW 9th Street
2024	SW Evans Ave (SW 6th to 8th)
2024	SW Davis Ave (SW 6th to 8th)
2025	Autumn Meadows Subdivision
2025	Country Estates Subdivision
2025	Sherburne Addition Subdivision
2025	SW 10th Street (Birch to Date)
2026	Highland Park Addition
2027	NE C St (Larch to Myra)
2027	NE/SE Larch Ave (C Street to SR 125)
2028	NE Deccio Rd (C Street to Whitman Drive)

City of College Place

2023-2028 SAFEWALK SIDEWALKS IMPROVEMENT PROGRAM

May 10th, 2022

Year	Street Segment Description
2023	SW 6th Street (College Avenue to Davis Avenue) - North Side
2023	SW 8th Street (College Avenue to Bade Avenue) - North Side
2024	SW 2nd Street (Davis Avenue to Academy Way) – South Side
2024	NW B Street (College Avenue to Evans Avenue) – South Side
2024	NE Ash Street (A Street to Whitman Drive) – West Side
2025	SE 8th Street (College Avenue to Birch Avenue)
2025	SE Birch Avenue (2nd to 4th Street) – East Side
2025	SE Birch Avenue (4th to 12th Street) – West Side
2026-2028	SE Central Avenue (12th Street to Valley Way)
2026-2028	SE Broadway Avenue (12th Street to Sunny Drive) – West Side
2026-2028	SE 2nd Street (Ash Avenue to Date Avenue) – South Side
2026-2028	SW 13th Street (Bade Avenue to College Avenue) – South Side
2026-2028	SW Bade Avenue (12th Street to 13th Street) – West Side
2026-2028	SW 3rd Street (Davis Avenue to Academy Way) – South Side
2026-2028	SW 1st Street (Davis Avenue to Academy Way)
2026-2028	SE 8th Street (Birch Avenue to Larch Avenue) – South Side
2026 - 2028	SE 11th Street (Birch Avenue to Date Avenue) – South Side
2026 - 2028	NE A Street (Ash Avenue to Tremont Avenue) – South Side
2026 - 2028	NE Tremont Avenue (A Street to Whitman Drive) – West Side
2026 - 2028	SE Mountainview Drive (Sky Avenue to Central Avenue) – South Side
2026 – 2028	Whitman Drive Multiuse Path Completion (Evans to Davis Area) – South Side

NOTES:

1. Ten-year Transportation Improvement Plan projects and Long-term Transportation Improvement Plan projects are Six-year Plan candidates that will be included on the Six-year Transportation Improvement Plan Projects list as need and funding dictate throughout the six-year cycle.

2. Projects listed in the Six-year, the Ten-year and the Long-term Transportation Improvement Plan Projects include a pedestrian facility (sidewalks and street-side amenities) component to be constructed as funds allow.

3. The City's chip seal program is a part of the Six-year Transportation Improvement Plan.

4. The City's Safewalk Sidewalk Program is a part of the Six-year Transportation Improvement Plan.

City of College Place

2023-2028 BLOCK RESURFACING PROGRAM

May 10th, 2022

Year	Street Segment Description
2023	SE Mockingbird Drive
2023	SE Birch (11th to 12th)
2023	SE 10th (Birch to Date)
2024	SE Cotter Place
2025	SW 6th Street (Davis to Evans)
2026	SE Elm Street (4th to Dead End)
2027	SW 5th Street (Bade to Dead End)
2028	SW Bade Avenue (4th to 6th)

NOTES:
1. This program is funded by REET 1 Funds and entails simple pavement resurfacing of a street. No other items included.

City of College Place - Pedestrian Infrastructure Improvement Prioritization Rubric

Criterion	Metric	Actual	Max
Safety			
	Road Classification		
	Location is along an arterial road (2 points)		
	Location is along a collector road (1 point)		
	Location is along a local road (0 points)		
	Collision History		
	Location has a history of an injury collision (1 point)		
	Location has a history of a bike/ped collision (1 point)		
	Location has a history or 2 or more collisions (1 point)		
	Severity of Infrastructure Non-Compliance		
	Rating Scale: 0 (4 points)		
	Rating Scale: 1 - 80 (3 points)		
	81 - 90 (2 points)		
	91 - 99 (1 point)		
	Safety Subtotal		**9**
Equity			
	Location is in an area with concentrated need based on income		
	25% of the population or more at or below poverty line (2 points)		
	15 - 25% of poulation at or below poverty line (1 point)		
	5 - 10% of population at or below poverty line (0 points)		
	Location is in an area with high percent of population 65+		
	60% of the population or more is 65 or older (2 points)		
	35 - 60% of population is 65 or older (1 point)		
	15 -35% of population is 65 or oder (0 points)		
	Location is in an area with high percent of population 18 and under		
	15% of population or higher is 18 or under (2 points)		
	0 - 15% of population is 18 or under (1 point)		
	Equity Subtotal		**6**
Proximity			
	Location is near a priority community destination		
	School or childcare center (1 point)		
	Park and recreation destination (1 point)		
	Activity center such as commercial area (1 point)		
	Residential neighhborhood (1 point)		
	Transit stop (1 point)		
	Medical or health facility (1 point)		
	Proximity Subtotal		**6**
Connectivity			
	Location is in a neighborhood lacking sidewalks (6 points)		
	Would close gap (less than 1/4 mile) in existing pedestrian network (4 points)		
	Would extend existing pedestrian network (2 points)		
			6
		Actual Score	**Maximum Score**
	Connectivity Subtotal		
	Total	0	**27**

City of College Place, Washington
RESOLUTION NO. 22-044

A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF COLLEGE PLACE, WASHINGTON ADOPTING THE ADA TRANSITION PLAN PROJECT PRIORITIZATION CRITERIA AND WEIGHTING FOR THE CITY OF COLLEGE PLACE, WASHINGTON

Whereas, the Americans with Disabilities Act (ADA) was enacted on July 26, 1990 and provides comprehensive civil rights protections to persons with disabilities in the areas of employment, state and local government services, and access to public accommodations, transportation, and telecommunications; and

Whereas, the City of College Place has an ongoing commitment to providing equal access for all, including those with disabilities; and

Whereas, the City of College Place, in partnership with the Walla Walla Valley Metropolitan Planning Organization and Blue Zones Project Walla Walla Valley has undertaken a comprehensive evaluation of pedestrian infrastructure in the public rights-of-way to determine what types of access barriers exist for individuals with disabilities; and

Whereas, the financial costs of needed improvements to non-compliant pedestrian infrastructure, including sidewalks, walkways, push buttons and curb ramps, exceed the City's current financial capability so improvements will need to be phased in over time to make most efficient use of local dollars; and

Whereas, because all improvements cannot be completed at the same time, the City will need to prioritize which improvements will be pursed first; and

Whereas, an ad hoc committee of community leaders, disability advocates and transportation infrastructure specialists was convened to help develop criteria for prioritizing improvements to pedestrian infrastructure throughout the community; and

Whereas, the committee selected the following four criteria for prioritizing non-compliant infrastructure improvements:

- Safety (including collision history, road classification and severity of the infrastructure non-compliance);
- Equity (including income level, percent of population 65 and over and percent of population 18 and under);
- Proximity to priority locations; and
- Network connectivity (filling gaps in the existing pedestrian infrastructure network); and

Whereas, a community survey was issued to gather community input on what transportation modes community members use in the city, what barriers they have faced, and which locations throughout the City of College Place should be prioritized for infrastructure improvement; and

Whereas, community members taking the survey indicated they would like to see the following locations prioritized for improvements to non-compliant pedestrian infrastructure:

- Schools and childcare centers;
- Parks and recreation destinations;
- Activity centers like commercial areas;
- Primarily residential neighborhoods;
- Transit stops; and
- Medical, health or assisted living facilities; and

Whereas, the City has used this input to develop a project prioritization rubric that provides weighting for pedestrian infrastructure improvements needed to comply with the Americans with Disabilities Act;

Now, therefore, be it resolved that the City Council of the City of College Place does hereby establish the following weighting and criteria to prioritize ADA pedestrian infrastructure improvement projects:

City of College Place - Pedestrian Infrastructure Improvement Prioritization Rubric

Criterion	Metric	Actual	Max
Safety			
	Road Classification		
	Location is along an arterial road (2 points)		
	Location is along a collector road (1 point)		
	Location is along a local road (0 points)		
	Collision History		
	Location has a history of an injury collision (1 point)		
	Location has a history of a bike/ped collision (1 point)		
	Location has a history or 2 or more collisions (1 point)		
	Severity of Infrastructure Non-Compliance		
	Rating Scale: 0 (4 points)		
	Rating Scale: 1 - 80 (3 points)		
	81 - 90 (2 points)		
	91 - 99 (1 point)		
	Safety Subtotal		**9**
Equity			
	Location is in an area with concentrated need based on income		
	25% of the population or more at or below poverty line (2 points)		
	15 - 25% of poulation at or below poverty line (1 point)		
	5 - 10% of population at or below poverty line (0 points)		
	Location is in an area with high percent of population 65+		
	60% of the population or more is 65 or older (2 points)		
	35 - 60% of population is 65 or older (1 point)		
	15 -35% of population is 65 or oder (0 points)		
	Location is in an area with high percent of population 18 and under		
	15% of population or higher is 18 or under (2 points)		
	0 - 15% of population is 18 or under (1 point)		
	Equity Subtotal		**6**
Proximity			
	Location is near a priority community destination		
	School or childcare center (1 point)		
	Park and recreation destination (1 point)		
	Activity center such as commercial area (1 point)		
	Residential neighhborhood (1 point)		
	Transit stop (1 point)		
	Medical or health facility (1 point)		
	Proximity Subtotal		**6**
Connectivity			
	Location is in a neighborhood lacking sidewalks (6 points)		
	Would close gap (less than 1/4 mile) in existing pedestrian network (4 points)		
	Would extend existing pedestrian network (2 points)		
			6
	Connectivity Subtotal	**Actual Score**	**Maximum Score**
	Total	0	**27**

Clerical Corrections. The City Clerk is authorized to make necessary clerical corrections to this resolution including, but not limited to, the correction of scrivener's/clerical errors, references, resolution numbering, section/subsection numbers and any references thereto.

Effective Date. This resolution shall take effect and be in full force upon its passage as provided by law.

PASSED by the City Council of the City of College Place, Washington, this 10th day of May, 2022.

Attest:

Norma L. Hernández, Mayor

Lisa R. Neissl, MMC
City Clerk