

5. Salem, OR

Contact person: Mark Bechtel
Department of Public Works
555 Liberty Avenue SE
Salem, OR 97301
503.588-6211 ex. 7338

Most streets in downtown Salem are 60 feet wide, and more than half the on-street parking spaces in the city are 45-degree pull in parking. Angle parking generally takes up 20 feet, perpendicular from the curb, plus a 10 foot travel lane. There is no back-up lane.

Salem has two blocks of bike lanes alongside pull-in angle parking on Summer Street, a one-way street adjacent to the state capitol with two 12' travel lanes. ADT on Summer Street is 13,000 vehicles. Although there was some concern that a car might back up into a bicyclist, there are no known accidents in the three years since the bike lane was added to the street.

6. Dan Burden, Walkable Communities

Dan Burden, director of Walkable Communities, Inc. of Florida, and Michael Ronkin, bicycle/pedestrian coordinator for the Oregon Department of Transportation, were contracted by PennDOT to conduct seminars across Pennsylvania in 1999 on pedestrian and bicyclist safety and accommodation. They included a two-day workshop in the Upper Merion Township Building.

Pottstown Borough forwarded its proposed High Street plan to both Burden and Ronkin, who both endorsed the plan as fulfilling the goals they promote of slowing down traffic, encouraging the safe use of bicycles, and promoting pedestrian activity.

(See attached letter from Dan Burden.)

.....

Walkable Communities, Inc.

Tom Hylton
Pottstown Planning Commission
222 Chestnut Street
Pottstown, PA 19464

Dear Tom:

Re: Reverse In Diagonal Parking

I have had the opportunity to review your plan placing reverse-in diagonal parking to provide community development support in Pennsylvania. Based on my review of the specific dimensions of this site, my general and applied experience with diagonal and reverse-in-diagonal parking, I am convinced that this design can be applied with success.

This action is a good follow-up to the specific topic and design material we covered in the approved PennDOT walkable and bike friendly community design courses. The design provides convenience, as well as the lowest possible risk solution to on-street parking. Other proponents of this style of parking, including high traffic areas of Seattle, are very impressed with the performance of this advanced parking strategy. Pennsylvania, as well as other states in the recovering rust-belt of America, need to take a pro-active position at maximizing downtown streets for their intended uses, and to minimize the amount of off-street parking in these highly sensitive areas.

If your state officials have any concerns I am willing to be contacted regarding the operational and safety benefits of this design. Thank you for sharing this project with me, Tom. It is essential for progressive states everywhere to get successful new models on the ground. Rebuilding our main streets is key to the recovery of Pennsylvania's at risk towns and villages.

Sincerely,

Dan Burden
Director



.....

City of Wilmington Delaware

JAMES M. BAKER
MAYOR

LOUIS L. REDDING - CITY/COUNTY BUILDING
800 FRENCH STREET
WILMINGTON, DELAWARE
19801 - 3537



May 9, 2001

Mr. Tom Hylton
Pottstown Planning Commission
Pottstown Borough Hall
100 East High Street
Pottstown, PA 19464

Dear Mr. Hylton:

In response to your request for information, the City of Wilmington has six blocks of 45 degree and 90 degree back in angle parking dating back approximately fifty years. By City Ordinance Wilmington requires all angle parking to be back in because of the safety factor.

For 45 degree angle parking our regulations require 19 ft. stall depth from the curb to allow vehicles with extended cabs, and a minimum of 11 ft. for a travel lane, for a total of 30 ft. for traffic going in one direction.

The highest average daily traffic for any block with angle parking is the 100 block of North Market Street with an ADT of 6500 vehicles.

I have not experienced any significant problems with accidents or impediments to the flow of traffic with angle parking. I review annually all accident reports of three or more accidents at any one location. Going back a number of years, I cannot remember any time I received such a report to indicate that a problem exist with back in angle parking.

At your request, I reviewed a diagram showing your proposed back in angle parking scheme for High Street in Pottstown assuming an ADT of 9200 vehicles. I would find the proposed plan acceptable by the City of Wilmington standards, however, I would recommend narrowing the bike lanes to 5 ft. and adding the extra feet to the parking stalls.

Sincerely,

Thomas R. Warrington
Traffic Planning Supervisor
Transportation Division
Department of Public Works

TRW/wpc



City of Seattle

Paul Schell, Mayor

Seattle Transportation

Daryl R. Grigsby, Director

May 14, 2001

Dear Mr. Hylton:

I have attempted to answer your questions as specifically as I can. In some cases, my answer may be more general than you had expected. We have found that there are many factors to consider in determining the appropriateness of angle parking, optimal layout being only one. If you have any further questions, please contact me at 206-684-8329.

Sincerely,

A handwritten signature in cursive that reads "Bill Jack".

H.W. (Bill) Jack
Manager, Traffic Control Programs

1. About how many blocks of back-in angle parking do you have?

280 of angle parking, most of which is back-in.

2. What is the highest ADT on any street with back-in angle parking?

6,500

3. How much minimum space do you require for back-in angle parking? (Parking area, maneuver lane, if any, travel lane. Wilmington, DE, requires 19' for parking spaces and 11' for travel lane, no separate maneuver area.)

Although we do not have specific requirements, we do follow the guidelines outlined in the ITE Handbook. The maneuver area will vary depending upon the degree of angle of the parking. The biggest factor to consider is how the street functions. A non-arterial residential street in the City of Seattle requires a minimum width of 10 feet for emergency vehicles. On arterial streets, the driving lane, including the maneuver area width, is determined by the turning radius necessary so that vehicles do not cross the centerline when pulling out of the parking space. Generally, good engineering judgement will

Seattle Municipal Building, 600 Fourth Avenue, Room 410, Seattle, WA 98104-1879

Tel: (206) 684-7623, TTY/TDD: (206) 684-4009, Fax: (206) 684-5180

An equal employment opportunity, affirmative action employer. Accommodations for people with disabilities provided upon request.



Thomas Hylton
May 14, 2001
Page Two

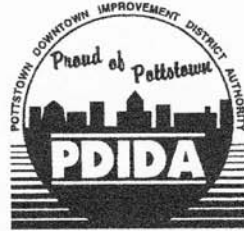
determine the appropriate amount of space required. We do not currently have any locations with angle parking next to a designated bike lane. That isn't to say we would oppose such a design, but it would be less desirable.

4. Do you have any accident records, or sense of whether back-in is safer than pull-in angle parking or parallel parking?

We have not made any recent analysis. The last research on accident history in the 70's revealed a 3-1 ratio of more reported accidents occurring in relation to head-in parking spaces as opposed to back-in. Consequently, we believe strongly that back-in angle parking is safer than head-in for a couple a reasons. It is easier and safer to pull into a travel lane when leaving a parking space than to back out. The motorist is controlling the traffic when he/she stops to back into the space rather than backing out of a space into a travel lane. It is safer for pedestrians and bicyclists when motorists are backing into an area they know is clear. Motorists backing out of a space must enter into an area where there may be bicyclists or pedestrians. The time required to maneuver back into a space is less than the time it takes to parallel park or back out of an angled stall, which reduces the time moving traffic may be affected.

5. How long has Seattle had back-in angle parking?

It is not certain, but at least as far back as the late 60's.



May 8, 2001

Mr. Andrew L. Warren
Administrator, District 6
7000 Geerdes Boulevard
King of Prussia, Pa 19406

Dear Mr. Warren:

I am president of the Pottstown Downtown Improvement District Authority, a business improvement district that encompasses most of downtown Pottstown, including three blocks of High Street.

On March 20, 2001, the Pottstown Planning Commission made a presentation to the PDIDA Board of Directors regarding the proposed High Street Configuration Plan later approved by Council on April 9, 2001. The Board unanimously endorses this plan.

The Board overwhelmingly feels that a change needs to be made on High Street. The Board fully supports reducing the traffic lanes from four to two. Calming the traffic to make High Street attractive to pedestrians is imperative if we want to attract quality establishments and increase foot traffic.

The Board also endorses the concept of two separate six-foot-wide bike lanes, one in each direction, which not only serve to narrow the street and provide a designated area for bicycles, but will also make it possible for delivery trucks to stop on either side of the street without impeding the flow of traffic.

The PDIDA board also supports angle parking as a way to gain additional parking spaces immediately adjacent to our stores and to narrow the street. If possible, the board prefers pull-in angle parking, because more people are familiar with it, but only if it can be done within the proposed configuration of traffic and bike lanes. If pull-in parking is not feasible, the Board supports the plan for back-in angle parking.

Sincerely,

Veronika White
President



Borough of Pottstown

Borough Hall, 100 East High Street
Pottstown, Pennsylvania 19464-9525
(610) 970-6500

May 29, 2001

Mr. Andrew L. Warren
Administrator, District 6
7000 Geerdes Boulevard
King of Prussia, PA 19406

Dear Mr. Warren:

After nearly a year of study, Pottstown Borough Council has overwhelmingly approved a plan to reconfigure the traffic and parking lanes of High Street, the main commercial street through our downtown business district.

The enclosed reports from our planning commission and our traffic consultant explain the plan in detail.

In general, the plan proposes to slow down traffic on High Street, make the street safer and more attractive for pedestrians and shoppers, and increase the amount of parking immediately adjacent to our downtown stores.

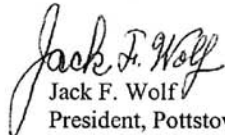
The plan carries out the recommendations of two economic development studies Pottstown conducted in recent years to increase the viability of our downtown. It promotes PennDOT's written goals to calm traffic and increase the number of pedestrian and bicycle trips in the downtowns of our small cities. The plan has been reviewed and recommended by PennDOT's own consultant for traffic calming, Dan Burden of Walkable Communities Inc.

As local elected officials, we made every effort to include Pottstown residents, property owners, and businesses in developing the plan. As you will note, we include letters of endorsement from all segments of our community.

As you know, Gov. Ridge's "Growing Smarter" initiative encourages state agencies to make every effort to help local municipalities carry out their land use plans.

We are appreciative of the cooperative spirit PennDOT has demonstrated in recent years, and we request your continued cooperation as we strive to enhance traffic safety and revitalize our downtown.

Sincerely,


Jack F. Wolf

President, Pottstown Council



TRICOUNTY AREA
CHAMBER OF COMMERCE

AN ACCREDITED CHAMBER OF COMMERCE

May 11, 2001

Mr. Andrew L. Warren
Administrator, District 6
7000 Geerdes Boulevard
King of Prussia, PA 19406

Dear Mr. Warren:

The TriCounty Area Chamber of Commerce is a business advocacy organization, which serves over 850 companies in northern Chester, southeastern Berks, western Montgomery counties and the Route 422 corridor.

This letter is to confirm that the Chamber has endorsed the proposed High Street, Pottstown PA traffic lane and angle-parking plan approved by Pottstown Borough Council in April 2001.

The Chamber felt strongly that all High Street property owners, business owners and residents affected by the plan should be given an opportunity to review the plan and comment on it. In cooperation with the Borough, we sponsored a public hearing on the proposed plan at the Montgomery County Community College West Campus on March 29, 2001. All affected property owners received a letter informing them of the meeting, and more than 50 residents attended.

After the plan was explained by members of the Planning Commission, everyone was given an opportunity to ask questions and offer comments. At the end of the meeting, only one person expressed opposition to the plan.

The plan fulfills several goals expressed in Pottstown's Downtown Comprehensive Plan of 1994 and its Economic Development Plan of 2001. We had previously endorsed both plans.

Thank you for your consideration of this proposed plan that will improve the environment of our downtown. We would appreciate Penn Dot's favorable review of this plan.

Sincerely,

Dale P. Mahle
President





PRESERVATION POTTSTOWN

P. O. Box 120, Pottstown, PA 19464

Phone: 610-323-8500

May 22, 2001

Mr. Andrew L. Warren
Administrator, District 6
7000 Geerdes Boulevard
King of Prussia, Pa 19406

Dear Mr. Warren:

Preservation Pottstown is a non-profit organization, founded in 1984, dedicated to improving the quality of life in Pottstown.

Preservation Pottstown enthusiastically endorses the proposed changes to High Street, calling for one lane of traffic in each direction, bicycle lanes, and back-in angle parking on one side of the street.

For more than 15 years, Preservation Pottstown has been working to revitalize our downtown. One major obstacle has been our 68-foot-wide High Street, which has been configured for maximum traffic flow rather than making the street safe and accessible for shoppers and other pedestrians.

Pottstown does not need a major highway cutting through the heart of its downtown. We need a street that slows down traffic and helps make our downtown shopping district a destination.

The proposed plan will calm traffic, provide more parking where it is needed most, make it easier for pedestrians to cross the street, and make High Street a more pleasant place for people to live and work.

Preservation Pottstown urges you to approve this plan.

Sincerely,

George Wausnock
President



MONTGOMERY COUNTY PLANNING COMMISSION

box 311 • norristown • pennsylvania • 19404-0311 • (610) 278-3722
office location: suite 201 • one montgomery plaza • swede & airy streets • norristown pa
FAX (610) 278-3941 • Website www.montcopa.org/plancom

21

June 1, 2001

Mr. Thomas Hylton
222 Chestnut Street
Pottstown, Pennsylvania 19464

Dear Tom,

I have reviewed the information you sent to me regarding the proposed High Street back-in angle parking scheme. Though there appears to be no other Pennsylvania examples, hence PennDOT standards, there does appear to be enough other documented experience from other states that it is a feasible and doable proposal. It also appears from the Valley Forge Labs study that capacity and levels of service will not be an over-riding issue.

Based upon the information provided to me, I can support the reduction of High Street from four lanes to three and the introduction of back-in angle parking. It appears to provide the traffic calming benefits appropriate for a main street situation. I would urge the implementation of striping dimensions as recommended in the report, particularly the 6-foot bike lanes as it appears that the westbound bike lane will have almost two feet of encroachment by overhanging parked cars on the north side. This would effectively reduce the lane, when cars are parked, to 3 feet which would be akin to a share the road situation next to an 11-foot travel lane. We would also encourage the borough to carry the bike lane striping along the entire length of High Street in the borough. This striping in the downtown area, which is the subject of this discussion, should not be an isolated set of lanes but part of a complete concept which a striping of all of High Street, end-to-end in the borough, would achieve.

Sincerely,

Leo D. Bagley
Section Chief - Transportation Planning
610-278-3746 - lbagley@mail.montcopa.org

44TH DISTRICT
JAMES W. GERLACH

- SENATE BOX 203044
177 MAIN CAPITOL BUILDING
HARRISBURG, PA 17120-3044
(717) 787-1398
(717) 783-4587 FAX
- 1230 POTTSTOWN PIKE, SUITE 4
GLENMOORE, PA 19343
(610) 458-8010
(610) 378-4575 FAX
- LOWER MACUNGIE TOWNSHIP BUILDING
3400 BROOKSIDE ROAD
MACUNGIE, PA 18062
(610) 965-3354
(610) 821-6138 FAX
- INTERNET E-MAIL ADDRESS
jgerlach@pason.gov



Senate of Pennsylvania

COMMITTEES

- LOCAL GOVERNMENT, CHAIRMAN
- LABOR & INDUSTRY, VICE CHAIRMAN
- APPROPRIATIONS
- COMMUNITY & ECONOMIC DEVELOPMENT
- JUDICIARY
- PUBLIC HEALTH & WELFARE
- SENATE REPUBLICAN POLICY COMMITTEE
- PENNSYLVANIA COMMISSION ON
CRIME AND DELINQUENCY
- PA ATHLETIC OVERSIGHT COUNCIL

May 24, 2001

Mr. Andrew L. Warren
Administrator, District 6
7000 Geerdes Boulevard
King of Prussia, PA 19406

Dear Andy:

I have reviewed the proposed changes to Pottstown's High Street parking and traffic lanes, as passed by Pottstown Council on April 9, to slow down traffic and make the downtown safer and more attractive to pedestrians.

I endorse the plan and urge you to approve it.

This plan has been developed as the result of several studies to revitalize Pottstown. Borough officials have put a great deal of thought and research into this plan. It has been endorsed by Pottstown business and civic groups. More than 50 citizens attended a public hearing on the plan, and only one citizen voiced an objection to the proposal.

As you know, as part of his Growing Smarter initiative, Governor Ridge has directed all state agencies to consider and strive for consistency with local land use plans and ordinances when implementing programs, giving regulatory approvals, issuing permits and disbursing state funds.

I believe this plan will help Pottstown and PennDOT achieve their mutual goals of reducing traffic accidents, revitalizing our traditional downtowns, and encouraging walking and bicycling.

If there is anything I can do to help facilitate the approval of this plan, please let me know.

Jim Gerlach

Very truly yours,

Mary Ann Dailey



Effective process often includes focus groups, and highly interactive workshops and designs. Citizens, residents and business owners should help design both process and product. Many cities are learning to conduct 3-6 day planning charrettes to gain input from a variety of people who then gain ownership of the results. Atlantic Boulevard in downtown Del Ray Beach, Florida, was converted from four-lane to two-lane roadway at the request of retailers. This request was the reverse of previous thinking. Merchants often feel that more traffic passing their doors is better for business. In Del Ray Beach the decaying downtown forced merchants to take another look. Retailers worked with the city manager, elected officials, and chamber of commerce to weigh their risks and suggest changes. The net result of this street conversion is one of the more successful downtowns in Florida, and significant increase in local sales and tax base for the town. Motorists did not leave Atlantic Boulevard to take advantage of two new lanes of travel on parallel streets. They come through the now attractive center, cruising at 15 mph.

Lane Reductions of Select Street Conversions-- Volume Changes

Roadway Section	Change	ADT (Before)	ADT (After)	Notes
1. Lake Washington Blvd., Kirkland, Washington South of 83	4 lanes to 2 + TWLTL + bike lanes	23,000	25,913	
2. Lake Washington Blvd, Kirkland, Washington Near downtown	4 lanes to 2+ TWLTL + bike lanes	11,000	12,610	
3. Electric Avenue, Lewistown, Pennsylvania	4 lanes to 2 + TWLTL + bike lanes	13,000	14,500	
4. Burcham Road, East Lansing, Michigan	4 lanes to 2 + TWLTL + bike lanes	11-14,000	11-14,000	
5. Grand River Boulevard, East Lansing, Michigan	4 lanes to 2 + TWLTL + bike lanes	23,000	23,000	
6. St. George Street, Toronto, Ontario, Canada	4 lanes to 2 + bike lanes + wide sidewalks	15,000	15,000	
7. 120th Avenue, NE Bellevue, Washington	4 lanes to 2 + TWLTL	16,900	16,900	
8. Montana (commercial street) Bellevue, Washington	4 lanes to 2 lanes + TWLTL 4 lanes to 2 + median + bike lanes	18,500	18,500	
9. Main Street Santa Monica, California	4 lanes to 2 lanes + TWLTL 4 lanes to 2 + median + bike lanes	20,000	18,000	