



## Parking Inventory & Field Notes

September 2020 (v1)

### 1.1 Study Areas

Per input from the City of Roseburg, the 2020 inventory boundaries were drawn to represent parking supplies in the downtown and in the Laurelwood area (near downtown). **Figures A and B** provide an illustration of the two study areas. Note that the inventory boundaries for the downtown and Laurelwood neighborhood were utilized strictly for data collection purposes only and do not necessarily reflect corresponding boundaries associated within current policy and/or code.

### 1.2 Parking Inventory (Supply)

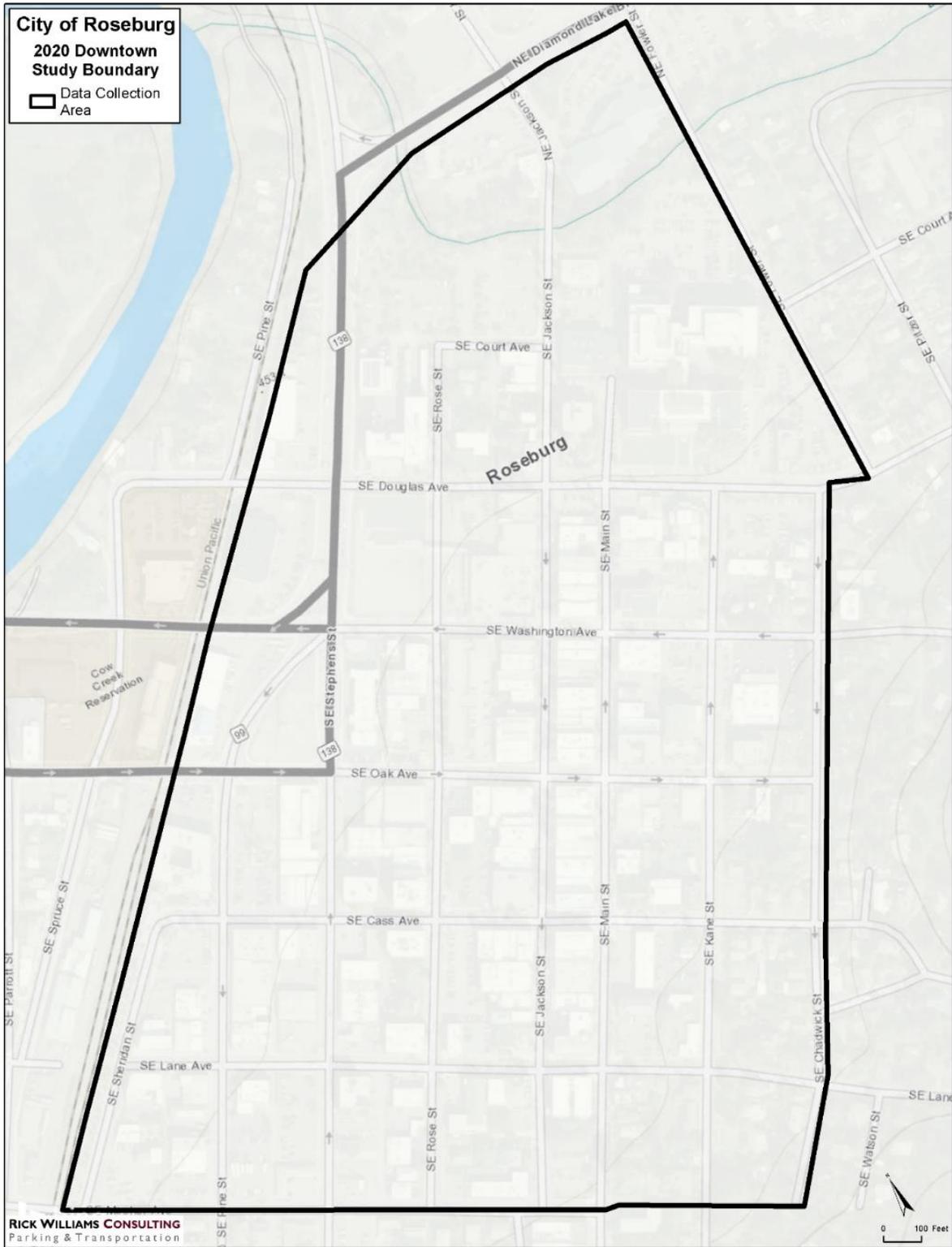
Rick Williams Consulting (RWC) senior staff inventoried all on-street parking within the Downtown and Laurelwood inventory study areas on August 18, 2020. During the inventory, all spaces were catalogued by block face and time limit designation (on-street). On the same day, each of the six (6) City-owned off-street parking facilities were evaluated for stall count and physical condition.

Where physical stall markings were not in place, RWC used measuring wheels to estimate stall capacity. RWC uses a 23-foot standard to calculate stalls on blocks that are not marked or striped. RWC also accounts, in this type of measurement, for sight lines, turn radius for curb cuts, and things like fire hydrants to ensure that stall inventory estimates are both accurate and cognizant of actual operational functionality within a street's circulation system.

In total, the Downtown parking inventory is comprised of 1,365 publicly owned stalls, including 822 on-street stalls and 543 off-street stalls located in six (6) public facilities (5 lots/1 garage). The Laurelwood on-street parking inventory totals 261 on-street stalls. The complete area inventories are summarized in detail in the following sections.



Figure A: 2020 Downtown Parking Inventory Study Area



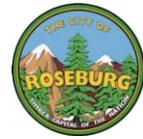


Figure B: 2020 Laurelwood Inventory Study Area



## Downtown

### On-Street Parking

The on-street system is comprised of several stall types which can largely be separated by pay-to-park (coin meter), unmetered (no fee charged), and uniquely signed special use spaces (e.g., ADA accessible).

There are 822 total on-street parking stalls within the Downtown study area. Of this total, 262 (31.9%) are metered pay-to-park, while the remaining 560 (68.1%) are unmetered. Most unmetered stalls have no time restriction (424 stalls), which allow unlimited parking. Of these stalls, 322 (39.2% of total) are in the Downtown Free Parking Zone – Employee Parking Prohibited and 102 (12.4% of total) are unrestricted (no signage). The remaining unmetered stalls consist of 10-Minute (16 stalls), 15-Minute (7 stalls), 30-Minute (4 stalls), 1-Hour (17 stalls), 2-Hour (73 stalls), and special use (19 stalls). Pay-to-park stalls, which all have single head, coin-operated meters, consist of 2-Hour (156 stalls), 3-Hour (13 stalls), 5-Hour (15 stalls), and 10-Hour (78 stalls). The complete breakout of stalls by type in the downtown is summarized in **Table 1**.

Parking is enforced mostly Monday through Friday, with some stalls including Sunday, over a variety of hour ranges including 8:00 AM to 5:00 PM (12 stalls), 8:00 AM to 6:00 PM (35 stalls), 9:00 AM to 4:00 PM (1 stall), 9:00 AM to 5:00 PM (36 stalls), and 9:00 AM to 6:00 PM (234 stalls).

According to the City of Roseburg, enforcement hours of the Downtown Free Parking Zone stalls are from 9:00 AM to 5:00 PM, Monday through Saturday (322 stalls). Of the Downtown Free Parking Zone stalls, 14 stalls are also enforced from 1:00 AM to 5:00 AM. Sunday enforcement hours consist of 7:00 AM to 2:00 PM (3



stalls) and 9:00 AM to 2:00 PM (12 stalls), with most parking being free and unregulated all day. The remaining 153 stalls have no known enforcement hours associated with them.

Table 1: Downtown on-street parking supply by stall type and restriction

Stall Type	All	% Total	Metered	Unmetered	Signed Or by permit
<b>On-Street Supply</b>	<b>822</b>	<b>100.0%</b>	<b>262 (31.9%)</b>	<b>530 (64.5%)</b>	<b>30 (3.6%)</b>
10 Minute	16	1.9%	-	16	-
15 Minute	7	< 1%	-	7	-
30 Minute	4	< 1%	-	4	-
1 Hour	17	2.1%	-	17	-
2 Hour	229	27.9%	156	43	30
3 Hour	13	1.6%	13	-	-
5 Hour	15	1.8%	15	-	-
10 Hour	78	9.5%	78	-	-
Downtown Free Parking Zone <sup>1</sup>	322	39.2%	-	322	-
Unrestricted No Signage	102	12.4%	-	102	-
ADA accessible	15	1.8%	-	15	-
RV & Trail Parking Only	3	< 1%	-	3	-
Veteran Service Van Parking Only	1	< 1%	-	1	-

Figures C and D provide a detailed mapping of each of the 822 identified on-street stalls within the downtown inventory study area. Given the complexity of detail (and for readability) in the mapping, the inventory was divided in half for the area north and south of SE Washington.

<sup>1</sup> Employee Parking Prohibited

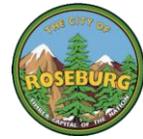
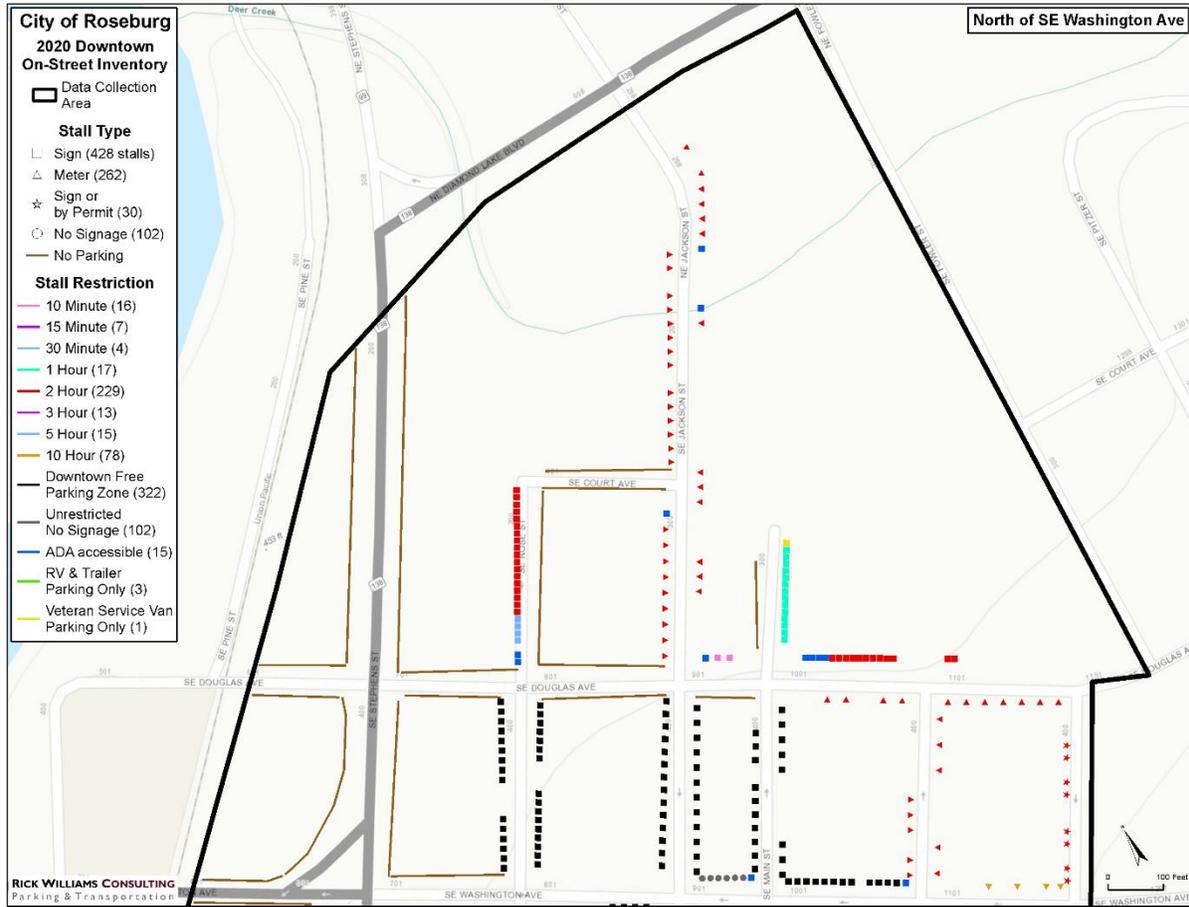


Figure C: Downtown on-street parking supply by stall type and restriction, North of SE Washington Avenue



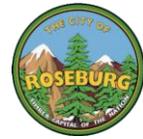
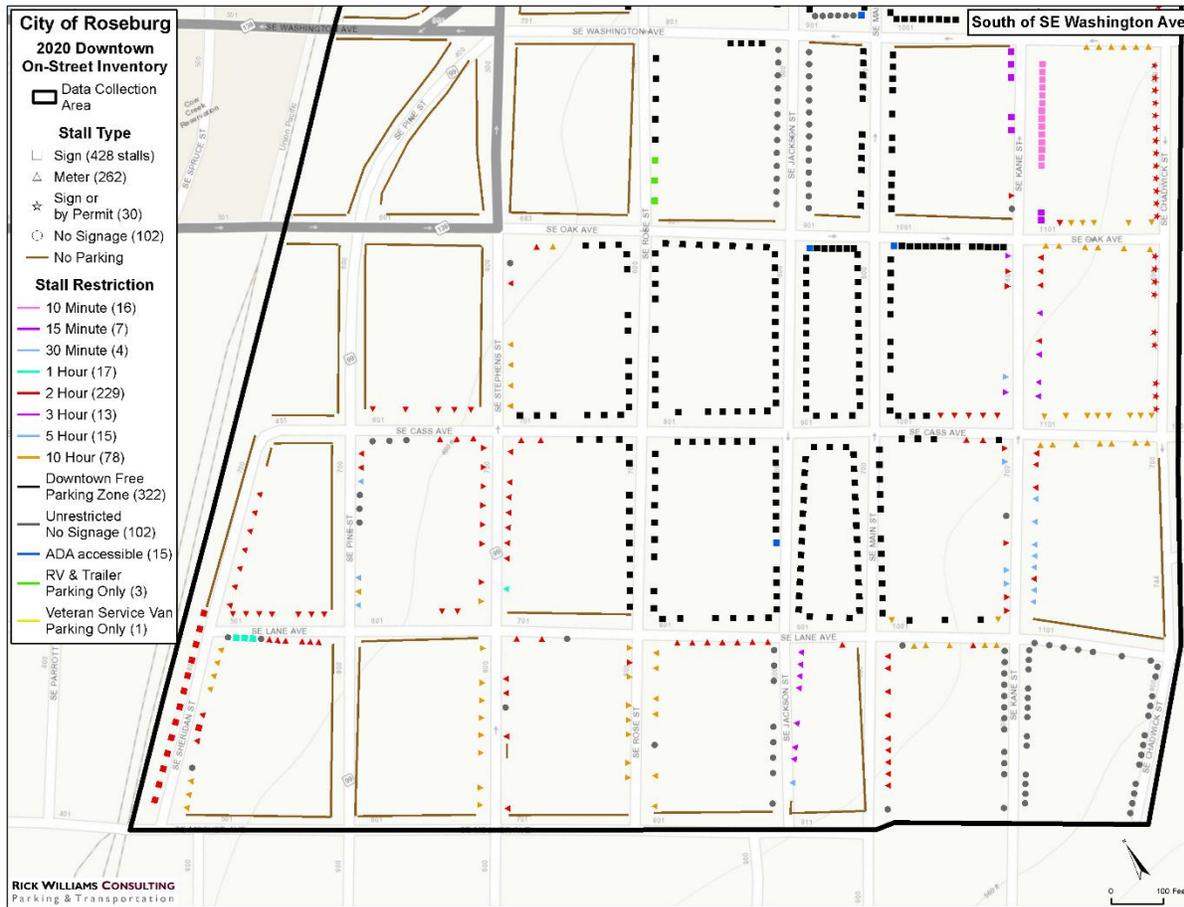


Figure D: Downtown on-street parking supply by stall type and restriction, South of SE Washington Avenue



### Off-Street Parking

The City owns six (6) off-street sites in the downtown inventory study area and all are publicly accessible. These sites total 543 stalls. The location of these sites is illustrated in **Figure E**.

Of this total, two (2) City lots provide free (including the ground-level of the parking garage), unlimited parking to the public, with a combined 221 stalls (about 41% of all off-street parking downtown). The remaining 322 stalls consist of permit (240 stalls), employee (55 stalls), and special use (27 stalls) parking only. This is summarized in **Table 2**.

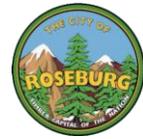


Table 2: Downtown off-street parking supply by stall type (combined supply)

Stall Type	Stalls	% Total
<b>Off-Street Supply Collected (6 sites)</b>	<b>543</b>	<b>100.0%</b>
Permit Parking Only	238	43.8%
Permit Parking Only Oversize Vehicles	2	< 1%
City Employee	53	9.8%
Employee Only	2	< 1%
2 Hour Public Safety Center Event Parking Only or by Permit	17	3.1%
Unrestricted No Signage	221	40.7%
ADA accessible	8	1.5%
Electric Vehicle	2	< 1%

The largest City facility is the Parking Garage (299 stalls), located at the corner of SE Washington and SE Rose. The smallest is the Shalimar Lot (19 stalls), located mid-block on the west side of SE Stephens, between SE Cass and SE Lane. All the off-street sites, except for the Free Parking lot (at the Corner of SE Cass and SE Rose), are primarily allocated to quarterly permit parking and employee parking. Of these sites, three (3) dedicate 100% of their parking supply to permit parking (Armory Lot, Shalimar Lot, and Phillips Lot).

Table 3 provides a breakout of each lot by types of uses and fee (where applicable).

Table 3: Downtown off-street by site, stall type, and permit cost

Stall Type	Court Street Lot	Parking Garage <sup>2</sup>	Armory Lot	Free Parking	Shalimar Lot	Phillips Lots
<b>Permit Cost per Quarter</b>	<b>\$51.00</b>	<b>\$66.00</b> <b>\$51.00</b> <b>\$75.00</b>	<b>\$72.00</b>	-	<b>\$75.00</b>	<b>\$66.00</b>
<b>Off-Street Supply Subtotal</b>	<b>90</b>	<b>299</b>	<b>40</b>	<b>52</b>	<b>19</b>	<b>43</b>
Permit Parking Only	17	119	40	-	19	43
Permit Parking Only Oversize Vehicles	-	2	-	-	-	-
City Employee	53	-	-	-	-	-
Employee Only	-	-	-	2	-	-
2 Hour Public Safety Center Event Parking Only or by Permit	17	-	-	-	-	-
Unrestricted No Signage	-	173	-	48	-	-
ADA accessible	3	3	-	2	-	-
Electric Vehicle	-	2	-	-	-	-

<sup>2</sup> Parking permit costs per quarter are shown for the second, third, and oversized floor, respectively.

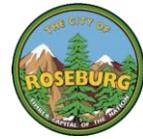
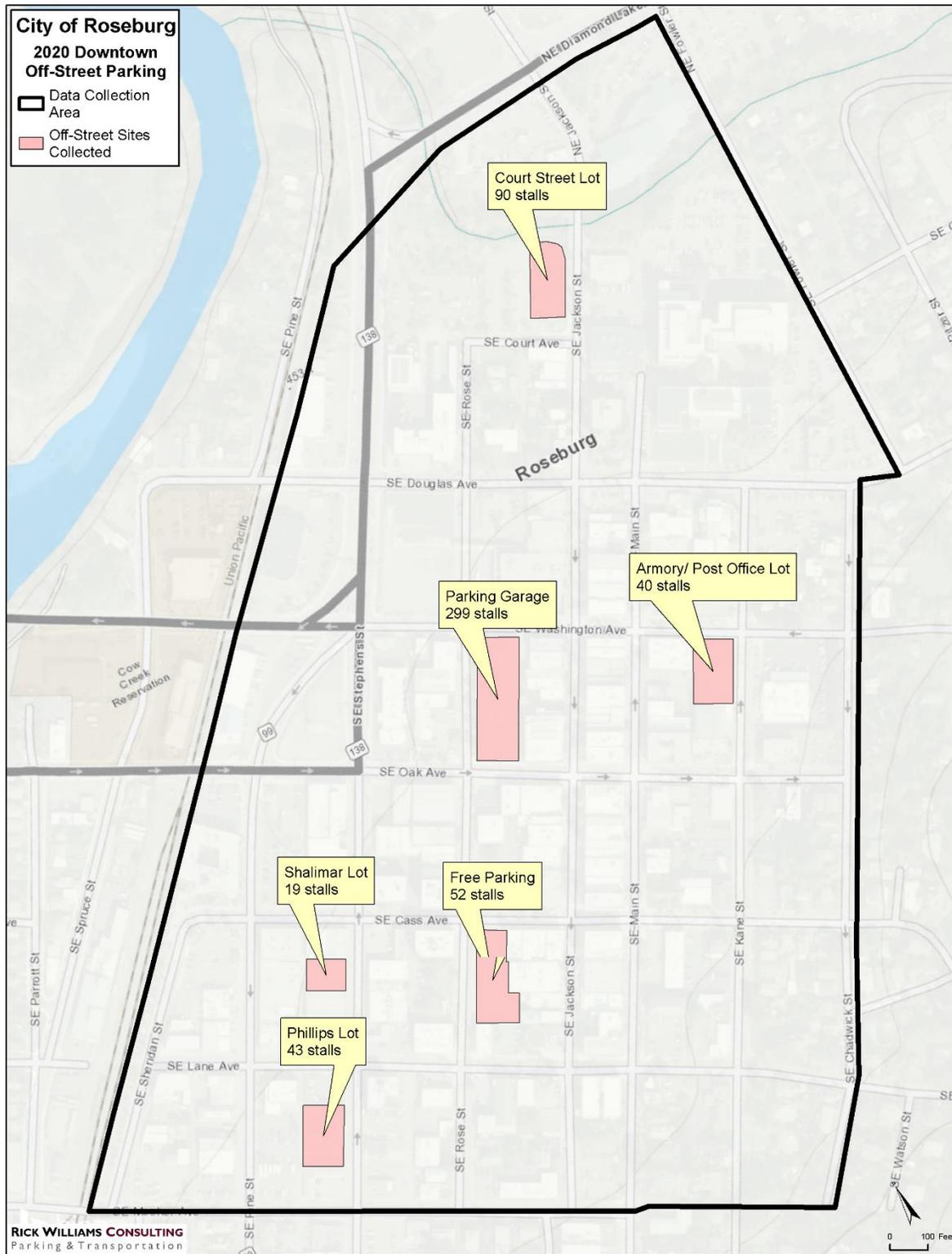
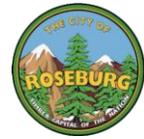


Figure E: Downtown off-street parking supply by site and stall count





**Laurelwood**

**On-Street Parking**

The residential area is comprised of 261 on-street parking stalls, most of which are dedicated to Residential Permit Parking use (93.1%). The remaining stalls consist of no time restriction (16 stalls with no signage) and Park Use Only (2 stalls). Parking is enforced during school days from 8:00 AM to 2:00 PM at Residential Permit Parking stalls only. Parking is also enforced Monday through Friday from 4:00 AM to 6:00 PM on W Bellows Street between SW Washington Avenue and W Finlay Avenue, which allows for no parking through the corridor. However, an additional 42 stalls with no time restriction become available after the enforcement hours.<sup>3</sup> Parking is free and unregulated all day on non-school days, Saturday, and Sunday.

**Table 4** summarizes the parking supply within the Laurelwood inventory study area.

*Table 4: Laurelwood on-street parking supply by stall type and restriction*

Stall Type	Stalls	% Total
<b>On-Street Supply</b>	<b>261</b>	<b>100.0%</b>
Residential Permit Parking Only	243	93.1%
Unrestricted No Signage	16	6.1%
Parking for Park Use Only	2	< 1%

**Figure F** provides a detailed mapping of each of the 261 identified on-street stalls within the Laurelwood inventory study area.

<sup>3</sup> For inventory purposes, this area is restricted to no parking for the majority of a typical day and is noted as such.

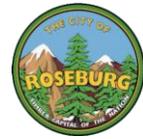
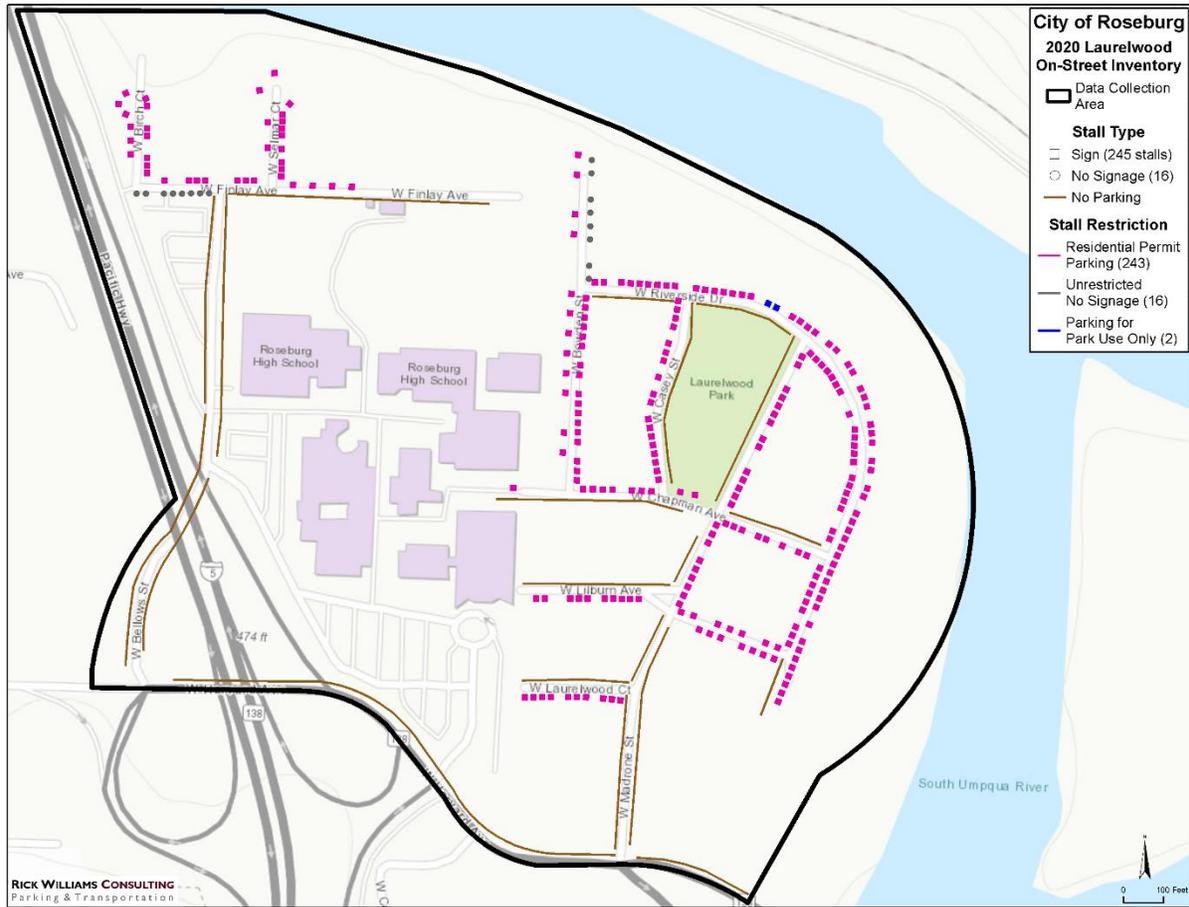


Figure F: Laurelwood on-street parking supply by stall type and restriction



### 1.3 Field Notes

#### Downtown - Overview

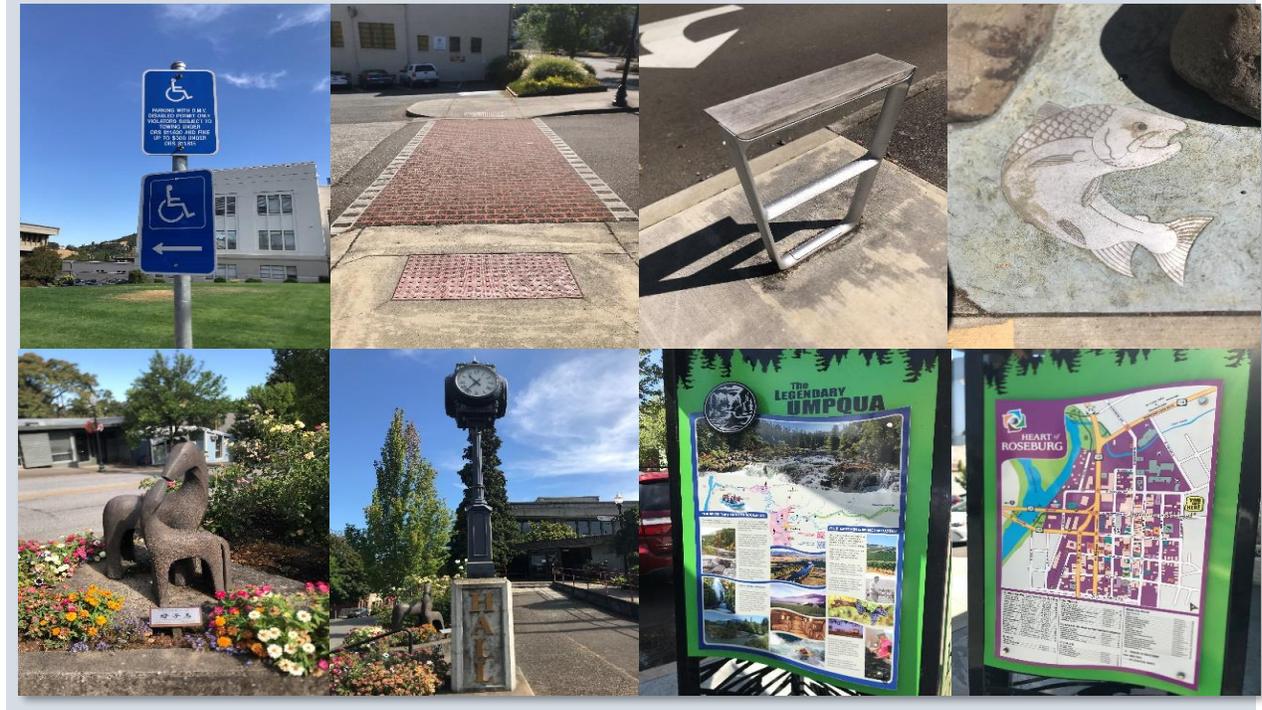


Downtown Roseburg is a beautiful and historic Main Street city located in the scenic Umpqua River Valley of Southern Oregon. The Downtown features several street amenities including hanging flower baskets, city maps, community art, ADA curb cuts, and bicycle racks.

These features compliment historic buildings along Main street, which create a very walkable downtown serving a diversity of businesses. The photo montage below illustrates the variety and quality of these streetscape amenities.



**Dow**



**Downtown - Parking**

**On-street parking**

Downtown on-street parking is well striped, creating an ordered system for drivers where allowed parking is easily identified (see photo at right). Drivers can park downtown in the 'free zone' which allows drivers to park on-street without having to pay nor adhere to a time stay. However, the boundary of the free zone is irregular and confusing as meters/time stays may begin in the middle of a street abutting the free zone.<sup>4</sup> Further, the on-street signage is also confusing, unclear, and not consistent.

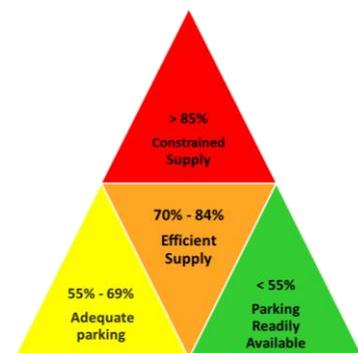
Overall, the parking occupancy of the on-street system was moderate on the day of the inventory<sup>5</sup>. The highest on-street occupancy observed occurred in the free zone. From visual observation, use appeared to be in the range of 50%-60% of supply, which is seen as moderate/adequate from an industry perspective (see graphic at right). The free zone allows for free all day long-term parking near many retail shops along the main street.

Single-head meters are on the periphery of the downtown, and in some instances are in front of single-family housing units. The meters are older and outdated coin-operated meters which do not allow for credit/debit card nor smartphone transactions, which (based on industry findings) is the preferred method of payment by users.

The time-limits for the meters are inconsistent throughout the inventory and along single block faces, varying from 2 hours to 10 hours. Therefore, street signage did not always comport with the actual meter time-limits at



**EX: On-street Stall Striping**



<sup>4</sup> See map of Downtown Free Parking area in Appendix at the end of this document.

<sup>5</sup> Observations were completed in August 2020 with some COVID-19 restrictions in place.



a location. Rates also varied, along with enforcement hours. Recorded enforcement hours from meters included 8:00 AM-6:00 PM and 8:00 AM-5:00 PM (9 and 8 hours, respectively) allowing for enforcement gaps for 10-hour metered stalls. This can be frustrating to customers and communicates a confusing message overall. The photo montage below shows the range of meter type and quality. A further examination of the meters, meter location, corresponding signage and enforcement would benefit the on- and off-street systems.



**Off-street parking**

Like the on-street system, the six (6) public off-street lots and parking garage were largely underutilized at the time of observations (refer to **Figure E** Downtown off-street parking supply). Not surprisingly, the free zone lot, which is essentially an off-street extension of the on-street free zone, is the most occupied of the off-street lots. The lower level of the parking garage allows for visitor parking, while the two upper levels are permit only.

The Parking Garage is centrally located in downtown, however, not well utilized. It is not well lit and there is graffiti along some of the walls and stairwell. This environment is not welcoming and leads to a feeling of being unsafe.

The Court Street lot is divided into City employee parking, permit holders and public safety events parking, although the signage is somewhat confusing. The Armory lot, also a permit lot, is relatively well utilized. Finally, the Shalimar and Phillips permit lots had very low occupancies. Overall, the six (6) lots are well striped on smooth pavement. Signage is well marked but inconsistent and, at times, confusing. There is not a unifying City brand for the off-street lots.

Of the six (6) public off-street lots, the free zone lot and the Armory lot appeared to have the highest usage<sup>6</sup>



**Armory Lot**

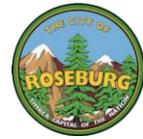


**Court Street Lot**



**Shalimar Lot**

<sup>6</sup> Observations were completed in August 2020 with some COVID-19 restrictions in place.



Free Zone Lot



Parking Garage



Philips Lot

**Laurelwood - Parking**



The Laurelwood neighborhood near the local high school and Chadwick street, abutting the downtown area, are both part of Residential Permit Programs (RPP).

The street signage reflects that permitholders are prioritized for the on-street system. In the Laurelwood neighborhood, the residential permit stalls are enforced from 8:00 AM – 2:00 PM during school days. Overall signage is apparent in most areas, however, there are some gaps as well as confusing signage, which could lead to unwarranted parking tickets. Chadwick street signage is straightforward (2-hour parking or by residential permit).



Overall, the RWC survey staff observed several promising elements of the on- and off-street parking systems. Further investigation and ultimately strategic recommendations will help modernize the systems allowing for an effective and efficient parking experience for all users.



# Appendix A

Figure G: Downtown Free Parking Zone area

