

# Bridgeport Way Construction Project

University Place Town Center

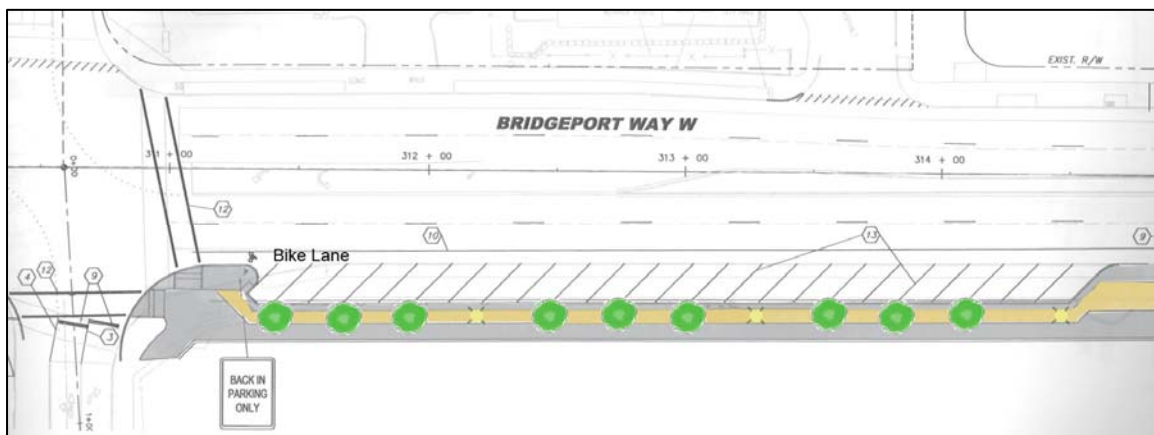
## ***Background***

The City has finalized plans to construct sidewalk improvements on Bridgeport from 37<sup>th</sup> Street to 35<sup>th</sup> Street. The improvements are primarily on the East side of the street. The project also includes improvements to 35<sup>th</sup> from Bridgeport to Drexler. Also included in the project are new traffic signals at a new pedestrian crossing aligned with Market Square, a new intersection of Market Court with Bridgeport and a traffic signal at the intersection of 35<sup>th</sup> and Drexler.

The project is a federally funded project entitled “Streetscape University Place Downtown”. The estimated cost of the construction is \$1.9 million, fully paid with federal funds. The project will start in mid May and is scheduled to be completed in February 2010.

## ***Back-in Diagonal Parking on Bridgeport Way***

Parking on Bridgeport has been part of the over all planning for Town Center for many years. The parking is needed to provide convenient access to future shops that will face Bridgeport Way. Originally parallel parking was planned, but consultants recommended that the city study back in angle parking as a safer option and to increase the available on-street parking and better activate the retail shops that face Bridgeport Way. While the majority of the parking will be provided in the parking garages, additional parking is needed. On-street parking can be provided at a fraction of the cost of constructing additional parking garage spaces.



Back in angle parking was studied extensively prior to recommending it for Bridgeport. An inventory in 2005 counted 25 US cities with back in angle parking. Staff talked to representatives from Vancouver, Olympia, Seattle and Salt Lake City regarding their experience with back in angle parking. Seattle has been a leader in back in angle parking

since the 1960's. They have adopted back in angle parking for all of their angled parking. All those interviewed were extremely supportive of back in angle parking.

The maneuver for the motorist to back into an angled parking space is identical to the first part of parallel parking. The motorist is to use a right turn signal to indicate his intention to park. He will then stop in advance of the space to keep a clear area to back into. He then proceeds forward to align with the space. He then backs into the space. The parking spaces are 9.5 feet wide which leaves an average of 3.5 feet between vehicles which provides space for any misalignment and for opening doors. The main advantage with the back in angle parking is the visibility pulling out. For head in angle parking you are frequently backing out into traffic with limited sight distance. The incidence of accidents has been reported to be 3 to 1, head in versus back in. Also back in parking accidents are typically less severe than head in parking. A typical back



in accident consists of scraping the adjacent vehicle while the vehicle backing into moving traffic can be a serious accident. Back in angle parking accident rates are reported to be similar to that of parallel parking accident rates.

The back in angle parking enables the retention of the existing bike lane. The back in parking provides a safer interface between bikes and cars due to the increased visibility pulling out into traffic. Also the bike lane provides more lane width and is important for the parking maneuver.

Back in angle parking will not reduce the capacity of Bridgeport. The capacity of a roadway is controlled by the capacity of its intersections. Bridgeport capacity in this area is controlled by the capacity of the intersection with 40th. It is anticipated that the back in angle parking will reduce the speeds on Bridgeport due to the increased side friction.



Parking has always been envisioned on Bridgeport. On-street parking is an integral element of “Main” street. It creates a buffer between the moving traffic and amenity zone with its benches, tables, plantings, etc.



***Links to other studies on Back-in Angle Parking:***

[http://lda.ucdavis.edu/LDA191/Course%20Handouts%20&%20Readings/05-Back\\_in\\_Diagonal\\_Parking.pdf](http://lda.ucdavis.edu/LDA191/Course%20Handouts%20&%20Readings/05-Back_in_Diagonal_Parking.pdf)

[http://www.newwestcity.ca/cityhall/engineer/parking/back-in\\_angle\\_parking.pdf](http://www.newwestcity.ca/cityhall/engineer/parking/back-in_angle_parking.pdf)

<http://hamptonroads.com/node/197931>

[http://www.bicyclinginfo.org/bikesafe/case\\_studies/casestudy.cfm?CS\\_NUM=104](http://www.bicyclinginfo.org/bikesafe/case_studies/casestudy.cfm?CS_NUM=104)