

**From:** Bibbins, Ken (DOT)  
**Sent:** Monday, January 28, 2019 1:12 PM  
**To:** Bessette, Michael <BessetteM@cityofplattsburgh-ny.gov>  
**Cc:** Basil, Valmekie (DOT); Ricalton, Al (DOT); Kokkoris, Steve (DOT); Docteur, Aaron (DOT); Ortlieb, Craig H. (DOT);

**Subject: Angled Parking Proposal, Bridge Street/US Route 9**

Hello again Mike,

I've been in contact with a number of folks in the Department's Main Office, to try to establish all of the information that the City needs in order to make an informed decision about potential changes to Bridge Street/US Route 9/NY Bicycle Route 9.

There are two main questions on the table here:

The first question is relative to jurisdiction. **It does not appear to me that the right of way that Bridge Street falls within has sufficient width to allow angled parking** without severely impacting its lane widths.

The second question is relative to the likely impacts that angled parking would have on traffic safety. It is well established, by multiple studies, that **angled parking causes an increase in accidents**. This is due to a number of reasons, including the need for a backing maneuver that is made where the operator of the parked vehicle must back into traffic when exiting the parking space, while their visibility is impaired by adjacent vehicles. This maneuver is **particularly dangerous if the roadway in question has a significant volume of bicycle traffic, such as this one**. **There is also an increase in accidents due to the stop-go nature of drivers searching for an open space**, which is more difficult with angled parking because the empty spaces are harder to see. There are some locations in our country where back-in angled parking has been used because that provides somewhat improved visibility when exiting the parking space. That improvement would only exist if there was sufficient space to accommodate the angled parking and it would not address the difficulty with spotting empty parking spaces far enough upstream to avoid a quick stop.

I can tell you that, **based on the concept and its traffic safety implications, I would use the strongest language possible to discourage the institution of this change.**

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