



Transportation Committee - Board of Representatives

Steven Kolenberg, Chair

Committee Report

Date: Thursday, May 31, 2018

Time: 7:30 p.m.

Place: Republican Caucus Room, 4th Floor, Government Center, 888 Washington Boulevard

The Transportation Committee met at the above time and place. In attendance were Chair Kolenberg and Committee Member Reps. Di Costanzo, Giordano, Michelson, Moore and Pendell. Absent or excused were Reps. Patterson and Wallace. Also present were Reps. Cottrell, McMullen and Sherwood; Andy Gallagher, Stamford Police Department; Jim Travers, Transportation Bureau Chief, Colleen Cottrell, Peter Goldstein and Laurie Doig.

Chair Kolenberg called the meeting to order at 7:37 p.m.

The Committee held a moment of silence for Representative DeLuca.

Item No.	Description	Committee Action
1. T30.012	REVIEW; Residential Parking Permit Program . 04/03/2018 – Submitted by Reps. Figueroa, Sherwood and Quinones 04/19/18 – No Action Taken	Report Made

Chair Kolenberg permitted Mr. Goldstein and Ms. Doig to address the committee:

- Ms. Doig lives on Howes Avenue. She stated that she has never been in favor of parking permits on her street, but it has become a problem to only have 3 passes; there should be a pass for each owned vehicle and 6 guest passes. She can fit 2 cars in her driveway. The price for parking is too high. She does not believe anyone would want to park on her street
- Mr. Goldstein lives on Stamford Avenue. There are 9 houses on the street and other than him, everyone parks on their large driveways or in their garage. He would love to have a residential parking permit. There is plenty of space on the street. He is the only person who has gotten a permit, and does not believe he should have to pay to park on a completely empty street. This only permits non-residents from parking on the street. He has not spoken to his neighbors about eliminating the program for the street

Mr. Travers discussed the program with the Committee:

- The program has existed for the past year and was on hiatus before then
- There were complaints by residents because passes had been oversold and residents were paying for passes they were unable to use because there was not enough parking available on the street
- The Transportation Committee reviewed residents' concerns and held public hearings

- The prior program was a pass for every registered vehicle at the address and 6 guest passes, so if a car had 4 vehicles registered, that would give each residence 200 feet of frontage and the result was residents without parking
- They reviewed the average frontage of a house is about 50-60 feet, which is up to 3 vehicles
- Parking passes need to be warranted, it can't just be not wanting people to park on the street
- To evaluate, 75-80% of the parking spaces need to be occupied at the time of observation (when the residents have said there is a problem); after doing the research, they meet with the community and explain how much parking is available (on a recent street, the frontage only permits 1 vehicle per household)
- The hours of the program depend upon the problem the street is facing
- Some streets have opted out since the program was readopted
- Either opting or opting out requires a request of 65% of the residents
- There is information for the public on their website, with links to the procedures
- Having no parking at all would completely eliminate all parking; there are numerous options for residential parking, including time of day, or a two hour exemption (which allows guests)
- They don't want to oversell the number of spaces on a given street
- The Transportation Bureau has the option to revoke the program if residents don't reapply; he does not know of any streets where residents have not reapplied
- Streets that already were in the program got 3 passes per residence
- Residents in the Cove like the program but don't like the price increase; the pricing was based upon programs in other communities; it costs over \$8000 to start a program and then requires a parking enforcement officer to check on the area; \$15 is still cheaper than other areas, such as New Haven
- There are no streets in the City that have residential parking programs without a request by the residents
- A senior citizen discount would require an amendment to the ordinance
- Disabled residents can get disabled spaces in front of their houses
- Should the older programs be reviewed
- He will provide the committee with enforcement data
- There are only 7 traffic enforcement officers; the program is also enforced by the police department

12. T30.013 REVIEW; Standard Operating Procedures for keeping Report Made
pedestrians safe and mitigating accidents on high traffic
roads undergoing major planned road construction.
05/09/18 – Submitted by Reps. Di Costanzo and
Kolenberg

Rep. Di Costanzo stated that this was prompted as a result of a recent accident on Courtland Ave as well as inquiries from residents regarding the responsibilities of crossing guards, signage regarding construction ahead.

Sergeant Gallagher and Mr. Travers discussed this with the Committee as follows:

- Prior to a large project being done, an engineering study is done which includes all the signage that will be in place and a review of the dynamics in the area
- There is typically signage

¹ Video Time Stamp 01:05:33

- Courtland Avenue is a State project and there is a limit to what the City can require the State to do
- They are trying to move utility work to overnight
- The City reviews project plans and spends hours reviewing MPTs (Management & Protection of Traffic); the City checks that these plans are being followed; if there is an emergency, there is no time to develop these plans
- The City has no jurisdiction over the State
- Pedestrian safety is a priority for the City
- The City has no person responsible for Education of citizens
- Mr. Travers will check to see if the Emergency Communication System can be used to notify residents, but it may be limited to emergencies
- They need to use multiple approaches to get the word out to residents, including getting coverage by the Advocate
- The Police Department uses Twitter to notify the public of road closures, etc.
- The City has contractors put up signs about construction

As a Secondary Committee:

3. [SC30.013](#) RESOLUTION; Supporting Participation in the Fully Autonomous Vehicle Testing Pilot Program.
05/09/18 – Submitted by Mayor Martin

Chair Kolenberg adjourned the meeting at 9:20 pm.

Respectfully submitted,
Steven Kolenberg, Chair

This meeting is on [video](#)