



## ***Transportation Committee - Board of Representatives***

Steven Kolenberg, Chair

Robert "Gabe" DeLuca, Vice Chair

# **Committee Report**

**Date:** Thursday, March 22, 2018

**Time:** 7:30 p.m.

**Place:** Republican Caucus Room, 4<sup>th</sup> 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, Patterson and Pendell. Absent or excused were Reps. DeLuca and Wallace. Also present were Reps. Graziosi, Stella and Zelinsky; and Veera Karukonda and Garrett Bolella, Traffic Engineering; Jim Travers, Transportation Bureau Chief; Frank Petise, Traffic Engineer and Kathryn Emmett, Corporation Counsel.

Chair Kolenberg called the meeting to order at 7:00 p.m.

<b>Item No.</b>	<b>Description</b>	<b>Committee Action</b>
1. <a href="#">T30.005</a>	ORDINANCE <u>for publication</u> ; Amend <a href="#">§231-5.B of the Code of Ordinances</a> to Require Days and Hours of Operation to be posted on all Parking Meters and Meter Pay Stations. 12/26/17 – Submitted by Reps. Graziosi and Morson	<b>No Action Taken</b>

Rep. Graziosi stated that this ordinance is based upon his and Rep. Morson's perception that when parking meters are to be paid is not always clear.

Mr. Travers discussed this with the Committee as follows:

- Funds the City has received from in the Parking Fund are going to be used to replace aging pay stations in lots and garages, which are failing at a quick rate; a pilot of pay-by-plate rather than space worked well and the program will be going forward
- The new pay stations will have digital displays with the hours of operation
- The City did have hard tags with hours of operations on the older meters
- The City has reached out to the Mall which does have a sign at the entrance to the mall and at the pay stations
- His concern about the ordinance is "sign clutter" which will discourage people from paying attention to more important signs, and expense
- The digital signage on the pay station will give the City the ability to clarify the message
- The new ones are easier to read
- The meter shows the current time/date

2. [T30.009](#)      ORDINANCE for publication; Amending [§231-8](#) of the Code of Ordinances Removal or immobilization of motor vehicles bearing outstanding citations.      **Approved, as amended, 7-0-0**  
03/06/18 – Submitted by Jim Travers

Mr. Travers and Mr. Petise discussed this item with the Committee:

- Reps. Stella and Pratt discussed this item with him
- Currently scofflaws (people who owe more than \$200 in parking fines) have their vehicles identified through license plate recognition and the vehicles are towed
- Booting a car is less expensive and more respectful (no fear of car being stolen, no having to pay, by cash, at City Hall and then going down to where the car has been impounded)
- If a car is identified as scofflaw, the information would be attached to the window (with a removable sticker) and a boot attached to the wheel; the individual would call the company running this 24/7 and 1) pay by credit card; if don't have a credit card, could get approval for someone else's card; the individual would then be asked if they can lift 16 lbs, and if so, the individual will get a code to self-release the boot and then has 24 hours to return it to the Government Center.
- This is a faster process for residents and less inconvenient (can get groceries home, get to childcare, etc.); reduces conflict.
- If can't lift 16 lbs., a parking officer would come to remove the boot
- Last year the City collected 415 scofflaws for \$183,000; there are 3,700 scofflaws in the file for a total of \$1.1 million
- The last notice a scofflaw will receive will say that car may be booted and/or towed
- The company is used by Norwalk and they have been happy with the company
- They would ask that it be delivered during the Government Center during the hours that Cashiering and Permitting are open – the time period to return the boot can be extended and the Company makes multiple attempts to get it back before charging the \$500 fee. Failure to return has not been a problem.
- The vendor's fee is \$120 each time a boot is placed.
- Towing would still be an option if the boot is not removed and the car remains on City street
- The vendor would pay the City the money collected monthly
- If someone claimed they did not see the sign and drove with the boot, the City would defend against any invalid claim (the City could photo any sticker on a car)
- The Traffic Department can explore permitting returns at the Police Department or other sites
- The City currently drives people to get their cars when they have been towed; this puts City personnel at risk
- The fine in §231-8.E exceeds the City's authority to fine; the City can only fine up to \$250.00

A motion to amend §231-8.E to reduce \$500 to \$250 was made, seconded and approved by a vote of 7-0-0 (Reps. Kolenberg, Di Costanzo, Giordano, Michelson, Moore, Patterson and Pendell in favor).

A motion to amend §231-8.C to correct "with forty-eight" to "within forth-eight" was made, seconded and approved by a vote of 7-0-0 (Reps. Kolenberg, Di Costanzo, Giordano, Michelson, Moore, Patterson and Pendell in favor).

A motion to approve the ordinance for publication was made, seconded and approved by a vote of 7-0-0 (Reps. Kolenberg, Di Costanzo, Giordano, Michelson, Moore, Patterson and Pendell in favor).

3. T30.007      REVIEW; Better Education of Pedestrians on Street Crossing.      **Report Made**  
02/07/18 – Submitted by Rep. Zelinsky

Rep. Zelinsky stated that he has received complaints from constituents regarding pedestrians not crossing the street safely. He believes pedestrians needs to be better educated.

Mr. Travers discussed this item with the Committee:

- There have been several recent initiatives, including a public safety forum, reading to the students about crossing safely on Read Across America Day and gave them take-home information; they are looking at doing a PSA on the website and other media
- The Street Smarts Committee meets and Director Jankowski has put in a request for a Street Smarts Coordinator Position
- He has a budget request for a grants program and are identifying other grants for pedestrian safety
- In 2015 there were 99 pedestrian crashes; in 2017 there were 71; they are hopefully making positive changes
- They are looking at all options, including signal timing, pavement marking
- There has been positive response from the new signs that say “No Turn on Red/Watch for Pedestrians”

4. T30.008      REVIEW; Deteriorating Conditions at Old and New Stamford Train Station Garages.      **Held 7-0-0**  
02/12/18 – Submitted by Rep. Zelinsky

A motion to hold this item was made, seconded and approved by a vote of 7-0-0 (Reps. Kolenberg, Di Costanzo, Giordano, Michelson, Moore, Patterson and Pendell in favor).

5. T30.010      REVIEW; All new traffic signs installed and unnecessary traffic heads.      **Report Made**  
03/07/18 – Submitted by Rep. Zelinsky

Rep. Zelinsky stated there are many unnecessary traffic heads and traffic signs; for example, there are traffic heads facing houses

Mr. Travers noted that:

- The request from Hartmeyer was a request from a developer, who paid for the light in the event a resident wanted to cross
- The 6<sup>th</sup> St intersection is not a perpendicular intersection, so there is requirement that there is a light facing
- These lights are not put up without thought
- The standards are uniform across the US and all are approved by the State

Chair Kolenberg adjourned the meeting at 9:05 p.m.

Respectfully submitted,  
Steven Kolenberg, Chair

This meeting is on [video](#).