



## Department of Transportation, Traffic & Parking



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***Transportation, Traffic, and Parking***

888 Washington Blvd., 7<sup>th</sup> floor

(203) 977-5466

FAX 977-4004

[www.stamfordct.gov/parking-and-transportation](http://www.stamfordct.gov/parking-and-transportation)

[www.stamfordct.gov/stamford-street-smart](http://www.stamfordct.gov/stamford-street-smart)

## MISSION

The City of Stamford's Transportation, Traffic and Parking Department combine's elements of traffic safety and engineering, transportation planning, parking management, and community engagement to improve the lives of residents and visitors.

Our mission is to enhance and maintain the city's transportation assets and infrastructure with a particular emphasis on safety, mobility, and sustainable practices.

We will consistently strive to improve our core functions related to traffic signals, signs, pavement markings, and on- and off-street parking management into an integrated environment which embraces our values and practices.

The Department works closely with the Connecticut Department of Transportation (CTDOT) to ensure that the region's transportation infrastructure, consisting of highways, railroads, and all forms of public transportation meet the current and future needs for our residents, businesses, and guests.

The City maintains its competitive advantage as the State's economic engine by offering a transit-rich, sustainable urban setting. Moving forward in a time of incredible innovation that is coupled with increased traffic congestion and global climate change, the depth of transit and its relation to multi-modal transportation and autonomous vehicles will become even more vital in our overall environmental performance and economic growth.

The department remains committed to addressing quality of life issues, ensuring economic growth, and fostering sustainable practices within a network that at its core connects people to their community. The department is organized in four groups: Traffic Control, Traffic Engineering, Transportation Management, and Parking Operations.



## STAFF DIRECTORY

### Administration

Jim Travers	Bureau Chief	(203) 977-4133
Crystal Mitchell	Administrative Clerk	(203) 977-5466

### Traffic Control and Management

Garrett Bolella	Traffic Engineer	(203) 977-1126
Frank Petise	Traffic Engineer	(203) 977-4124
Veera Karukonda	Signal Engineer	(203) 977-5675

### Signs / Markings Crew

Orazio Cirelli	Operations Foreman	(203) 946-8079
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Santo Didonato	Ralph Socci	Carl Vogt
Keith Rich	Chris Kocot	Ed Whitehead
Chris Baldwin	Francisco Dejesus	Agnes Modugno

### Signal Crew

Steve Frycz	Lead Technician	(203) 946-8080
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Bill Ridgeway  
Steve Fecteau

### Parking Management

Gary Peterson	Parking Foreman	(203) 946-8081
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Joe Baskin	Joe Nicolo	Vincent Migiano	Sal Viggiano
Kevin Castillo	Dan DiNardo	Jim Purcell	Ryan Devanney
Dave Gladstone	Dan Greco	Willian Navarro	James Visser

## ORGANIZATION AND WORK SUMMARY

### *TRAFFIC CONTROL*

The Traffic Control group is responsible for sign / signal improvement and maintenance programs, pavement markings, regulation of activities within the public right-of-way; traffic engineering, construction staging and new development plan reviews.



The Traffic Control group also interacts on a daily basis with the Connecticut Department of Transportation (CTDOT), the Office of the State Traffic Administration (OSTA) and the West Region Council of Governments (WestCOG) on various partnerships and inter-agency transportation issues.

The Traffic Control group works with members of the Board of Representatives, interested citizens, and other city departments to identify and implement solutions to improve transportation, traffic and parking operations. Some recent highlights are noted on the following two pages.



## TRAFFIC SIGNAL OPERATIONS DIVISION

In addition to maintain the traffic control system in a state of good repair, the Traffic Signal Operations Division, to ensure public safety, is on-call 24 hours per day, 7 days per week. The team will be frequently requested by the Stamford Police Department to respond to accidents, knock-downs, failing, or improper operations of traffic signal systems city-wide.



- Responsible for the maintenance of 211 Traffic Signals, and 38 School Zone Radar Speed Check Flasher assemblies.
- Responsible for the maintenance of 15 Traffic Safety Warning Flashers.
- Responsible for the maintenance of City wide fiber optic and copper communications cable network.
- Perform approximately 1000 maintenance calls and 70 emergency night time repair calls per year.
- Repair Signal equipment damages due to traffic accidents.

## SIGNS AND PAVEMENT MARKINGS DIVISION



- Responsible for the installation of new traffic and parking signs, as well as the maintenance of all existing signs. The division installs and/or repairs approximately 1300 traffic and/or parking signs annually.
- In addition, the division installs over 1200 Emergency No Parking signs annually to facilitate construction or roadway required use.
- Responsible for the pavement markings throughout the City, which include centerline and edge line striping, parking space striping and crosswalks, etc. Each year the division paints approximately 340,000 linear feet of pavement markings.
- Answers and addresses Citizen Service Requests related to traffic and/or parking signage, pavement markings and striping and general traffic operations. The division typically receives approximately 305 unique citizen service requests annually.
- Oversees the layout and installation of specialty pavement markings which include the SLOW SCHOOL pavement marking program comprising 66 total SLOW SCHOOL markings.
- Contributes to special events including their set-up and clean-up. The division participated in 35 special events in 2017 which ranged from one-day events such as Bark in the Park, to series of events such as Alive at 5, and major events such as the Thanksgiving Day Parade Spectacular.



- The division works closely with several other municipal departments including the Downtown Special Services District (DSSD). In coordination with the DSSD the division installed 311 street pole banners and 40 specific parade sponsor banners downtown.
- This division is also required for all snow and storm emergencies. The division works under the direction of the Highways department to ensure restoration and coordinated snow removal. The department will remain on-call 24/7, until the emergency order is lifted.

### PARKING OPERATIONS

The department's Parking Operations group is responsible for the management, enhancement, and enforcement of both the on-street and off-street parking programs, including parking tags, parking meters, parking garages, surface lots (including commuter lots, and Parks lots), revenue collection, parking regulations, meter bag system management and management of residential parking zones.



- Responds to resident concerns for parking violations, including 120 hour parking violations, driveway obstructions, etc.
- Enforces over 40 Residential Permit Parking Zones City-wide.
- Issues approximately 70,000 parking citations annually.
- Performs approx 2,500 meter maintenance and repair issues annually.
- Collects all on-street parking meters and garage and lot paystations daily.
- Participates in the count and reconciliation of coin collected at all meters and paystations.
- On-call for all snow emergencies to facilitate to ticketing and removal of all vehicles in posted snow routes. The team will work under the direction of the Highways department to ensure coordinated enforcement and snow removal. The team will work 24/7 during these emergencies..

Furthermore, the Parking Operations, facilitated through the direction of the Traffic Engineer, establishes a Capital Improvement plan to increase operations, improve the customer experience, and balance the parking regulations city-wide. These Capital Projects include:

- Performed Conditions Analysis on the Bell Street and Bedford Street Garages.
- Initiated Parking Operational Needs Assessment.
- Upgraded the Summer Street Garage to LED lighting.
- Painted the interior of the Bedford Street Garage.
- Designed electrical upgrade for the Bell Street Garage.
- Pilot Credit Card Accepting single-space parking meters.
- Pilot pay-by-plate multi-space paystations.



### Storm Related Work Summary

The first priority of the department is safety, and this is most true during emergency operations. As we continue to experience extreme storms, with record breaking snowfall, high temperatures, wind, and storm damage, the department operates under Emergency Operations procedures. We readily address all safety and operational duties, focusing our efforts not as individual work units but as a single team dedicated to repair and restoration.

When we experience a significant accumulation of snow during the winter season, this places a high demand on department staff to coordinate efforts in restoring safe conditions for road users. This includes maintaining traffic signal operations, citing vehicles parked on emergency snow routes, snow removal in defined locations, and maintaining overall traffic operations.

- Over the course of a winter season:
  - Traffic and pedestrian signals require repairs and or replacement of equipment due to storm related damage.
  - Traffic signage requires repairs and/or replacement due to knock-downs. In the event that a traffic signal loses power, the department must provide temporary emergency to maintain traffic operations.



The efforts of the ground crews to assess damaged infrastructure and perform repairs as needed is instrumental in establishing a safe environment for city residents directly after the effects of inclement weather.

- The Signal Operations Division remains on-call for all storm emergencies. During power outages, the team will restore signal operations through the use of portable generators for critical intersections. Additionally, severe weather often results in increased instances of signal interruptions due to accidents and storm related activity. The team stands ready to respond to these issues and restore operations as quickly as possible.
- The Signs and Pavement Markings Division is responsible for the removal of snow in all municipal lots which include but are not limited to the Bartlett Arboretum & Gardens, Bedford Annex, Glenbrook Metro Station, Springdale Metro Station, Stamford History Center, Stamford Museum & Nature Center and St. John's Church Parking Lots. The Division is also responsible for clearing sidewalks along City property. This includes such public spaces as the Columbus, Latham and Lione Parks. Lastly, the Division maintains several bus shelters through-out the City during snow events including those on Dock Street, East Main Street, etc.



### ***TRAFFIC ENGINEERING AND PLANNING***

Traffic Engineering and Planning manages major transportation capital improvement projects throughout the City and oversees their construction. The department analyzes traffic data, congestion, intersection operations and crash data to determine prioritization of projects. The department seeks to identify and apply for funding opportunities that aim to improve overall operations. Furthermore, the department directs and monitors the Signal Operations, Pavement Markings and Signs Division, as well as Parking Operations to improve traffic operations and safety on City roads. Through this fast-acting division, Traffic Engineering delivers low-cost, creative solutions to operational problems and safety issues on a daily basis. Traffic Engineering and Planning also regularly responds to Transportation related Citizen Service Inquiries which vary in complexity from simple pavement marking and signage improvements to full-scale traffic engineering studies.

The department reviews all land-use applications, assists and coordinates with the Planning and Zoning Department throughout the application process and provides recommendations to the Planning & Zoning Boards which includes requirements of funding roadway improvements when a development may negatively impact operations. Traffic Engineering sits on numerous Committees and is also responsible for the review of all Maintenance and Protection of Traffic (MPT) plans and the sign-off for road-opening and/or closure permits.

The department works closely with CTDOT, Land Use, and Economic Development on major transportation initiatives including road/highway improvements and enhancements, bike / ped. initiatives and transit programs. The Bureau Chief heads the Transportation Advisory Committee, and serves ex-officio on the Transit Authority Board.

In 2017, the department is pleased to report that many plans are moving into implementation phases, and there is an established roll-out of planning efforts with more specific 'actionable' strategies. Some of the highlights include the following:



## PLANNING

Seek funding opportunities for various traffic improvement projects

- Strawberry Hill Avenue @ Rock Spring Road Intersection realignment
- Atlantic Street @ Main Street intersection improvement
- Broad Street @ Atlantic Street intersection improvement
- Hamilton Avenue between Glenbrook and Culloden Rd road improvements
- Stillwater Avenue @ Bridge Street round-a-bout
- West Avenue @ Stillwater Avenue round-a-bout
- High Ridge Road / Long Ridge Road Corridor Improvements
- Largo drive – Railroad Gate Improvements
- Route 1 @ Greenwich Avenue intersection improvements
- Route 1 @ Richmond Hill Avenue intersection improvements
- Atlantic Street Corridor Improvements between Tresser and Broad
  
- Washington Boulevard (State Routes 493 and 137 Corridor Study – Station Place to 2nd Street) – STP Funding Grant
- Stamford First Mile – The Merritt Parkway Trail – Between High Ridge Road and Newfield Avenue – DEEP Funding Grant
- LRARP – Broad Street Corridor
- Boxer Square realignment – Community Connectivity
- Glenbrook/Springdale Commuter Station Complete Streets – OPM TOD Grant
- Citywide Vehicular and Pedestrian Wayfinding – OPM TOD Grant

## TRAFFIC SIGNAL ENGINEERING

- Responsible for the design and/or approval of all the Traffic Signals, Pedestrian-activated Warning Beacons and School Zone Speed Check Flashers.
- Responsible for the design and operation of City wide Fiber Optic and Twisted Pair Traffic signal communications cable network.
- Responsible for the design and Operation of the Fiber Optic Cable network that connects all the City buildings and Schools in the City.
- Responsible for all the design and operation of all Traffic Video Surveillance Cameras and the Central Video Management System.
- Responsible for the Operation of Advanced Traffic Management System that controls 211 Traffic Signals.

Current Projects/Plans	Description
Bus /Shuttle Study	The Stamford Bus and Shuttle Study is a study funded by the Connecticut Department of Transportation, through WestCOG and will provide recommendations to improve the existing CT Transit Stamford Division Service and position the system for growth and stability in the future.
Oaklawn Avenue Roadway Improvements	This roadway improvement project was designed to increase roadway and pedestrian safety on Oaklawn Avenue. The project includes the installation of 5' sidewalks on both sides of Oaklawn Avenue from Halpin Avenue to Stanwick Place on the south side and to Camore Street on the north side. In addition to the sidewalks, the roadway is being aligned to smooth the sharp curves on the roadway and the final pavement markings on the road will be two 10' travel lanes with 4' shoulders. The project is currently under construction and funded through the Surface Transportation Program (STP) Urban.
Greenwich Avenue/Southfield Avenue/Selleck Street Intersection Improvements	This intersection was re-designed to improve through movement alignment as well as the widening of the Southfield Avenue northbound approach to provide a dedicated left turn lane and dedicated through/right lane in order to increase intersection capacity. To further improve traffic operations a new traffic signal will be installed with improved timing and phasing. The project is currently out to bid and is largely funded by the developer of the nearby project.
Greenwich / Davenport Circulator	The Department has requested additional LOTCIP Funding to link the Greenwich Avenue/Pulaski Street Roundabout and the Greenwich Avenue/Southfield Avenue/Selleck Street Intersection Improvement Project. The inclusion of the circulator came up in community discussions and proves beneficial to the overall traffic operations in the area.
Greenwich/Pulaski Round-a-bout	This Intersection Improvement Project was awarded funding through LOTCIP and a Roundabout has been preliminarily designed to improve congestion, safety, and circulation at this heavily traveled location. A commitment for additional funding is pending review by CTDOT to coordinate this project with the Greenwich Avenue/Davenport Street Circulator.
Pilot Smart Meter Technology	The department launched a pilot for new single-space and multi-space parking meters. The new single space meters will accept credit cards, as well as the pay by cell app and coins. The multi-space meters will now operate as pay by plate and do away with the pay by parking space number system. These paystations will also accept credit cards, coins, and the pay by cell app. The pilot will run through Q1/2018 and are in place along Bedford Street, and in the Bedford Annex.
New On-street Parking Meter Locations.	Opportunities have been noted for the installation of on-street parking meters at various locations. The Department will gain support and adopt these locations into our network of metered parking locations to provide better allocation of our parking resources.
Citywide Fiber-optic upgrade	The City's traffic signal communication is operating on an antiquated communication network. The department applied for and received a nearly 5 Million dollar grant to upgrade the current network for fiber optics. This new network will allow for central office communications for all our signalized intersections, allow for upgraded controllers, video detection, video surveillance, and optimized communications for other City Departments. This is funded through a CMAQ Federal Grant.
Citywide Traffic Signal Synchronization	The Department has entered into an agreement with Urban Engineering to synchronize all 209 city traffic signals. This is a complex project that requires the installation of Fiber Communications to be in place first, then we will use current traffic counts to program the operation of Traffic Signals at various times of the day. This is a federally funded CMAQ project that will begin in early 2018.
West Ave / West Main Intersection Improvements	This intersection is being re-designed to include dedicated left turn lanes on all approaches of the intersection. This will require widening of all approaches with the biggest impacts being on West Avenue. The intersection improvements will also include a new traffic signal at the intersection. This is a LOTCIP funded project with contributions by the developer of a nearby project.

Strawberry Hill Avenue at Rock Spring Road Intersection Improvements	The Department is seeking \$2,000,000 for the re-alignment of this intersection in order to improve traffic operations (signal timing and phasing) and both pedestrian and vehicular safety. The proposed concept provides crosswalks on all approaches, reduced turning radii, improved multi-modal operations, and improved future conditions due to growth of a near-by school.
Summer Street LRARP	Final Design was recently submitted to CTDOT for Pedestrian Safety Improvements for the intersections of Summer Street and Hoyt Street, North Street, Broad Street and Main Street. The plans include improved sidewalks and curb ramps, high visibility retro-reflective thermoplastic crosswalks, curb extensions, dynamic "NO TURN ON RED/YIELD TO PEDS" signage in addition various other signage pavement marking and parking improvements. This is funded through a Local Road Accident Reduction Program (LRARP) grant. Construction will begin in 2018.
Atlantic Henry Intersection Improvements	This Intersection Improvement Project which celebrated its groundbreaking on October 13, 2017 will realign the Henry Street eastbound and westbound approaches to Atlantic Street and add left-turn lanes to all approaches in order to improve traffic operations and optimize traffic signal timing and phasing. This is funded through a public/private partnership and uses LOTCIP as a funding source.
Stamford Bicycle & Pedestrian Plan	Through funding provided by WestCOG, the City is establishing a long-term Bicycle and Pedestrian plan. Through work with several community groups, the plan aims to set the framework for a connected bicycle network and opportunities to improve the pedestrian experience throughout Stamford. The plan will act as the departments framework as future development and improvement opportunities present themselves.
Garage Maintenance	In 2017 the Department completed conditions assessment reports of 2 City owned Garages, the Bell Street and Bedford Street Garages. These reports identify deficiencies within these structures and offers guidance for the prioritization of repairs. A new Electrical and Power upgrade was identified in the Bell Street Garage and will begin in 2018.
Traffic Signal Upgrade Project	This program includes full reconstruction of signals at E. Main @ Seaside; W. Main @ Fairfield, W. Main @ Wilson St; Liberty @ Roosevelt Av; N. State St @ Elm; N. State St @ Elm St. The department is pleased to report the completed installation of approximately 50 signalized intersections throughout the City. This project has been largely funded by Federal Grants.



### Street Smarts Traffic Safety Campaign



The Street Smarts traffic safety campaign was implemented in September 2014. The campaign is one of three major city initiatives intended to improve traffic safety in Stamford through community outreach / education, physical improvements to roadways and cooperative enforcement efforts with the Stamford Police Department. The Street Smarts team has reached out to many community organizations and businesses and through the media, community events and other direct outreach opportunities. During the year, a concerted effort was made to reach motorists, cyclists and pedestrians, calling for our attentiveness at all times; patience with others; and a willingness to share the road with all users.

The department prepared a number of hand-out materials for tactical distribution around the community. The most recent distribution was delivered to new residents at the UCONN Stamford Dormitories.

In Stamford, our desire is to provide a mutually-reinforcing partnership with the community. Promoting families are becoming more familiar with the program and help to create a critical mass of attentive drivers.

Our desire is to create a Street Smarts Bicycle Safety Handbook as resource guide for cyclists of all ages that includes bike routes in Stamford, safety tips, basic repairs, how to signal when turning, how to properly wear a helmet, bike repair shop locations and much, much more. The department intends to introduce a Smart Cycling Pledge – paired with the handbook, the pledge would encourage cyclists to make a personal commitment to bike safely and follow the rules of the road.



### ***Transportation Initiatives***

The department continues to work on a number of multi-year projects intended to improve the transportation system, environmental performance, traffic calming and the overall quality of life in Stamford. These projects are cooperative efforts among the many city department / agencies involved in the transportation process as well as partner agency's. In partnership with Economic Development and in association with the Innovation grant the City received, we will be including ZipCar car sharing in our parking garages as well as on-street locations.

### ***Bike Stamford***

The City has continued its commitment to implement bicycle related infrastructure in Stamford and to promote shared use of the city's road network. The use of Sharrows (shared-lane-markings), first used in 2015 – to connect bicyclists to desired locations. Through numerous community meetings as part of the Bike/Ped Plan, the department will continue to work on creating a connected bike network which includes the standardization of bike parking.

### ***Complete Streets***

In keeping with the overall City commitment to a safe and civil traffic program, the Board of Representatives approved landmark Complete Streets legislation in 2014. The legislation promotes the safety and convenience of all users of the transportation system using a Complete Streets hierarchy of users, which begins with pedestrians, bicyclists, transit users.

These users shall be accommodated and balanced in all types of transportation and development projects and through all phases of a project so that the vulnerable – children, elderly, and persons with disabilities – can travel safely within the public right of way.





The Department participated in several roadway improvements in 2017 which promote a Complete Streets environment. These include:

Utilization of **Pavement Markings** to:

- Reduce travel lanes to help reduce vehicle speeds on Shippan Avenue, Sumer St, and Haig Ave;
- Improve traffic circle operations at the intersections of Davenport Ridge Road, Lakeside Drive and Newfield Avenue.



Installation of **Delineators** to reduce vehicle speeds and improve pedestrian experience:

- Turn of River Road;
- Hope Street at the Springdale Train Station; and,
- Fifth Street.

Installation of **Speed Hump** on Turner Road to reduce vehicle speeds.

Extension of **Sidewalks** on:

- Lawn Avenue; and Southfield Avenue

Improvement of **Sidewalks** on:

- *Hope Street;*
- Atlantic Street; and,
- Newfield Avenue.



Installation of **Pedestrian Curb Ramps** ADA improvements at the West Beach Pavilion, Bank St, and curb ramps and a landing pad at Hobbie @ Cove.

Installation of Crosswalk on Richmond Hill Avenue and Fairfield Avenue.

Installation of **Bicycle Lanes** on:

- Summer Street;
- Southfield Avenue; and,
- Church Street.



Installation of **Bicycle Racks** at:

- The Stamford Transportation Center;
- Outside the Ferguson Library; and,
- The Domus School.



Installation of illuminated **YIELD TO PEDESTRIAN** signage at the intersections of:

- Summer Street and Main Street;
- Summer Street at Broad Street;
- Broad Street at Atlantic Street; and,
- Summer Street at North Street

Installation of **Dynamic LED Message Signs** (NO TURN ON RED/YIELD TO PEDS) at the intersection of Washington Boulevard & Tresser Boulevard.

Installation of **Rapid Rectangular Flashing Beacons (RRFBs)** and in some instances crosswalks on:

- Hope Street, opposite the Springdale Train Station;
- Lawn Avenue, south of Trumbull Gate;
- Newfield Avenue, opposite Barrett Field; and,
- Selleck Street @ Durant St.
- Bridge St @ Woodmere St

Installation of Stamford's 4<sup>th</sup> **High Intensity Activated Crosswalk (H.A.W.K) Signal** on Strawberry Hill Avenue at the Stamford High School



## ***DEPARTMENT WORK PROGRAM***

In 2018, the department continues to work on the above-mentioned transportation initiatives and state-of-good repair for sign, pavement marking and signal projects. In addition, the projects below are department priorities for the year:

### ***Citywide Priorities***

- Continue the bike and pedestrian plan for an integrated network with short and long-term opportunities.
- Implement “Smart Drivers”; “Smart Cyclist” “Smart Walkers” programs through the City’s Street Smarts education program.

### ***Planning Studies***

- Begin investigative phase for citywide way-finding

### ***Bike Stamford***

- Develop a bike rack request program
- Provide SMART Cycling handbooks to community / youth groups

### ***Traffic Enhancement***

- Design Contract Phase “G” signal program (6 signals)
- Complete Installation of city-wide fiber optic communication network.
- Progression and timing implementation for all traffic signals

### ***Transit***

- Bus/shuttle study
- Bus shelter standards
- Car sharing
- Bike Sharing

### ***Parking & Meter Program Enhancements***

- Enhance Pay-By-Cell operations
- Implement Parking stickers with Time Limits for meters
- Rollout Credit Card accepting meters and paystations
- Identify and Install an additional 200 on-street parking meters.
- Parking Study

### ***Complete Streets***

- Establish rolling schedule for “speed trailer”
- Continue on-going state-of-good repair pavement marking program
- Install 65 in-road pedestrian signs
- Implement corridor traffic sign improvement program coordinated with all street improvement projects.