

Summary of Public Outreach and Comments from the Public Scoping Period

The Connecticut Environmental Policy Act (CEPA) Scoping Notice for the Stamford Parking Garage Project, State Project No. 301-0047, was published in the Council on Environmental Quality's *Environmental Monitor* on October 2, 2018. CTDOT conducted a public scoping meeting on October 24, 2018 in conjunction with a public information meeting for the project. Approximately 25 people attended. CTDOT also presented the project during a regular meeting of the Connecticut Commuter Rail Council on October 17, 2018 and conducted a public open house on October 30, 2018 as part of the overall public outreach efforts for the project. Approximately 12 people attended the open house.

Two agencies and eleven individuals submitted written comments during the public scoping period between October 2 and November 7, 2018. The overriding themes of the individual comments are presented below and are summarized in *italics*. Responses are provided in [blue text](#). Copies of the agency comments are provided in Appendix A; full copies of the individual comments are provided in Appendix B.

PROJECT COSTS

Several individuals expressed concern about the estimated construction cost (\$100 million) of the proposed 960-space garage, and some suggested that available funds may be better spent elsewhere.

The reported \$100 million cost of the garage is the total amount of the State bond authorization for the project. This value covers the proposed garage, pedestrian bridge, and South State Street improvements. This value was based on a budget-level estimate and includes estimates for contract items, as well as estimates for design contingencies, construction contingencies, and incidental construction (inspection) costs. The actual cost of the project will be determined by contractor bids.

Because the \$100 million was authorized specifically for the Stamford garage project, these funds cannot be directly reallocated to other projects. Additional transportation investments continue to be considered and prioritized by CTDOT and the State.

ORIGINAL GARAGE SITE

Several individuals questioned the reasoning behind not re-using the Original Garage site for parking improvements. Specifically noting that:

- *The State's interest in moving the parking appears to be financial*
- *The State needs to abandon "its blind ambition to profit from the land sale of public land" and use the Original Garage site*
- *Locating the garage for commuter convenience appears to be secondary to other interests*
- *The design-build nature of project affects transparency and public examination of the project*
- *The State's responsibility is to provide ease of access*
- *It is not clear why the proposed site is a "better" location than the Original Garage site*
- *Use of the Original Garage site should be for parking, not more commercial space*
- *There is no reason the Original Garage site should not be used*

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One of the goals for the project is to optimize the use of State-owned land adjacent to the STC. Towards this end, CTDOT is making the highest and best use of the State-owned property on South State Street by expanding commuter parking where there is existing parking, and where other use of this property is highly constrained. CTDOT is also maximizing the number of parking spaces that can be provided on the site while maintaining acceptable operations within the garage. Using the South State Street site will also help disperse traffic and parking activity from Station Place.

Additionally, CTDOT needs to maintain as much State-owned commuter parking as possible during construction of the new garage to minimize commuter parking impacts. By using the South State Street site and keeping the Original Garage open, there will be fewer commuter parking spaces impacted by construction activities and fewer displaced parkers.

CTDOT studied the potential travel time impact of providing 960 commuter parking spaces on the South State Street site. The study concluded that the average trip time from the street network to the station platforms is anticipated to be less than 30 seconds longer for customers using the South State Street garage when compared to the average trip time for customers using the Original Garage. The complete analysis and findings are outlined in the Travel Time Study document, attached as Appendix C.

COMMUTER PARKING SUPPLY AND DEMAND

Several comments related to the existing and future commuter parking supply and demand at the STC. Specifically:

- *Parking supply provided by the Original Garage will not be needed during construction; customers displaced from the Original Garage will find space in other public and private parking facilities including Gateway, some will find other travel modes*
- *The proposed garage does not adequately plan for existing and future parking demand; the supposition that most new commuters will ride shuttles and bikes to the station is unsupported*
- *A credible plan to estimate parking demand should be undertaken*
- *The parking supply at other private garages in the area is understated*
- *The need for 960 spaces on South State Street is questionable*

CTDOT completed an existing parking assessment as part of the [Traffic Impact Study](#) for the proposed project. The data collected for the parking assessment showed approximately 2,952 total parkers using each of the six parking facilities nearest the STC that are available to commuters (including three public facilities – the Surface Lot on South State Street, Original Garage, and 2004 Garage; and three private facilities – the Gateway Garage, Metro Center Garage, and Metro Green Garage). Relative to the potential parking supply that will be available to commuters nearest the STC upon completion of the proposed 960-space garage on South State Street (assumed to be 2022), the observed parking demand of 2,952 parkers is slightly less than the anticipated supply of approximately 3,077 parking spaces (see Table 1). This supply value assumes there will be no parking allocated to commuters in the Gateway Garage upon its redevelopment for corporate office space.

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Generally, the overall conclusion of the parking assessment is that it appears there will be adequate supply in 2022 to accommodate the *existing* parking demand at the facilities nearest the STC; however, it is noted:

- The assessment does not account for the potential effects that variable pricing policies across the public and private facilities will have on the future parking demand and parking distribution across these facilities.
- The apparent overall occupancy rate of 96% in these facilities is higher than the 85-90% occupancy rate that is desired to maintain reasonable parking operations.
- The assessment does not quantify the potential effect of mode shift on the future parking demand.

GARAGE/LOT	TOTAL SPACES (IN 2022)
Surface Lot - South State Street	0
Original Garage	0
2004 Garage	1200
Proposed Garage - South State Street	960
Gateway Garage	0
Metro Center Garage	615
Metro Green Garage	302
TOTAL	3077
EXISTING PARKING DEMAND	2952

Table 1. Summary of Parking Demand and Supply Assessment

PROPOSED SITE IS A CONCERN

Numerous individuals expressed concern about the location of the proposed garage on South State Street. Specifically noting:

- *Access to station and all tracks is superior from the Original Garage, especially for handicap persons who need access to elevators*
- *ADA accessibility from the proposed garage is a concern, due to distance*
- *Increased commuting times to/from the proposed garage are a concern*
- *Additional travel distance from the proposed garage is tenuous, equivalent to adding 1.75 avenue blocks in Manhattan*
- *The site is ridiculously far from the platforms, necessitating a much longer travel time due to the length of the proposed bridge over Washington Boulevard*
- *It is not clear how the project accounts for high speed rail expansion in the future*
- *The proposed location would block the site for future station expansion and NEC rail expansion*
- *Some parking should be provided further east since data shows that 60% of traffic comes from points north and east*

CTDOT studied the potential travel time impact of providing 960 commuter parking spaces on the South State Street site. The study concluded that the average trip time from the street network to the station platforms is anticipated to be less than 40 seconds longer for customers using the South State Street garage when compared to the average trip time for customers using the Original Garage. The complete analysis and findings are outlined in the Travel Time Study document, attached as Appendix C.

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Specific to travel to the platforms from ADA parking spaces, the average travel distance (for all four service tracks) is approximately 220 feet for the Original Garage and 425 feet for proposed garage. This translates to a longer average travel time of approximately 60 seconds or less. The proposed ADA spaces will be conveniently concentrated on Level 2 adjacent to the ramp to Track 5, and on Level 4 adjacent to the pedestrian bridge to the station.

Relative to concerns about the Federal Railroad Administration's NEC Future plans, the limits of the expanded rail capacity proposed in the *Record of Decision* (dated July 2017) for the Selected Alternative are not sufficiently detailed to assess specifically how the proposed garage structure relates to the expanded rail plan. In general terms, the nearest corner of the proposed garage is more than 25 feet from the centerline of the nearest mainline track, which could provide adequate space for construction of a sixth track in the area of the station.

The proposed garage site does not preclude the future construction of other private or public parking facilities near the STC, as parking demand dictates, including in a location further east of the 2004 Garage. In fact, better distribution of parking around the STC (and not concentrated in one location on Station Place) is consistent with a stated goal of the latest *Stamford Transportation Center Master Plan (2010)*.

PROPOSED FUNCTIONAL PLAN

Some individuals expressed concern about the potential layout, operation, and safety of the proposed garage. Specifically:

- *All ramps and aisles must be wide enough for opposing traffic to pass safely*
- *Ramps and aisles must not lead to dead-ends with no place to turn around*
- *Proposed garage must accept multiple forms of payment; a cash-only system is not acceptable*
- *Proposed garage must be safe for patrons*

The proposed garage will provide perpendicular parking with two-way drive aisles that are designed to standard dimensions and that will provide adequate space for normal vehicular parking operations in the garage. The garage will also utilize an intuitive helix layout that leads parkers up into the structure with consistent clockwise circulation between levels; circulation on the roof level provides a simple change in direction that naturally redirects parkers back down through the structure in a counterclockwise direction.

The proposed garage layout provides open stair towers within the garage, and glazed elevator cabs and towers, to accommodate high-visibility for patrons and to minimize blind spots. The garage will also be adequately lit at street level and on each parking level to enhance nighttime safety. Provisions for emergency blue light phones – similar to those in the 2004 Garage – may also be considered as the details of the design are further developed.

Regarding revenue collection, the garage is being planned to provide efficient processing of vehicles upon entry and exit. The specifics of the revenue collection system have yet to be defined; however, it is envisioned that a combination of pre-paid tickets (by way of pay-on-foot kiosks that accept cash/credit) for transients, key cards, an *EZPass*-type system, and/or license plate recognition (LPR) technology could be utilized to expedite pay-in-lane transactions in the proposed garage.

AESTHETIC CONCERNS:

Several individuals expressed concern about the proposed architectural façade for the garage, the nature of the adjacent site improvements, the aesthetic of the STC, and other elements illustrated in the project renderings. Specifically:

- *The proposed garage appears imposing and unwelcoming*
- *The hard, cold appearance of the proposed garage needs to be softened*
- *Consider screens for the garage*
- *Consider additional site plantings and vegetative screening*
- *The sculpture presented in front of the garage is not needed; replace with trees and flowers*
- *The LED/neon lights on the existing STC are not desirable and should not be replicated on the proposed garage*

In addition to the public commentary, CTDOT met with City of Stamford staff in December 2018 and received input on the City's aesthetic goals for the project. These goals include providing a signature structure with iconic and sculptural qualities that will utilize architectural lighting to help create a sense of arrival for travelers to Stamford. CTDOT redesigned the architectural façade to address public and City commentary and will be presenting the design at a public open house at the STC scheduled for April 17, 2019. Landscape design around the proposed garage is also being reconsidered.

This project will not be addressing the aesthetic or lighting of the STC; however, the redesign of the proposed garage is no longer providing literal continuity with the design of the STC and will be a unique structure in the area.

TRAFFIC OPERATIONS FROM PROPOSED GARAGE/TRAFFIC OPERATIONS GENERAL

Numerous individuals expressed concern about the findings of the Traffic Impact Study (TIS), existing traffic operations, and future traffic operations. Specifically:

- *The TIS should include evaluation of the potential build-out and land use of a redeveloped Original Garage site*
- *It is not clear whether the TIS included traffic from currently unoccupied developments, such as the former UBS headquarters*
- *The proposed site fails because all traffic must exit on South State Street; no traffic signal improvements will mitigate this*
- *Bottlenecks for vehicles exiting I95 NB and First Station Place at Greenwich Avenue and seeking access to downtown or the STC is a concern due to additional traffic on South State Street*
- *A second exit to Greenwich Avenue should be considered to help address traffic operations*
- *There should be a third lane from the garage to eastbound South State Street, in place of multi-use path*
- *Eastbound traffic on South State Street is a concern for garage patrons*
- *Pick-up/drop-off traffic on South State Street should be discouraged*

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- *Access to the proposed garage for traffic traveling westbound on North State Street is a concern due to constrictions at Washington Boulevard*
- *Washington Boulevard lights should be adjusted to reduce travel times from the garage to Tresser Boulevard*
- *Pedestrians should not be allowed to cross major intersections around the station; the use of pedestrian bridges would help address traffic concerns*

Additionally, local developers have requested background information on the TIS and its findings.

The [TIS](#) was completed to assess the potential traffic impacts and mitigation associated with the proposed garage site and the anticipated site-generated traffic. The traffic volume data for the existing, no-build and build conditions were reviewed and approved by the Office of the State Traffic Administration (OSTA) and were based on recent (2017 and 2018) intersection turning movement counts for 25 intersections and future traffic projections that included forecasted traffic for all approved but not yet implemented major traffic generators (MTGs) in the area. The typical methodology for assessing site-generated traffic impacts does not include assessing the additional traffic impact for vacant developments or potential future development. The site-generated traffic impacts and mitigation for all future developments, including any potential future redevelopment of the Original Garage site, would be assessed separately once the details of the size, land uses, and site access are defined for such developments.

The findings of the TIS showed that the proposed garage is likely to generate fewer than 100 new peak hour trips on the study area network, based on the documented assumptions for redistribution of traffic from existing parking facilities. The impact of the new trips and of the redistributed trips is anticipated to reduce the level of service (LOS) for some of the movements at the study area intersections. The required mitigation for these impacts consists of optimizing signal timing splits for the afternoon peak hour at the intersection of South State Street and Washington Boulevard. No other intersections require specific mitigation to address traffic impacts from the proposed site.

The proposed optimization will provide an LOS E or better for all movements and approaches at the South State Street intersection, and the overall intersection is estimated to operate at LOS D. The resulting 50th and 95th percentile queues for the eastbound left and left/thru/right lanes extend back approximately 350' and 550', respectively. The 95th percentile queue, which is a statistical measure indicating the theoretical maximum queue occurring within the peak hour of study, has the potential to extend back to the proposed garage site driveway, which is located approximately 400' from the eastbound stop bar. In the instances where this queue is reached, drivers exiting the garage will need to rely on eastbound traffic to provide a courtesy gap to allow them to access South State Street. Or, they will need to wait for the queue to dissipate from the South State Street and Washington Boulevard eastbound approach to exit the garage. The signal at South State Street and Greenwich Avenue will help meter the traffic on South State Street, which will also provide more gaps for traffic to exit the garage.

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A separate assessment of a potential westbound exit lane from the garage showed that there would be no appreciable improvement in LOS for the South State Street intersections with Greenwich Avenue and Washington Boulevard due to the limited number of patrons assumed to travel west from the study area and due to limitations on complementary capacity improvements on other approaches to these intersections.

Additionally, a separate investigation of the potential operational benefits of concurrent pedestrian phasing at the intersection of South State Street and Washington Boulevard showed further mitigation of traffic impacts and measurable improvement in LOS in the Washington Boulevard corridor; however, pedestrian safety improvements need to be considered at this intersection in order to implement concurrent pedestrian phasing. Opportunities to improve pedestrian safety at the intersection are being further considered as part of the proposed parking garage project; these are in addition to the proposed pedestrian bridge crossing over Washington Boulevard (that would help mitigate the impacts of new garage-related pedestrian traffic in this area) and pedestrian railings along South State Street that would impede and discourage future pick-up and drop-off activities that may disrupt through-traffic operations.

The complete TIS and other project presentation materials have been provided to those requesting independent review of the data and findings.

IMPACTS ON CUSTOMERS

Several individuals questioned how customers may be affected by the proposed project and subsequent demolition of the Original Garage. Specifically:

- *Will Stamford residents with permits have priority to park in the 2004 Garage?*
- *What will happen to existing monthly pass holders?*
- *Will there be a choice between garages?*
- *Will current permit holders need new permits to enter the new garage?*
- *Will existing surface lot parkers be given preference for parking in the new garage?*
- *Will people on the current permit waiting list be considered for spaces in the new garage?*
- *Also, it was noted that a dedicated entrance and exit for permit holders is a highly valued perk of 2004 Garage*

The answers to many of these questions will be resolved by CTDOT during subsequent phases of project development. Generally, it is anticipated that customers will have equal access to either the 2004 Garage or South State Street Garage and that there will be no priority allocation of spaces to existing permit holders. Additionally, it is anticipated that monthly permit holders for the existing South State Street surface lot will be given the opportunity to obtain a parking permit for the parking garages. Customers on the permit waiting list will continue to be allocated permits in accordance with current practice.

See also the response to the *Proposed Functional Plan* comments for additional details on proposed revenue collection systems.

PARKING RATES

Several individuals questioned how the proposed garage would affect the current daily and monthly parking rates.

CTDOT has made no decisions at this time regarding parking fees for the new and existing State-owned parking facilities. It is not anticipated that there will be fees for open bike parking that is proposed for the new garage.

TRAFFIC AND OPERATIONS ON STATION PLACE

Several individuals expressed concern about existing traffic conditions and traffic operations on Station Place adjacent to the station and the Original Garage site. Specifically:

- *The proposed design should address operations on Station Place, including improving access to the remaining 2004 Garage and encouraging the use of Atlantic Street*
- *An improved pick-up/drop-off zone is needed at the station*
- *The ground floor of the proposed garage should be used for pick-up/drop-off activities or transit shuttle use*

The proposed garage project does not include improvements on Station Place that directly address pick-up/drop-off activities in that area. However, the location of the proposed garage on South State Street reduces the amount of station-related traffic using Station Place for access and provides parking opportunities that are removed from the vehicular and pedestrian conflicts on Station Place. Additionally, this project does not preclude the City or State from undertaking projects in the future to address traffic operations on Station Place.

There is insufficient space on the ground floor of the garage to provide reasonable access to the garage, to maintain South State Street, and also to provide a safe and meaningful pick-up/drop-off or shuttle zone; as such, the proposed parking garage plan does not include this provision.

EXISTING STATION ISSUES

Some individuals expressed concerns about the existing station. Specifically noting:

- *The reliability of the existing escalators and elevators is a concern and creates safety and access issues for persons with impaired mobility*
- *The aesthetic of the existing station is undesirable*

There is an on-going CTDOT project to design and implement improvements to the existing escalators and elevators for the station.

The proposed garage project will not change the aesthetic of the existing station; however, the architectural design of the proposed garage and pedestrian bridge will be unique and will help create a new aesthetic context for the facility.

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APPENDIX A

Agency Comments

STATE OF CONNECTICUT

DEPARTMENT OF PUBLIC HEALTH

Raul Pino, M.D., M.P.H.
Commissioner



Dannel P. Malloy
Governor
Nancy Wyman
Lt. Governor

Drinking Water Section

November 8, 2018

Ms. Kimberly Lesay
Transportation Assistant Planning Director
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131

Re: Notice of Scoping for the New Parking Garage at Stamford Transportation Center

Dear Ms. Lesay:

The Drinking Water Section of the Department of Public Health has reviewed the above-mentioned project for potential impacts to any sources of public drinking water supply. This project does not appear to be in a public water supply source water area; therefore, the Drinking Water Section has no comments at this time.

Sincerely,

A handwritten signature in black ink that reads "Patricia Bisacky".

Patricia Bisacky
Environmental Analyst 3
Drinking Water Section



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To: Ms. Kimberly Lesay, Transportation Assistant Planning Director
CT Department of Transportation, 2800 Berlin Tpke, Newington CT 06131

From: Linda Brunza- Environmental Analyst

Telephone: 860-424-3739

Date: 11/7/2018

Email: Linda.Brunza@ct.gov

Subject: Scoping Notice for new parking garage at Stamford Transportation Center, South State Street, Stamford.

The Department of Energy and Environmental Protection (DEEP) has received the Notice of Scoping for the project proposed by the Department of Transportation (DOT) to construct a new parking garage for the Stamford Transportation Center on South Street. The proposed garage will be connected to the station with an enclosed pedestrian bridge over Washington Boulevard. The proposed garage will provide approximately 960 parking spaces. The following comments are submitted for your consideration.

Flood Management

A portion of the proposed project may be within the 100-year flood zone on the community's Flood Insurance Rate Map. Because this project is a State action, it must be certified by the sponsoring agency as being in compliance with flood and stormwater management standards specified in section 25-68d of the Connecticut General Statutes (CGS) and section 25-68h-1 through 25-68h-3 of the Regulations of Connecticut State Agencies (RCSA) and receive approval from DEEP. For further information, contact the Land and Water Resources Division at 860-424-3706. A fact sheet regarding floodplain management and the certification form can be downloaded at: [Flood Management](#).

Coastal Management

If the project requires local zoning approvals, or requires a special exception or variance from local zoning, the Coastal Site Plan Review requirements of sections 22a-105 through 22a-110 of the CGS will apply. The municipal planning and zoning commission or designated zoning official should be consulted regarding this matter.

Coastal management concerns which must be addressed in future phases of the project planning process are: avoidance or mitigation of potential flooding threats; displacement of existing water-dependent uses, if any such uses exist and do not adversely affect coastal resources, by non water-dependent uses; the potential mobilization of pollutants in contaminated soils at former/current waterfront industrial sites; and appropriate use of urban retrofit stormwater best management practices, wherever possible. The factors that define adverse impacts to future water dependent uses that must be considered by the board or commission are found at section 22a-93(17) of the CGS.

The Scoping Notice did not contain the specific elevation or footprint of the garage. Any work located within tidal, coastal or navigable waters of the state at or below the coastal jurisdiction line elevation of +5.5 feet NAVD88 for Stamford requires prior state authorization from DEEP. If the proposed activity can be confined to the existing footprint, it may be eligible for a Certificate of Permission (COP) pursuant to CGS Section 22s-363. If the proposed activities will expand or significantly modify the existing footprint, a Structures, Dredging and Fill application will be required pursuant to CGS Section 22a-361. Information can be found on the Land and Water Resources website, [Overview of Connecticut's Coastal Permit Program](#), Bureau of Water Protection and Land Reuse.

Management of Contaminated Soil/Media

Due to the historic nature of the area, it is likely there are hazardous or solid waste related concerns. Development plans in urban areas that entail soil excavation should include a protocol for sampling and analysis of potentially contaminated soil. Soil with contaminant levels that exceed the applicable criteria of the Remediation Standard Regulations (concentration above the specified analytical detection limit), are polluted soil as defined in section 22a-133k-1 of the RCSA. Reuse of polluted soil is governed by requirements found in section 22a-133k-2(h)(3) of the RCSA and requires written authorization from DEEP unless it is managed at a site that is authorized to accept polluted soil. In addition, the solid waste management regulations prohibit the disposal or indefinite storage of more than 10 cubic yards of stumps, brush or woodchips on the site, either buried or on the surface. For more information see the following fact sheet on DEEP's website: [Management of Contaminated Environmental Media FAQ](#).

The Waste Engineering & Enforcement Division has issued a *General Permit for Contaminated Soil and/or Sediment Management (Staging & Transfer)* (DEP-SW-GP-001). It establishes a uniform set of environmentally protective management measures for stockpiling soils when they are generated during construction or utility installation projects where contaminated soils are typically managed (held temporarily during characterization procedures to determine a final disposition). Temporary storage of less than 1000 cubic yards of contaminated soils (which are not hazardous waste) at the excavation site does not require registration, provided that activities are conducted in accordance with the applicable conditions of the general permit. Registration is required for on-site storage of more than 1000 cubic yards for more than 45 days or transfer of more than 10 cubic yards off-site. A fact sheet describing the general permit, a copy of the general permit and registration forms are available on-line at: [Soil Management GP](#). For further information, contact the RCRA Enforcement Division at 860-424-3366.

PCBs

The project description states that the current parking garage will remain in use while the proposed garage is under construction. After construction, the current garage will be demolished under a separate construction contract. When demolition occurs, debris may include materials that contain polychlorinated biphenyls (PCBs). Such materials can include transformers, capacitors, fluorescent light ballast and other oil-containing equipment, and in certain building materials (e.g., paint, roofing, flooring, insulation, etc.). In recent years, the Environmental Protection Agency (EPA) has learned that caulk containing potentially harmful PCBs was used around windows, door frames, masonry columns and other masonry building materials in many buildings in the 1950s through the 1970s, including schools, large scale apartment complexes and public buildings. In general, these types of buildings built after 1978 do not contain PCBs in caulk. In 2009, EPA announced new guidance about managing PCBs in caulk and tools to help minimize possible exposure. Where buildings were constructed or renovated between 1950 and 1978, EPA recommends that PCB-containing caulk be removed during planned renovations and repairs (when replacing windows, doors, roofs, ventilation,

etc.). EPA recommends testing caulk that is going to be removed as the first step in order to determine what protections are needed during removal. Where testing confirms the presence of PCBs, it is critically important to ensure that they are not released to the air during replacement or repair of caulk in affected buildings. EPA recommends simple, commonsense work practices to prevent the release of PCBs during these operations. Further information concerning the DEEP PCB Program can be found on-line at: [DEEP PCB Program](#). The EPA guidance can be found at: [PCBs in Caulk](#).

Electric Vehicle Readiness

DEEP recommends that 10% of all parking spaces in the project design be made ready to accept Level 2 electric vehicle charging stations and that half of these parking spaces actually be equipped with Level 2 electric vehicle charging stations. Connecticut and seven other states are obligated, under the multi-state zero emission vehicle (ZEV) memorandum of understanding (MOU), to collectively put 3.3 million ZEVs on our roadways by 2025. Connecticut's share of this target is approximately 150,000 ZEVs. Connecticut is further committed to reduce greenhouse gas emissions by 80% below 2001 levels by 2050 (and a mid-term target of 45% below 2001 levels by 2030), and must also reduce smog-forming motor vehicle pollution in order to meet the federal Clean Air Act's health based ozone standards. To meet these requirements, Connecticut must continue efforts to support the transition to transportation electrification by recommending the installation of electric vehicle (EV) charging infrastructure to support the growing EV market.

Air Quality

For large construction projects, DEEP typically encourages the use of newer off-road construction equipment that meets the latest (EPA) or California Air Resources Board (CARB) standards. If that newer equipment cannot be used, equipment with the best available controls on diesel emissions including retrofitting with diesel oxidation catalysts or particulate filters in addition to the use of ultra-low sulfur fuel would be the second choice that can be effective in reducing exhaust emissions. The use of newer equipment that meets EPA standards would obviate the need for retrofits.

DEEP also encourages the use of newer on-road vehicles that meet either the latest EPA or CARB standards for construction projects. These on-road vehicles include dump trucks, fuel delivery trucks and other vehicles typically found at construction sites. On-road vehicles older than the 2007-model year typically should be retrofitted with diesel oxidation catalysts or diesel particulate filters for projects. Again, the use of newer vehicles that meet EPA standards would eliminate the need for retrofits.

Additionally, section 22a-174-18(b)(3)(C) of the RCSA limits the idling of mobile sources to three (3) minutes. This regulation applies to most vehicles such as trucks and other diesel engine-powered vehicles commonly used on construction sites. Adhering to the regulation will reduce unnecessary idling at truck staging zones, delivery or truck dumping areas and further reduce on-road and construction equipment emissions. Use of posted signs indicating the three-minute idling limit is recommended. It should be noted that only DEEP can enforce section 22a-174-18(b)(3)(C) of the RCSA. Therefore, it is recommended that the project sponsor include language similar to the anti-idling regulations in the contract specifications for construction in order to allow them to enforce idling restrictions at the project site without the involvement of DEEP.

Threatened and Endangered Species

The Natural Diversity Database maps represent the approximate locations of species listed by the State, pursuant to section 26-306 of the CGS, as endangered, threatened or of special concern. The

maps are a pre-screening tool to identify potential impacts to state listed species. There are no records of threatened or endangered species listed for this area.

Thank you for the opportunity to review this project. These comments are based on the reviews provided by relevant staff and offices within DEEP during the designated comment period. They may not represent all applicable programs within DEEP. Feel free to contact me if you have any questions concerning these comments.

cc: Robert Hannon, DEEP/ OPPD

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APPENDIX B

Individual Comments

Parker, Jeff

From: Fleming, Kevin <Kevin.Fleming@ct.gov>
Sent: Friday, November 02, 2018 2:41 PM
To: Bonsignore, Christopher J; Wyskiel, John; Parker, Jeff
Subject: FW: Comments regarding proposed Train station parking garage that will be built on South State Street near the intersection with Washington Boulevard

FYI...

From: JOSEPH CALI <josephcali@sbcglobal.net>
Sent: Wednesday, October 31, 2018 3:31 PM
To: DOT Environmental Planning <DOT.EnvironmentalPlanning@ct.gov>
Subject: Comments regarding proposed Train station parking garage that will be built on South State Street near the intersection with Washington Boulevard

Greetings:

I attended the presentation of the above-referenced proposed garage earlier this month held at the Stamford Station.

Without doubt, the best and most convenient for a new garage is of that of the current location of the "old garage".

A redesigned ground level, on that site, would allow for the drop-off and pick-up of commuters, a necessity that is much needed now, and in the future.

Even if a new garage is built on Washington Blvd, it will not eliminate the congestion caused the dropping or picking-up of passengers at the station.

At that meeting, we were advised that traffic flow from a building to be built at the old garage was not included in the traffic study. This was a *cheeky* omission.

We were advised that since not building application was pending at the time of this study was conducted, the traffic from that location could not be calculated. At best, a fair estimate of traffic from a proposed land-use should be factored into the traffic study that was presented.

The State of Connecticut ("State") needs to abandon its blind ambition to profit from the land sale of public land (i.e., the "old garage") and move forward with a world-class garage that benefits the commuters for generations to come.

At the presentation referenced-above, the State's Department of Transportation ("DOT") Representative did patiently explain the DOT's position on the need for the garage at the proposed location, but when pushed, could not explain why it was a BETTER location than the Old Garage. Moreover, he stated that the private developers are very interested in redeveloping the site of the Old Garage and are willing to pay a premium for that location. Who here is looking out for the best interest of the taxpayers/commuters?

Access to the Station and all tracks, is superior from the location of the Old Garage (e.g., proximity to track access and main terminal), especially for those handicap persons who need access to elevators.

So why is there a proposal by the State for a garage at a second-rate location? Answer: The selling of public land for the benefit of private land developers, who are pushing for this sale, and for cash for the State.

The State's duty is to provide the best possible solution that benefits its citizens, visitors and businesses for generations to come. The State must not yield to the wishes of private entities who will profit from the purchase plot of land.

LONG TERM PLANNING:

The income generated by the sale of this property is short-sighted. By selling the property of the Old Garage and not rebuilding on the same space, the DOT is limiting future expansion of parking near the station. The future may require another garage to be built, and the last possible location would be Washington Blvd. location.

Bottom line - we don't need another office/apartment building on the site of the old garage. Stamford currently has over a 30 percent vacancy of commercial properties.

Moreover, the proposed site on Washington Blvd may be need in the coming years to meet the demands of future commuters.

In regards to future demands, the current proposed Washington Avenue garage designs fails. As explained to those who attended the above-referenced meeting, there is only going to be one gate and exit, and ALL traffic MUST exit onto the State Street.

When question, the traffic engineer did admit that due to commuter exiting the garage during rush hours, delays would incur. No re-sequencing of traffic signal will adequate relieve congestion at the intersection of Washington Blvd and State Street during peak periods. Due to this factor alone, the location of this proposed site fails. Additionally, This plan will add pollution to the area, due to vehicles waiting to traffic exiting off of I95 and onto or to cross Washington Blvd.

I do appreciate the time, effort and studies that went into the planning of this proposed garage.

However, I do not want to make lemonade with the lemon of a proposal presented here. Even with the attempts to *sweeten* the proposal with charging stations for electric cars, bike racks and the proposal walking bridge to the main station at the length of a football field. the plan is still too bitter to swallow.

Please do the right thing and abandon this planned garage and rebuild at the current. The two hundred or some person who currently park at the Old Garage will be absorbed by the nearby public and private garages while a new garage is built at the site of the Old Garage.

Parker, Jeff

From: Fleming, Kevin <Kevin.Fleming@ct.gov>
Sent: Monday, November 05, 2018 9:04 AM
To: Bonsignore, Christopher J; Parker, Jeff; Wyskiel, John
Subject: FW: State Project No.301-0047

Stamford comment, looking for a reply.

From: Shelley Gibson <shelleygfnp@yahoo.com>
Sent: Friday, November 02, 2018 7:33 PM
To: DOT Environmental Planning <DOT.EnvironmentalPlanning@ct.gov>
Subject: State Project No.301-0047

Hello,

I attended the public meeting on 10/24/2018 detailing the proposal for the new parking garage. What is the plan for the 2004 garage that remains? Will this be dedicated to Stamford resident commuters with a permit? Currently, one of the highly valued perks of residing in the area is the location of the garage for permit holders and the dedicated entrance/exit. I look forward to your reply.

Regards,
Shelley Gibson

Shelley Gibson, MSN, FNP-BC

Parker, Jeff

From: Fleming, Kevin <Kevin.Fleming@ct.gov>
Sent: Wednesday, November 07, 2018 3:21 PM
To: Bonsignore, Christopher J; Wyskiel, John; Parker, Jeff
Subject: FW: Stamford Station Parking Garage Project 0301-0047

From: Esther Giordano <wholyesther@gmail.com>
Sent: Wednesday, November 07, 2018 1:56 PM
To: DOT Environmental Planning <DOT.EnvironmentalPlanning@ct.gov>; Wyskiel, John <John.Wyskiel@ct.gov>
Subject: Stamford Station Parking Garage Project 0301-0047

Thank you for letting the public and those of us who will use these facilities provide our input into this project. As mentioned by several people, I believe in long term planning and having a broader plan. The current plan does not address any of the other commuting problems within the "Transit District". Thank goodness the current plan does consider the need for space regarding widening I95. However, there is no consideration for the high-speed trains needed and will come in the near future. The Proposed garage over State St eliminates using this space unless there is an option to use the roof. It is very difficult to imagine how this proposal will or will not "fit" into the future.

My **short**-term vision for the proposed garage is to be used by monthly pass holders and bicyclists while the old garage is torn down and replaced. I recently saw a tv news report that a station along the Long Island railway rents lockers for safe storage of bikes for bicyclists.

The **long**-term use for the proposed garage will be used for daily use as well as the monthly users. I expect there would be no waiting list for the monthly passes. Also, a floor can be used for mass transit shuttles. I suggest free parking on the lowest floor requiring drivers to stay in the car for pick up and drop offs like a cell phone pick up area. This will keep roads clear of parked cars in "no parking zones" and stopping in a street lane impeding the flow of traffic. Currently this is a very big issue on Station Place and there is no policing to properly direct traffic.

The proposed garage as you have explained will need to be large, after all it is to be used for 75 years. It is an imposing building without a welcoming image of Stamford. I suggest adding some natural beauty in and around it, softening the hard and cold feeling. In the meeting I mentioned screens. This is the website I found with many products:

<https://www.fencescreen.com/NatraHedge.aspx>

<https://www.fencescreen.com/Logo-on-Fence-Screen/Stitch-On-Logo-Banners.aspx>

<https://www.fencescreen.com/Products/311-Series-Full-Custom-Mesh-.aspx>

<https://www.fencescreen.com/Printed-Patio-Gazebo-Screen.aspx>

I am sure there are many other vendors.

Screens can be used to decorate the garage with city of Stamford, or state seals. Perhaps work with the Stamford Downtown District for an artist contest to put up a screen of the winner's work. A screen can be used to advertise and make \$ for the Station much needed repairs. The advertising needs to add beauty to the garage. A screen can be used to advertise downtown/ State events, tourism, inform people of the beauty of our parks and recreation areas.

I am particularly interested in wall gardens. Perhaps the Master Gardeners of Bartlett Arboretum can provide information and advice. There are modern buildings around the world creating a greener and I mean healthier place among all the carbon discharge. The ivy or mats do not need to cover the building – just be placed in a pleasing arrangement. With the highway traffic and trains creating a massive amount of carbon I suggest doing the same on the Station walls too as soon as possible.

I do not like the LED/neon lights on the Station, so I dislike them on the proposed garage. I also do not need a piece of "Art" in the area in front of the garage. Trees such as tall pines will disguise the bottom concrete walls. Colorful flowers and blooming trees would be welcoming in place of any art made from stone or metal...unless it is a natural stone waterfall.

I would encourage you to install a second exit from the garage onto Greenwich Avenue now. I expect the one exit onto South State St to be backed up into the garage since the lane is used for multiple purposes including traffic coming down off the highway and a turn lane into the garage.

I suggest a fence be installed along the south sidewalk of South State St. This eliminates drivers coming down from Greenwich Ave onto State St. from stopping to pick up or drop off passengers. A real possibility when Station Place is shut down for demolition.

I am concerned about the look of the overpass to the station from the proposed garage. I don't like the look of the one to the Gateway Building. Will it look like that? I know it is a lot to ask however something like a moving sidewalk since it is a long distance for those using canes and have trouble walking.

In my vision for a **long-term plan** Station Place would no longer be a cross street. It will be an access and exit to the Replacement garage on both ends of the road possibly known as the Station Place Garage (SPG). Taxi/Lyft/or Uber service seems to work where it is now however in the future they may also be stationed on the first floor with mass transit shuttles. Of course, bicyclist will be welcome. The SPG can also provide parking space to Avis and Hertz, no longer blocking access to the garage.

There would be no drop off or pick up on Station Place. This allows for the swift flow of traffic in and out of SPG with no hindrance of cars blocking the street or parking in the no parking zones. Pedestrians will have no need to cross a street which also impedes the flow of traffic through Station Place. A path to cell phone pick up and drop off area in the proposed garage and mass transit shuttles clearly marked perhaps with LED lights can be created providing safety for both pedestrian and drivers. SPG needs to access the station at several locations just as the old garage does now at the center and east side of the station.

When the plan includes renovating the station itself please consider more elevators and perhaps escalators. Currently there is only one elevator and one escalator going in a direction on each platform or available to one floor ie. tunnel. When an elevator or escalator is not working, **which is becoming more often**, there is no access to and from the platforms for those of us who have trouble navigating stairs especially those with luggage, strollers, canes and injured knees.

People in wheel chairs have no way to access or leave platforms when elevator are out of order. The solution for people in wheel chairs is to wait for the next train to take them to another station – switch platforms and take the train back to Stamford. The presumes the elevator on the other platform is working. I

am shocked that this is the only answer the DOT team could provide me at the Station. If not more elevators – a better plan, please. Perhaps calling the fire department so they can carry a person up/down stairs as would happen in a fire.

In my opinion the long-term plan should include a renovation of the entire area with the public input prior to doing anything. The project would be completed in various stages beginning with the Proposed garage with this vision of its long-term plan.

Thank you for your time –

Please contact me with any questions at my office (212) 672-9412.

Esther-Marie Giordano

ESTHER GIORDANO



<https://www.stamfordadvocate.com/local/article/Old-questions-for-Stamford-s-new-train-station-13346313.php>

Old questions for Stamford's new train station parking plan

By Angela Carella Updated 8:57 pm EDT, Monday, October 29, 2018

IVY? REAL? PLASING?



GREEN IT!

IMAGE 1 OF 10

TREES + Flowers = Open / Friendly / Soft

Renderings show the 960-space, eight-story Stamford train station parking garage that will be built on South State Street near the intersection with Washington Boulevard. The DOT expects to finish the project

[... more](#)

No Neon - NOT LV NOT Times Sq

STAMFORD - Esther Marie Giordano thinks the façade proposed for the new train station garage looks like braces used to straighten teeth.

She wonders whether the planned 350-foot pedestrian bridge over Washington Boulevard, which would connect the garage to the train station, could have a moving walkway like the ones in airports.

Parker, Jeff

From: Fleming, Kevin <Kevin.Fleming@ct.gov>
Sent: Friday, November 02, 2018 2:38 PM
To: Bonsignore, Christopher J; Wyskiel, John; Parker, Jeff
Subject: FW: Stamford Station Parking Garage project

Another – looks like he is looking for some answers to questions

From: Rob Greco <rob.greco@gmail.com>
Sent: Wednesday, October 31, 2018 2:15 PM
To: DOT Environmental Planning <DOT.EnvironmentalPlanning@ct.gov>
Subject: Stamford Station Parking Garage project

Hello-

This is regarding the Stamford Station Parking Garage, State Project No. 0301-0047.

I have been unable to attend the recent public informational meetings regarding this project but had some questions:

1. What will happen to existing Stamford Station garage monthly pass holders?
2. Will existing monthly pass holders be able to choose between the newly proposed garage and the 2004 garage (which will remain)?
3. Will current monthly pass holders need new passes to enter the new garage?
4. Are monthly costs to remain the same for monthly pass holders?
5. Will daily rates remain the same?
6. Regarding the bike storage area at the new garage, what will be the fee to use those facilities?
7. Will people on the current garage monthly pass holder waiting list be considered for spaces in the new garage?

Thanks you for your time.

Regards,
Rob Greco
(203)249-2338

Parker, Jeff

From: Fleming, Kevin <Kevin.Fleming@ct.gov>
Sent: Monday, November 05, 2018 9:06 AM
To: Bonsignore, Christopher J; Parker, Jeff; Wyskiel, John
Subject: FW: Please scrap Stamford Parking Garage (State Project 301-0047)

Fyi..

From: Robert Hale <rdhale92@gmail.com>
Sent: Sunday, November 04, 2018 8:25 PM
To: DOT Environmental Planning <DOT.EnvironmentalPlanning@ct.gov>
Subject: Please scrap Stamford Parking Garage (State Project 301-0047)

Dear CTDOT:

The parking garage proposed at Stamford under State Project 301-0047 would undermine the state's transportation goals while affording capacity for very few new riders. If built as planned for the projected cost, \$100 million would buy 760 additional spaces, a small increment over the nearly 15,000 weekday round trips that pass through the station. The cost for each new space—\$130,000—is a **30 % premium over the cost per new rider of East Side Access** and buys no new rail capacity. Worse still, the garage would block a logical site for expansion of the Stamford rail station and Northeast Corridor as called for in the NEC Future Preferred Alternative.

The justification given for this garage, slaking the demand for parking, ignores the well-known phenomenon of induced demand. The project shows that CTDOT still treats transportation demand strictly as a liquid when we have data to show it behaves somewhat like a gas: road and parking expansion brings more drivers to fill the additional capacity. Conversely, declining to replace the existing Stamford garage would likely induce some of its existing users to walk, bicycle, or use mass transit to reach the station. It is hard to imagine that the car owners (who tend to be wealthier than average) currently parking their vehicles in the 200 remaining spaces within the 1987-vintage garage would fail to find parking at another suitable location. There exist many other public and private garages around the Stamford station. Some customers may be able to park at Old Greenwich station, where over 100 new parking spaces are being added. Given the many substitutes available to the--naturally mobile--target consumers of the proposed Stamford station garage, funds proposed for this project would be better spent elsewhere.

The \$100 million set aside for State Project 301-0047 could pay for other projects that would improve mass transit service and increase network capacity. Some of the money could fund **increased bus service from Stamford station and other rail stops** to outlying points. Better yet, the funds could be spent toward a **flyover at Glenbrook connecting the eastbound main line local track with the New Canaan Branch**. This grade separation would enable eastbound local trains to access the branch and reverse direction at Glenbrook conflict-free. Reversing maneuvers and counter-current running that currently tie up the main tracks east of Stamford dozens of times per day would disappear, increasing flexibility and capacity. Moreover, the flyover would enable New York-Stamford trains to run through to New Canaan, displacing the standalone New Canaan-Stamford trips of today. This service improvement would increase the frequency and speed of New Canaan Branch service, likely eliminating some of the demand for parking at Stamford. Please do the right thing for taxpayers, the sustainable thing for our climate, and the forward-thinking thing for our Northeast Corridor. Please scrap and reprogram the funds for State Project 301-0047.

Sincerely,

Robert Hale

Parker, Jeff

From: Fleming, Kevin <Kevin.Fleming@ct.gov>
Sent: Friday, November 02, 2018 2:35 PM
To: Bonsignore, Christopher J; Wyskiel, John; Parker, Jeff
Subject: FW: Stamford Train Station

First comment on the Stamford garage scoping. I will forward as they come in.

-----Original Message-----

From: Stan Lee <sglee62@gmail.com>
Sent: Tuesday, October 30, 2018 12:06 PM
To: DOT Environmental Planning <DOT.EnvironmentalPlanning@ct.gov>
Subject: Stamford Train Station

I have been commuting from Stamford and using the garage for the past 28 years.

A few suggestions/comments:

The new design should work on improving the bottle neck created by traffic going to and leaving the station. The more exits available the better. Additionally, this could encourage more people to use Atlantic Street as opposed to Washington Blvd.

Pedestrians should not be allowed to cross major intersections around the station. The use of pedestrian bridges would help alleviate some traffic concerns.

Additional bridges could also be used on Washington Blvd between North State and Main as opposed to the added stop lights that were installed. This would be a good safety measure for all pedestrians including UCONN students.

Washington Blvd. lights should be adjusted. It can take 5 minutes to get to the garage from Tresser Blvd.

Thanks,

Stanley Lee
85 Bentwood Drive
Stamford

Parker, Jeff

From: Fleming, Kevin <Kevin.Fleming@ct.gov>
Sent: Tuesday, November 06, 2018 1:06 PM
To: Bonsignore, Christopher J; Wyskiel, John; Parker, Jeff
Subject: FW: Stamford Train Station Garage Proposal

Fyi...

From: Sandy McPherson <sandy.k.mcpherson@gmail.com>
Sent: Tuesday, November 06, 2018 11:07 AM
To: DOT Environmental Planning <DOT.EnvironmentalPlanning@ct.gov>
Subject: Stamford Train Station Garage Proposal

Hello,

I am all in favor of replacing the existing parking garage adjoining the Stamford Train station. The following needs are very important to consider when planning this project:

- The garage management **MUST** accept multiple forms of payment. **CASH ONLY** is **NOT** acceptable in the 21st century.
- All ramps and aisles **MUST** be wide enough for opposing traffic to pass safely.
- All ramps and aisles **MUST NOT** lead to a wall where there is no place to turn around or proceed forward.

Please hire a professional architect to design the garage and do not use the design or the designer of the current garage as many improvements are required.

Thank you for your consideration.
S. McPherson

Parker, Jeff

From: Fleming, Kevin <Kevin.Fleming@ct.gov>
Sent: Wednesday, November 07, 2018 11:06 AM
To: Bonsignore, Christopher J; Wyskiel, John; Parker, Jeff
Subject: FW: Garage State Project No. 301-0047 Comment
Attachments: Garage Comments final .docx; ATT00001.txt

Fyi...

-----Original Message-----

From: Barry Michelson <bmichelson@optonline.net>
Sent: Wednesday, November 07, 2018 3:43 AM
To: DOT Environmental Planning <DOT.EnvironmentalPlanning@ct.gov>
Subject: Fwd: Garage State Project No. 301-0047

>

A Plan That Should Never See The Light At The End Of The Tunnel

The extremely poorly-conceived conceptual proposal for the garage at the Stamford Transportation Center recently unveiled by Commissioner Redeker is not the solution that Stamford needs. This costly and irresponsible plan is clearly a subterfuge and abjectly fails to address the desperate need for train station parking. This proposal should be completely re-thought to serve the best interests of the commuting public and the taxpayers of Connecticut.

What was presented was a \$100,000,000, 960 space auto commuter parking garage that, anywhere else in the northeast, would cost no more than \$20,000,000. Yes, the site is challenged and difficult to develop, but it only accommodates half the present parking needed and does not account for anticipated future demand. The proposal includes a 350 feet enclosed pedestrian walkway from the garage to the train platform. For those commuters familiar with Manhattan, that is the equivalent of approximately 1 and $\frac{3}{4}$ avenue blocks, a nice addition to the morning commute. The Commissioner stated the plan was worked out with cooperation and in participation with the Mayor's office.

Simultaneously, the State Legislature also working with the Mayor's office, approved authorization for the City to establish a new Tax increment Financing District, ("TIF"), to include the area around the station. Local authorization to create the District is currently pending before the Board of Representatives. Due to the recalcitrance of the Mayor's staff to furnish requested supportive information to determine the consequences, ramifications, benefits, costs and potential loss of revenue to the City in a timely manner, a hearing on this matter has had to be rescheduled numerous times.

The Commissioner and the Mayor's staff seem to have forgotten that the role of government in its administration is to serve the public, not some alternative agenda. They are silent as to their intentions pertaining to the replacement of the existing parking garage at the station. It is apparent that locating the garage at the station for the convenience of the commuting and travelling public is secondary to other interests. Commissioner Redeker has stated as much. The Commissioner and the Mayor have also seem to have forgotten the very adverse and visceral reactions of commuters to the inconvenience that would have increased commuting times caused by Governor Malloy's previous Transportation-Oriented Development plan to move the parking away from the station.

The STC should be a strong focal point for Stamford. After Grand Central in New York, the STC is the busiest station on MetroNorth's New Haven Line. For many, it is the gateway to our City. As such, it should be given the importance it deserves and not developed in a hodgepodge and piecemeal manner to promote a social agenda or Transit Oriented Development schemes that ignore the responsibility of our

BARRY MICHELSON

State Project 301--0047

Comments on Scoping Meeting

November 5, 2018

government to serve and provide for the convenience of our commuting and travelling public.

I cannot state strongly enough that Stamford needs parking at the STC. We have a tremendous opportunity to rethink the STC as a truly comprehensive, efficient, forward-looking and physically attractive transportation center that reflects Stamford's motto, "The City that Works." This is an unnecessarily expensive and irresponsible proposal. There is no reason that the garage should not be rebuilt where it now stands.

Barry Michelson
111 Idlewood Drive
Stamford, CT 06905
203.329.3310
bmichelson@optonline.net

Parker, Jeff

From: Fleming, Kevin <Kevin.Fleming@ct.gov>
Sent: Tuesday, November 06, 2018 1:04 PM
To: Bonsignore, Christopher J; Wyskiel, John; Parker, Jeff
Subject: FW: comments on Public Information and Scoping Meeting, Stamford Station parking Garage, State Project No. 301-0047
Attachments: comments on Transportation Center project.docx

Fyi...

From: Shelley Michelson <shelley.michelson@gmail.com>
Sent: Monday, November 05, 2018 7:40 PM
To: DOT Environmental Planning <DOT.EnvironmentalPlanning@ct.gov>
Subject: comments on Public Information and Scoping Meeting, Stamford Station parking Garage, State Project No. 301-0047

Kindly find attached my comments on the proposed Stamford Transportation Center Garage project. Thank you for soliciting our input.

Sincerely,
Shelley Michelson

A Severely Flawed and Opaque Plan for the New Garage at the Stamford Transportation Center

As presented to interested parties on October 24th, the conceptual plan for the garage at the Stamford Transportation Center is a terrible affront to both commuters and the tax-paying residents of the State of Connecticut. The site selection is ridiculously far from the platforms, necessitating a much longer travel time due to the length of the bridge over Washington Boulevard. In addition, the staggering cost of the garage (which is probably two to three times what the construction costs should be) leads me to believe that the cost includes much more than just the garage and bridge construction, old garage demolition and related site work. The idea that the State has no idea of the use for the site of the demolished garage is certainly not believable. The State is pretending that this project is being presented as transparent, when it is apparent that it is anything but. The design/build nature of the project further obstructs public examination and input. The State's interest is financial rather than serving the needs of the commuters. A detailed sources and uses of funds needs to be presented with a per stall cost for our examination.

The train station, the second busiest on the New Haven Line, represents a jewel and a gateway to the City of Stamford and should be treated as such. The current station is already an eyesore and the State's responsibility is to make this area an attractive transportation flagship with a goal providing ease of access to commuters. This plan does none of those things. To make matters worse, the number of spaces does not even address current needs, let alone plan for any increase in commuters requiring parking. The supposition that most new commuters will be riding shuttles or bicycles is totally unsupported.

The most sensible (and probably the cost efficient) plan is to demolish the current deficient portion of the garage and rebuild on the same site. Those 200 commuters who park in that garage can be accommodated during construction in the Gateway Garage and a credible plan to estimate demand should be undertaken immediately. At the same time, a redesign of the approach to and from the station and waiting areas should be undertaken to facilitate traffic flow into and out of the station. Nothing less is appropriate or responsible for our commuters, our City and our state tax-payers.

Parker, Jeff

From: Fleming, Kevin <Kevin.Fleming@ct.gov>
Sent: Thursday, November 08, 2018 9:17 AM
To: Bonsignore, Christopher J; Wyskiel, John; Parker, Jeff
Subject: FW: Comments regarding Stamford Station Parking Garage Project No. 0301-0047
Attachments: State of CT.PDF

From: Jeff Newman <JNewman@empirestaterealtytrust.com>
Sent: Wednesday, November 07, 2018 5:29 PM
To: DOT Environmental Planning <DOT.EnvironmentalPlanning@ct.gov>
Cc: John W. Block <JWBlock@tighebond.com>; Craig D. Yannes <CDYannes@tigheBond.com>
Subject: RE: Comments regarding Stamford Station Parking Garage Project No. 0301-0047

Jeffrey H. Newman | Senior Vice President | Empire State Realty Trust, Inc.
Metro Center - One Station Place, Stamford, CT 06902
p: (203) 353-5231 c: (203) 943-1389 e: jnewman@empirestaterealtytrust.com
empirestaterealtytrust.com

From: Jeff Newman
Sent: Wednesday, November 07, 2018 5:20 PM
To: 'dot.environmentalplanning@ct.gov' <dot.environmentalplanning@ct.gov>
Cc: 'John W. Block' <JWBlock@tighebond.com>; Craig D. Yannes <CDYannes@tigheBond.com>
Subject: Comments regarding Stamford Station Parking Garage Project No. 0301-0047

Please note our comments and concerns regarding the above-referenced project:

- In anticipation of the proposed Stamford Transportation Center (STC) Garage project on South State Street, Tighe & Bond was retained by Empire State Realty Trust and BLT in late 2017 to prepare 2021 Background Traffic Analyses based upon previous traffic analysis efforts for comparison to analyses to be presented by the CTDOT design team. We and our consultant Tighe & Bond have reviewed the STC Garage project materials presented at the July 13, 2018 meeting with the City of Stamford and the October 17, 2018 meeting with the CT Commuter Rail Council. For review purposes, we would like to request that John Block and/or Craig Yannes of Tighe & Bond be furnished with a copy of the project materials, most specifically the conceptual layout plans and traffic analysis models including any associated reports summarizing the analysis and assumptions. John Block and Craig Yannes have reached out on our behalf to both Jeff Parker of CHA and to the City of Stamford to request a copy of such information to no avail.
- We believe that it is inaccurate to show only 400 private spaces available for parkers at or near the Stamford Transportation Center ("STC") following development of the Gateway garage, and we believe that it is wrong not to model traffic based upon BLT's obligation per its by local zoning/permit approval to continue providing at least 500 parking spaces within the Gateway Garage for public commuters, and we and other owners of properties at and near the STC also provide additional commuter parking options;
- We would like confirmation as to whether DOT's traffic modeling has taken into account not only development and occupancy of the Metro Tower site and other already approved development sites at and near the STC, but also the future occupancy of now vacant buildings such as the former UBS headquarters building;
- We believe that at least some replacement commuter parking should be provided further east than the proposed South State Street lot west of Washington Boulevard, as we understand that DOT's traffic counts

indicate that at least 60% of commuters are commuting to the existing Station Place commuter garages from points northeast;

- Furthermore, we do not believe that there is a need for 960 parking spaces for commuters on South State Street, and we are concerned that construction of a commuter parking garage of such size and capacity on such site is not only uncalled for in terms of parking demand, but may cause severe bottlenecking for vehicles exiting First Stamford Place/Hilton and Interstate 95 northbound ramp across Greenwich Avenue and seeking access to the STC and downtown Stamford via one-way eastbound South State Street;
- In any event, there should certainly be a third exit lane from the only proposed exit onto from new proposed South State Street commuter garage onto one-way South State Street, in lieu of a bicycle only lane, in order to mitigate bottlenecking onto South State Street west of Washington Boulevard.

Thank you.

Jeffrey H. Newman | Senior Vice President | Empire State Realty Trust, Inc.
Metro Center - One Station Place, Stamford, CT 06902
p: (203) 353-5231 c: (203) 943-1389 e: jnewman@empirestaterealtytrust.com
empirestaterealtytrust.com

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November 7, 2018

E-MAIL: dot.environmentalplanning@ct.gov

Ms. Kimberly Lesay
Transportation Assistant Planning Director
State Department of Transportation
Bureau of Policy and Planning
2800 Berlin Turnpike
Newington, CT 06131

Re: Comments regarding Stamford Station Parking Garage Project No. 0301-0047

Dear Ms. Lesay:

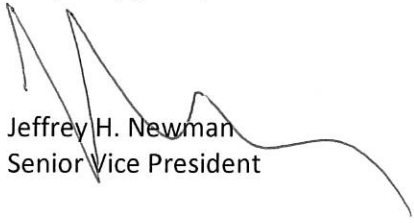
Please note our comments and concerns regarding the above-referenced project:

- In anticipation of the proposed Stamford Transportation Center (STC) Garage project on South State Street, Tighe & Bond was retained by Empire State Realty Trust and BLT in late 2017 to prepare 2021 Background Traffic Analyses based upon previous traffic analysis efforts for comparison to analyses to be presented by the CTDOT design team. We and our consultant Tighe & Bond have reviewed the STC Garage project materials presented at the July 13, 2018 meeting with the City of Stamford and the October 17, 2018 meeting with the CT Commuter Rail Council. For review purposes, we would like to request that John Block and/or Craig Yannes of Tighe & Bond be furnished with a copy of the project materials, most specifically the conceptual layout plans and traffic analysis models including any associated reports summarizing the analysis and assumptions. John Block and Craig Yannes have reached out on our behalf to both Jeff Parker of CHA and to the City of Stamford to request a copy of such information to no avail.
- We believe that it is inaccurate to show only 400 private spaces available for parkers at or near the Stamford Transportation Center ("STC") following development of the Gateway garage, and we believe that it is wrong not to model traffic based upon BLT's obligation per its by local zoning/permit approval to continue providing at least 500 parking spaces within the Gateway Garage for public commuters, and we and other owners of properties at and near the STC also provide additional commuter parking options;
- We would like confirmation as to whether DOT's traffic modeling has taken into account not only development and occupancy of the Metro Tower site and other already approved development sites at and near the STC, but also the future occupancy of now vacant buildings such as the former UBS headquarters building;
- We believe that at least some replacement commuter parking should be provided further east than the proposed South State Street lot west of Washington Boulevard, as we understand that DOT's traffic counts indicate that at least 60% of commuters are commuting to the existing Station Place commuter garages from points northeast;

- Furthermore, we do not believe that there is a need for 960 parking spaces for commuters on South State Street, and we are concerned that construction of a commuter parking garage of such size and capacity on such site is not only uncalled for in terms of parking demand, but may cause severe bottlenecking for vehicles exiting First Stamford Place/Hilton and Interstate 95 northbound ramp across Greenwich Avenue and seeking access to the STC and downtown Stamford via one-way eastbound South State Street;
- In any event, there should certainly be a third exit lane from the only proposed exit onto from new proposed South State Street commuter garage onto one-way South State Street, in lieu of a bicycle only lane, in order to mitigate bottlenecking onto South State Street west of Washington Boulevard.

Thank you.

Very truly yours,



Jeffrey H. Newman
Senior Vice President

COMMENT FORM
PUBLIC OPEN HOUSE
STAMFORD STATION PARKING GARAGE
STATE PROJECT NO. 301-0047

Please provide any written comments below: *Idea suggestions*

Safety :- women preferred parking spots
- current permit holders get preference to park on the first floor with assigned parking
- of course good lighting

Name: *Simone Assboede 917-459-3990*

Address: _____

Telephone: _____

Check here if you would like a response via telephone.

Please submit any comments you have by **November 7, 2018.**

- Email: dot.environmentalplanning@ct.gov
- Please fold and seal with tape and affix postage

COMMENT FORM

PUBLIC INFORMATION & SCOPING MEETING STAMFORD STATION PARKING GARAGE STATE PROJECT NO. 301-0047

Please provide any written comments below:

I am concerned about the following traffic flows

- 1) Traffic going west on N. State Street seeking access to New garage
- construction @ Washington Blvd.
- 2) Traffic going east on S. State Street alongside transportation center - implications for patrons ~~of~~ leaving the new parking facility
- 3) Generally the volume of traffic on S. State Street approaching the Washington Blvd intersection

I would like to see your modeling illustrate these concerns

Name: David Watkins (Board of Representatives)
Address: 257 Ocean Drive W, Stamford CT 06902
Telephone: 917-626-3620

Check here if you would like a response via telephone.

(I am unable to attend your meeting October 30th)

Please submit any comments you have by **November 7, 2018.**

- Email: dot.environmentalplanning@ct.gov
- Please fold and seal with tape and affix postage

STAMFORD PARKING GARAGE PROJECT

STATE PROJECT NO. 301-0047

APPENDIX C

Travel Time Study

Stamford Transportation Center Parking Garage

Project No. 301-047
Stamford, CT

TRAVEL TIME STUDY

April 2019

Prepared for:

Connecticut Department of Transportation
2800 Berlin Turnpike, P.O. Box 317546
Newington, CT 06131

Prepared by:



200 Corporate Place, Suite 110
Rocky Hill, CT 06067

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1.0 INTRODUCTION

CHA completed the Stamford Transportation Center Parking Garage Traffic Impact Study (TIS) in March 2019 to analyze the potential traffic impacts the proposed parking garage on South State Street could have on the surrounding transportation network. This study concluded that level-of-service impacts in the study area, particularly at the intersection of South State Street and Washington Boulevard, could be mitigated with signal optimization.

To help address subsequent questions from stakeholders about the potential travel time benefits or impacts to patrons of the proposed South State Street garage, CTDOT requested CHA conduct additional analyses to estimate and compare *total commuter travel times* to the Stamford Transportation Center (STC) under the Future No-build condition (without the proposed South State Street Garage) and Build condition (with the proposed South State Street Garage) during the morning (AM) peak hour conditions.

For the purposes of this study, *total commuter travel times* are defined by the sum of three components:

1. vehicular travel time on the local street network;
2. vehicular travel time between the street network and an average parking space within an STC parking garage; and
3. weighted average walking time between the parking garage and the STC platforms.

The analyses considered travel times for commuters using the Original Garage and 2004 Garage on Station Place (CTDOT-owned), the Gateway Garage (privately-owned), and the proposed South State Street garage; the locations of these garages are shown on Figure 1.



Figure 1. STC Parking Garage Locations

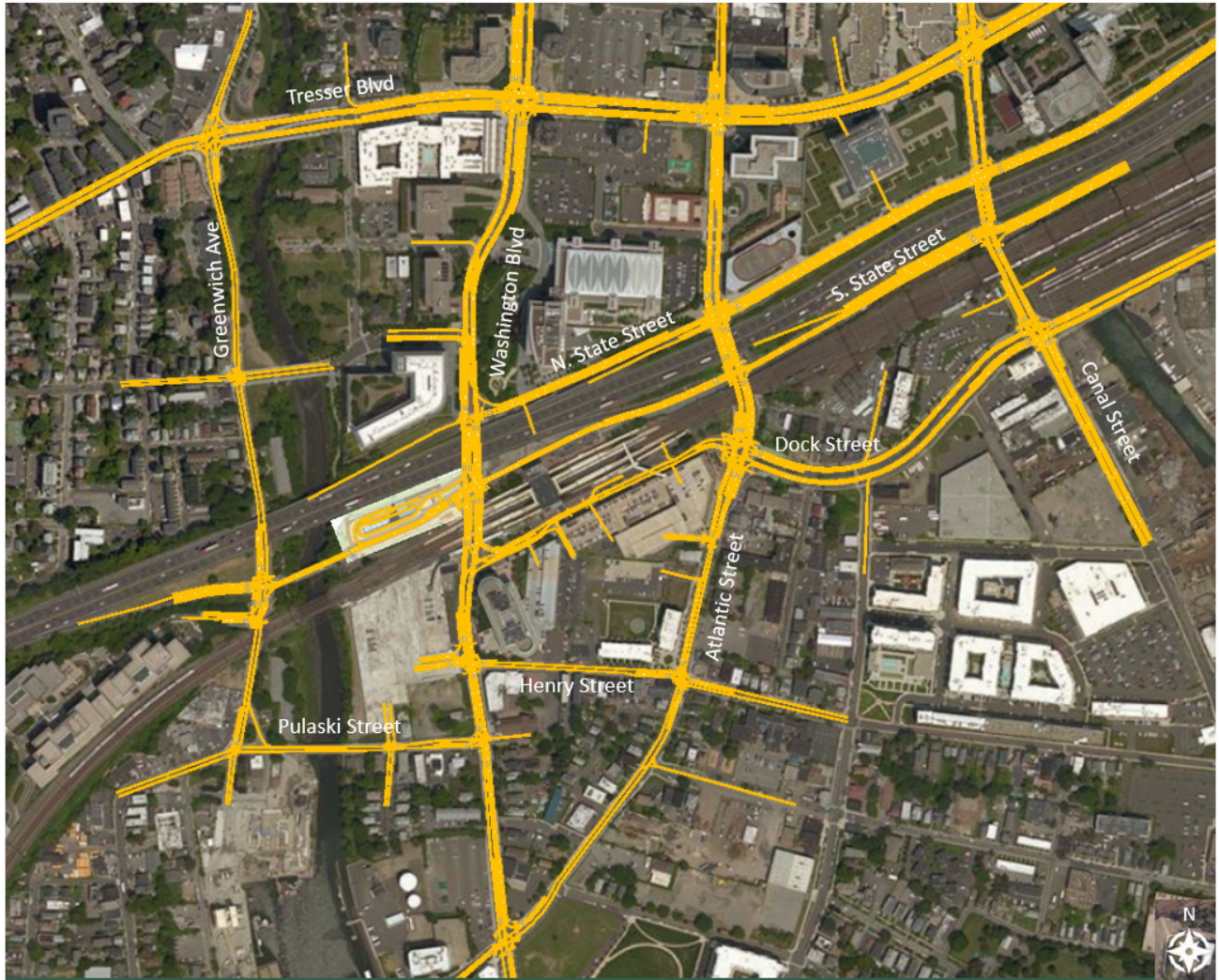
2.0 VEHICULAR TRAVEL TIME ESTIMATES (STREET NETWORK)

CHA conducted vehicular travel time analyses on the study area street network for the AM peak hour using Vissim (version 10.00 – 07) microsimulation software. The Vissim model was built and calibrated using the following data:

- Synchro 10 model and existing signal timings from the March 2019 TIS
- The OSTA-approved Existing (2018) volumes from the March 2019 TIS
- Existing travel time runs (September 26 & 27, 2018)
- Existing queue observations (September 26 & 27, 2018)

The extents of the Vissim model are shown highlighted in orange in Figure 2.

Figure 2. Vissim Model



2.1 TRAVEL TIME AND DELAY MEASUREMENTS

CHA field-measured travel time and delay data during the AM (7 AM to 9 AM) peak hour on Wednesday and Thursday, September 26 and 27, 2018 for the study area. Data was collected using the average-car method, where a vehicle is driven along the route traveling with traffic while distance, travel time, and delay are recorded. The data collected was used as the basis for the microsimulation model calibration.

Travel time and delay runs were conducted on 10 street segments across the study area; these segments are shown on Figures 3a and 3b. The average travel time and delay measurements for each segment are summarized in Table 1.

Table 1. AM Peak Hour Travel Time and Delay Summary

Street Segment	Overall Travel Time ¹	Delay ¹
Washington Blvd NB Atlantic St to Tresser Blvd	5:43	3:45
Washington Blvd SB Tresser Blvd to Atlantic St	4:18	2:12
Atlantic Street NB Washington Blvd to Tresser Blvd	3:29	1:30
Atlantic Street SB Tresser Blvd to Washington Blvd	4:06	2:00
South State Street EB Greenwich Ave to Canal St	3:32	1:53
North State Street WB Canal St to Washington Blvd	2:54	1:38
Greenwich Avenue NB Pulaski St to Tresser Blvd	2:22	1:00
Greenwich Avenue SB Tresser Blvd to Pulaski Street	2:02	0:41
Station Place EB Washington Blvd to Atlantic Street	1:27	0:30
Station Place WB Atlantic Street to Washington Blvd	1:41	0:39

¹Travel Time and Delay provided in minutes:seconds

From observations during the travel time runs, the majority of the delay time experienced along the segments was caused by traffic signal delay and backups from I-95.

Figure 3a. Travel Time Segments (September 26, 2018)

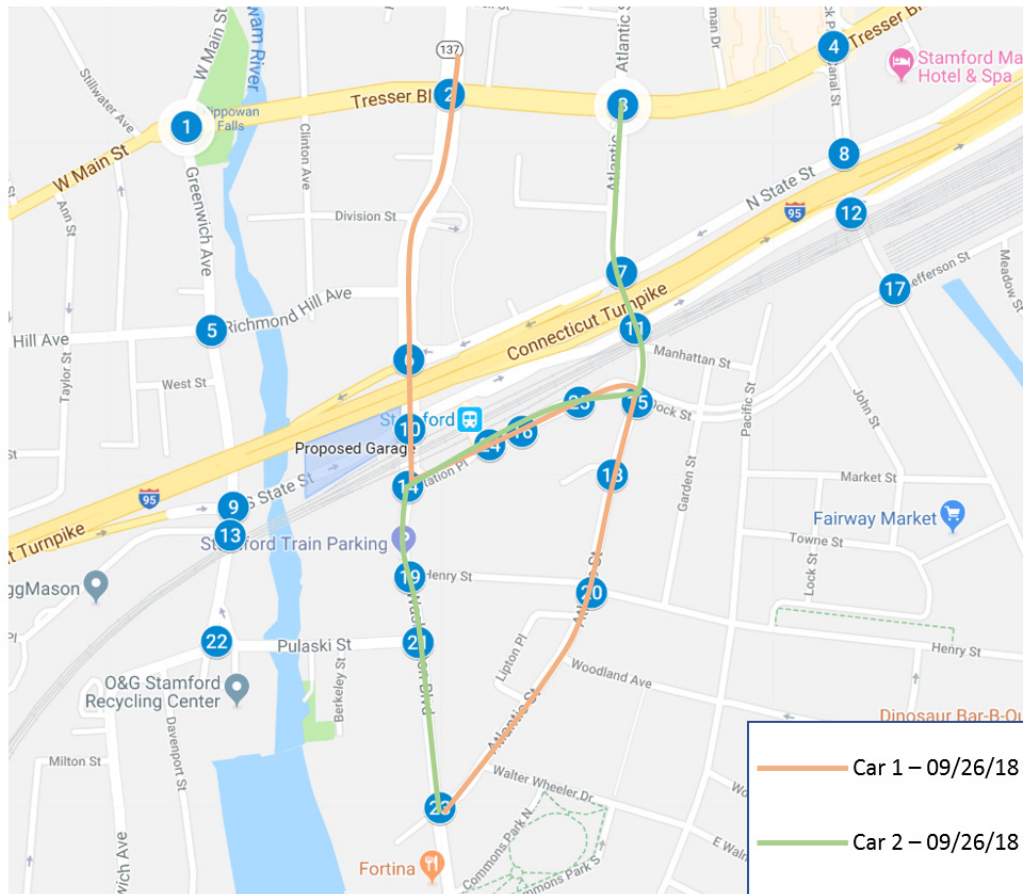
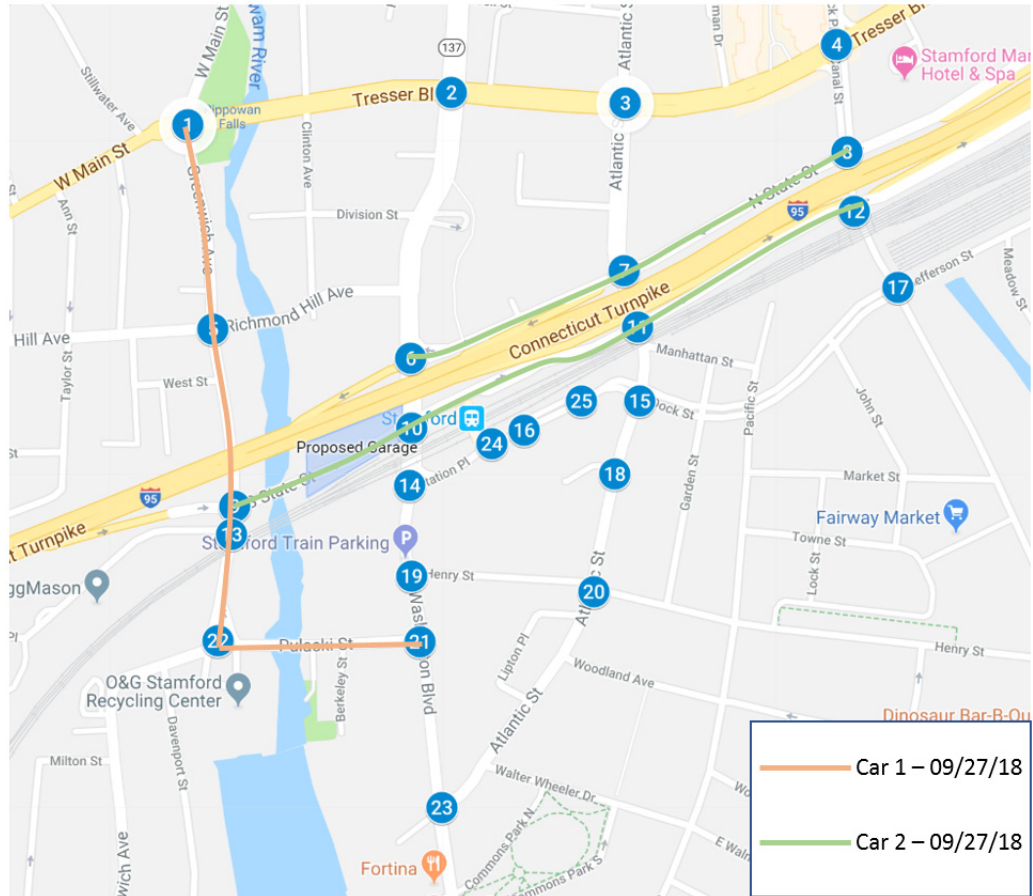


Figure 3b. Travel Time Segments (September 27, 2018)



2.2 MODEL CALIBRATION

The existing geometry and signal timings, the 2018 OSTA-approved volumes, the travel time measurements, and queue observations were used to calibrate the Vissim model to replicate Existing conditions. Travel times were derived from the model for the same limits and segments as were measured in the field.

In order to replicate Existing conditions, speeds were adjusted to match the existing speeds of vehicles entering and exiting the network. Information from the travel time field samples as well as posted speed limits were used to determine appropriate speeds for the network. A model seeding interval of 500 seconds was used to ensure that the entire network is populated with vehicles prior to the evaluation of the peak hour.

An FHWA publication, *Traffic Analysis Toolbox Volume III: Guideline for Applying Traffic Microsimulation Modeling Software*, provides some guidance on calibration targets. A summary of these targets is shown in Figure 4.

Table 2 summarizes the comparison between the field-measured travel times and the model-derived times extracted from the calibrated Vissim model. As shown, the model-derived travel times from the calibrated model are all within the 15% variation target of the field-measured times.

Figure 4. Summary of Calibration Criteria for Microsimulation Modeling

Calibration Criteria	Calibration Acceptance Targets
Criteria and Measures	
Hourly Flows, Model Versus Observed	
Individual Link Flows	
Within 15%, for 700 veh/h < Flow < 2700 veh/h	>85% of cases
Within 100 veh/h, for Flow < 700 veh/h	>85% of cases
Within 400 veh/h, for Flow > 2700 veh/h	>85% of cases
Sum of All Link Flows	Within 5% of sum of all link counts
GEH Statistic < 5 for Individual Link Flows	>85% of cases
GEH Statistic for Sum of All Link Flows	GEH < 4 for sum of all link counts
Travel Times, Model Versus Observed	
Journey Times, Network	
Within 15% (or 1 min, if higher)	>85% of cases
Visual Audits	
Individual Link Speeds	
Visually Acceptable Speed-Flow Relationship	To analyst's satisfaction
Bottlenecks	
Visually Acceptable Queuing	To analyst's satisfaction

Source: Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software, Publication No. FHWA-HRT-04-040, Federal Highway Administration, July 2004.

Table 2. Vissim Calibration Results for AM Peak Hour Travel Time Calibration

Street Segment	Field-Measured Travel Time ¹	Model-Derived Travel Time ¹	% Difference
Washington Blvd NB Atlantic St to Tresser Blvd	5:43	5:26	-5%
Washington Blvd SB Tresser Blvd to Atlantic St	4:18	4:13	-2%
Atlantic Street NB Washington Blvd to Tresser Blvd	3:29	3:29	0%
Atlantic Street SB Tresser Blvd to Washington Blvd	4:06	4:23	7%
South State Street EB Greenwich Ave to Canal St	3:32	3:52	9%
North State Street WB Canal St to Washington Blvd	2:54	3:04	6%
Greenwich Avenue NB Pulaski St to Tresser Blvd	2:22	2:41	13%
Greenwich Avenue SB Tresser Blvd to Pulaski Street	2:02	2:13	9%
Station Place EB Washington Blvd to Atlantic Street	1:27	1:22	-6%
Station Place WB Atlantic Street to Washington Blvd	1:41	1:34	-7%

¹Travel Time provided in minutes:seconds

2.3 VEHICULAR TRAVEL TIMES UNDER FUTURE CONDITIONS

AM peak hour travel times on the network streets were also derived from the Vissim models for the Future (year-2021) No-Build condition (without the proposed South State Street Garage) and Build condition (with the proposed South State Street Garage). As in the March 2019 TIS, background volume growth and network improvements including the Atlantic Street Bridge project, Atlantic Street and Henry Street intersection improvements, and network wide signal optimization were included in the No-Build and Build models. In addition to the improvements from the March 2019 TIS, the exclusive pedestrian phase at Washington Boulevard and South State Street was converted to a concurrent pedestrian phase in the No-Build and Build models, as this is an improvement being sought by the City of Stamford to improve operations at the intersection.

The model-derived travel time comparisons for the 2021 No-build and Build conditions are presented in Table 3. The values shown are the average AM travel times to the Original Garage, 2004 Garage, the Gateway Garage, and the proposed South State Street garage from the following points-of-origin in the model:

- I-95 Exit 7 Northbound Off-Ramp
- Greenwich Avenue & Tresser Boulevard
- Washington Boulevard & Tresser Boulevard
- Atlantic Avenue & Tresser Boulevard
- Canal Street & Tresser Boulevard
- I-95 Exit 7 Southbound Off-Ramp
- Canal Street & Dock Street
- Washington Boulevard & Atlantic Street
- Greenwich Avenue & Pulaski Street

It is assumed the Original Garage will be closed to parking and the Gateway Garage will maintain 500 commuter parking spaces in the Build condition. It is also assumed a driveway will be maintained from Station Place to the 2004 Garage in the Build condition.

Table 3. Future No-build and Build Travel Times in the AM Peak Hour

Parking Destination	No-Build Travel Times (without So. State St. Garage)			Build Travel Times (with So. State St. Garage)		
	vehs	seconds	mm:ss	vehs	seconds	mm:ss
Original Garage (Station Place Entrances)	140	157	02:37	NA		
2004 Garage (Station Place Entrance)	NA			118	166	02:46
2004 Garage (Atlantic Street Entrance)	83	211	03:31	83	227	03:47
Gateway Garage (Both Entrances)	199	187	03:07	133	182	03:02
South State Street Garage (Both Entrances)	NA			242	127	02:07

As shown in Table 3, the average vehicular travel time to the proposed South State Street Garage from the local street network is forecasted to be approximately 39 seconds to 1 minute 40 seconds less than the average vehicular travel time to the other garages, in the Build condition. Additionally, the average travel time to the proposed South State Street Garage is forecasted to be approximately 30 seconds less than the comparative travel time to the Original Garage (as shown in the No-build condition).

3.0 VEHICULAR TRAVEL TIME ESTIMATES (WITHIN PARKING GARAGES)

The vehicular travel times presented in Table 3 (above) reflect time spent on the street network. These travel times are measured from the points-of-origin to the points-of-departure from the network; these do not include the additional time required to travel along the entrance driveway, through the entry gate, or between garage levels to the point-of-parking in each garage. CHA separately estimated the travel times within each garage according to the following methodology:

- Entrance driveway travel times were approximated based on the travel distance between the point-of-departure from the street network and the first parking level, and an assumed travel speed of 10 mph.
- Entry gate times were approximated based on an assumed peak hour queue of three vehicles at each gate and an assumed gate processing time of 8 seconds-per-vehicle.
- Parking times were approximated based on floor-to-floor travel distances and an assumed travel speed of 12.5 mph. CHA conducted vehicular travel time runs within the 2004 Garage to measure floor-to-floor travel times; this data was combined with floor-to-floor travel distances to determine the assumed travel speed for this study. The floor-to-floor travel distances were estimated from available garage floor plans (for the Original and 2004 garages and South State Street Garage) or assumed parking layouts (for the Gateway Garage).
- The point-of-parking in each garage was assumed to be the middle parking level.

The estimated vehicular travel times within each parking garage are summarized in Table 4.

Table 4. Estimated Vehicular Travel Times (within Garages)

Parking Garage	Entrance Drive Time ¹	Entry Gate Time ¹	Parking Time ¹	Total Vehicular Travel Time ¹
Original Garage (Station Place Entrances)	00:14	00:24	01:40	02:18
2004 Garage (Station Place Entrance)	00:18	00:24	02:18	03:00
2004 Garage (Atlantic Street Entrance)	00:20	00:24	02:18	03:02
Gateway Garage (Both Entrances)	00:16	00:24	03:00	03:40
South State Street Garage (Both Entrances)	00:42	00:24	02:20	03:26

As shown in Table 4, the estimated vehicular travel time from the point-of-departure from the local street network to the point-of-parking in the proposed South State Street Garage is approximately 24 seconds to 1 minute 8 seconds more than the estimated vehicular travel times for the Original and 2004 garages. Additionally, the estimated travel time in the proposed South State Street Garage is approximately 14 seconds less than the estimated travel time in the Gateway Garage.

4.0 WALKING TIME ESTIMATES

CHA estimated the walking times between each of the garages and train platforms 3 and 5 – the two primary platforms serving inbound trips to Grand Central Terminal during the morning commute. Walking times were estimated based on the average measured travel distances from each parking level to each platform for both handicap accessible spaces and regular parking spaces in each garage. Representative travel paths are illustrated in the appendix.

Other assumptions include:

- Travel paths from handicap accessible parking spaces assumed a travel speed of 3.5 feet-per-second (fps) and the use of elevators.
- Elevator wait times and travel times between floors were estimated based on field measurements of existing STC elevators.
- Travel paths from regular parking spaces assumed a walking speed of 4.4 fps (3 mph) and the use of stairs.
- Walking times down flights of stairs were estimated based on field measurements of walking times down existing stairs in the 2004 Garage.
- All estimates assumed that walking paths were generally unimpeded by other pedestrians.

The estimated walking times from each parking garage are summarized in Table 5.

Table 5. Estimated Walking Times to Platforms 5 and 3

Parking Origin	Walk Time ¹ to Platform 5	Walk Time ¹ to Platform 3	Average Walk Time ¹ (to 5 & 3)
Original Garage	03:03	02:37	02:50
2004 Garage	02:40	02:40	02:40
Gateway Garage	03:56	05:06	04:31
South State Street Garage	02:01	03:35	02:48

¹Walk Times are weighted average times from all spaces in each garage.

As shown in Table 5, the estimated weighted average walking time from the proposed South State Street Garage to Platform 5 and Platform 3 is:

- Approximately equal to the estimated weighted average walking times from the Original Garage and 2004 Garage;
- Approximately 1 minute 43 seconds less than the estimated weighted average walking time from the Gateway Garage.

5.0 TOTAL COMMUTER TRAVEL TIME ESTIMATES

As outlined in the Introduction, for the purposes of this study, the *total commuter travel times* from each parking garage to the STC are defined by the sum of three components:

1. vehicular travel time on the local street network;
2. vehicular travel time between the street network and an average parking space within an STC parking garage; and
3. weighted average walking time between the parking garage and the STC platforms.

Table 6 illustrates the compilation of these three components as derived from Tables 3, 4 and 5, above.

Table 6. Total Commuter Travel Time Estimates in the AM Peak Hour

Travel Time Component	No-Build Condition (without So. State St. Garage)			Build Condition (with So. State St. Garage)		
	Original Garage	2004 Garage	Gateway Garage	2004 Garage	Gateway Garage	So. State St. Garage
Street Network to Parking Garage	02:37	03:31	03:07	03:11	03:02	02:07
Within Parking Garage	02:18	03:01	03:40	03:01	03:40	03:26
Walking to STC Platforms	02:50	02:40	04:31	02:40	04:31	02:48
Total Trip Times	07:45	09:12	11:18	08:52	11:13	08:21
Average for All Garages	09:25			09:29		

As shown in Table 6, the average total trip times for the three garages in the No-build and Build conditions are approximately the same with values of 9 minutes 25 seconds and 9 minutes 29 seconds, respectively. The total trip time for the South State Street Garage in the Build condition (8 minutes 21 seconds) is approximately 36 seconds more than that for the Original Garage in the No-build condition (7 minutes 45 seconds), based on the assumptions of this study.

6.0 CONCLUSION

The Stamford Parking Garage Project will provide 960 parking spaces in a new parking garage on South State Street and will close the Original Garage on Station Place. The findings of this study show there is a forecasted reduction of travel time on the street network for station patrons traveling to the South State Street Garage in the Build condition, when compared to travel to the Original Garage in the No-build condition. The findings also show the walking times from the South State Street garage to Platforms 5 and 3 are slightly less but approximately the same as comparable walking times from the Original Garage. These travel time benefits are shown to be offset by the additional time required to access parking within the South State Street garage, which is proposed to provide seven parking levels. Overall, the total commuter travel time to train service by way of the proposed South State Street garage in the Build condition is slightly longer (approximately 36 seconds) than that of a comparable trip by way of the Original Garage in the No-build condition. Overall, locating the proposed parking improvements on the South State Street site does not appear to significantly benefit or impact travel times for commuters driving to the STC and boarding trains to Grand Central Terminal.

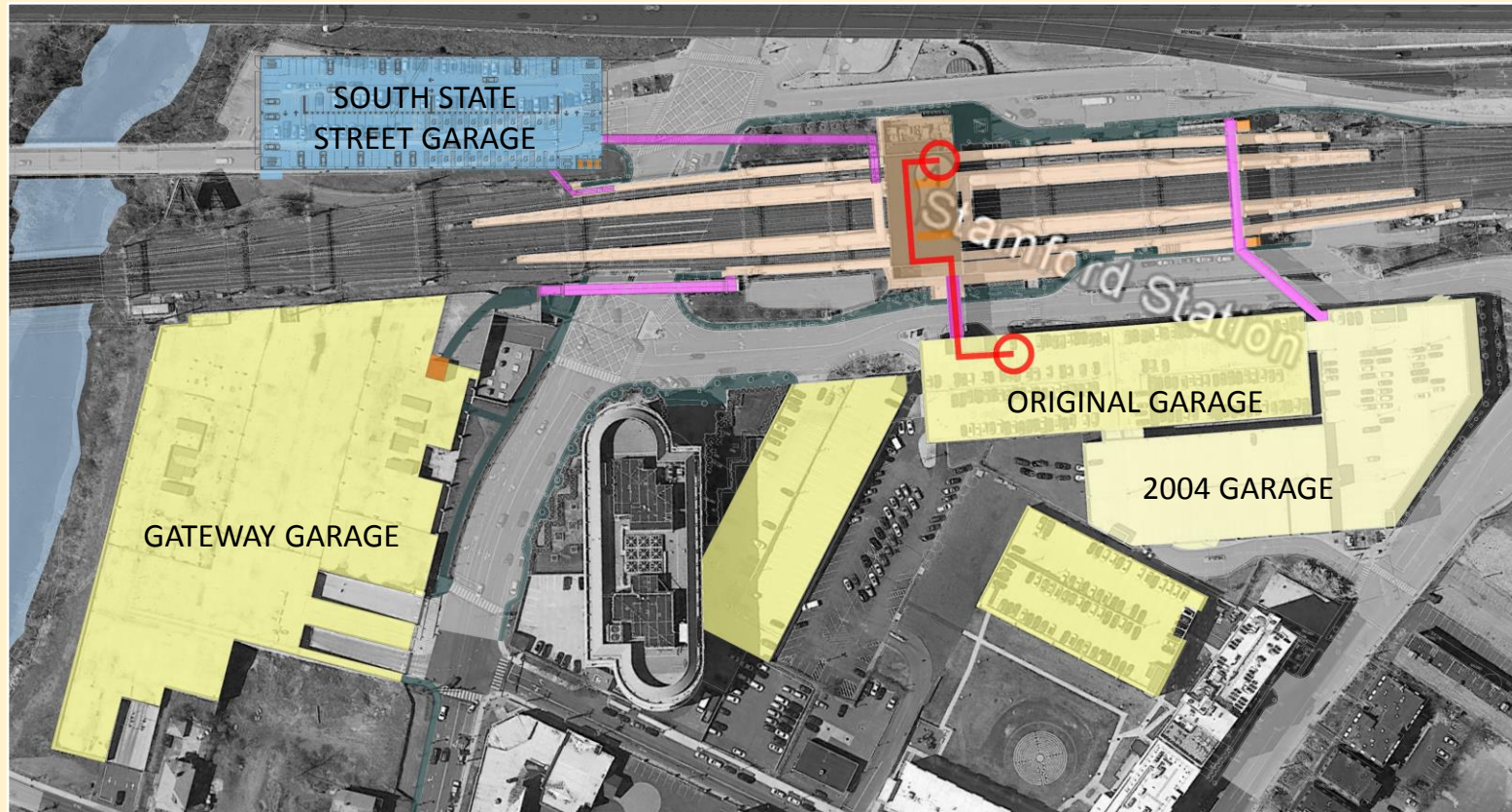
APPENDIX

Illustrative Travel Paths between Garages and Platforms

ORIGINAL GARAGE

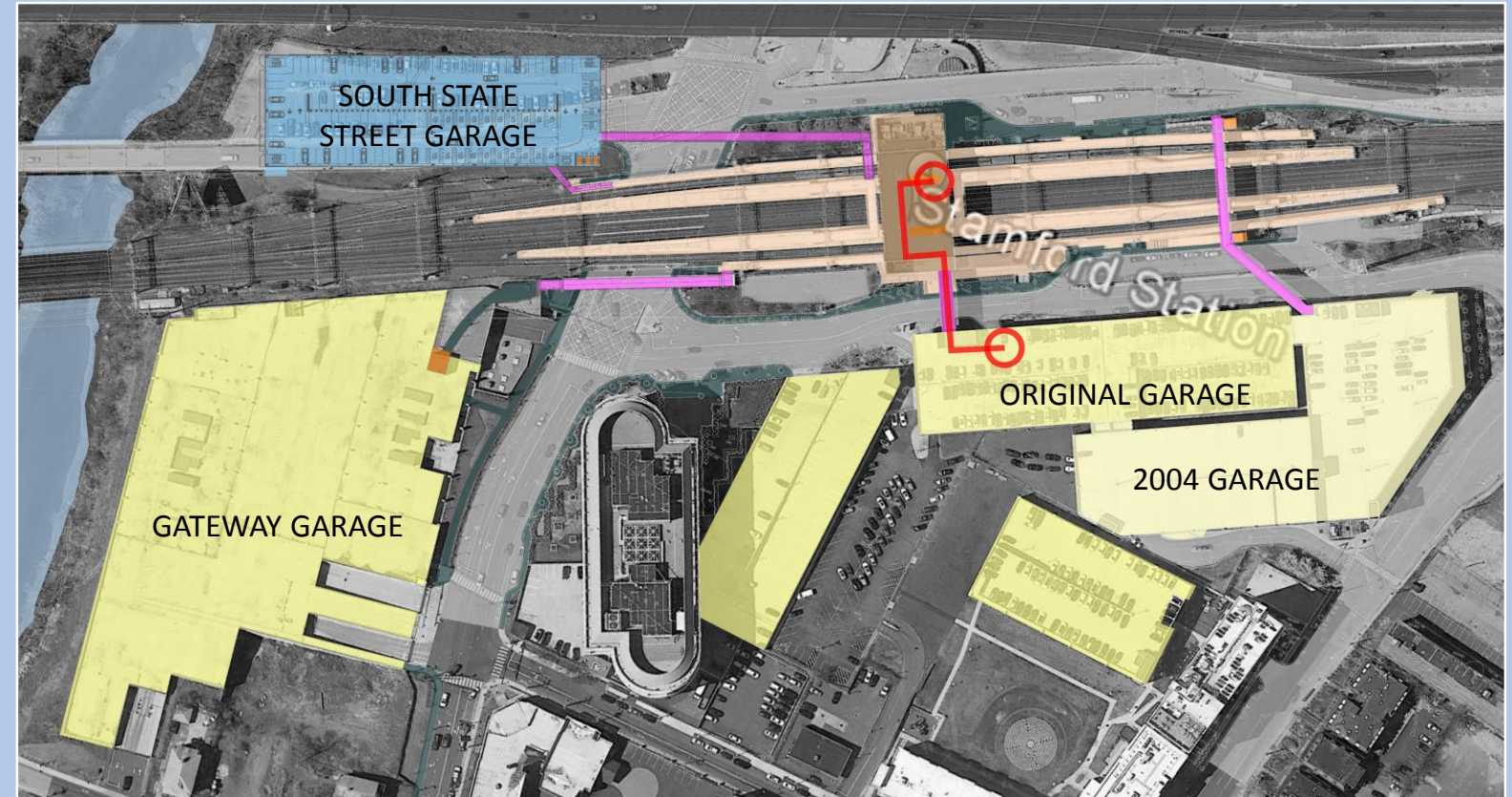
APPROXIMATE TRAVEL PATHS TO PLATFORM 5

FROM ADA SPACES

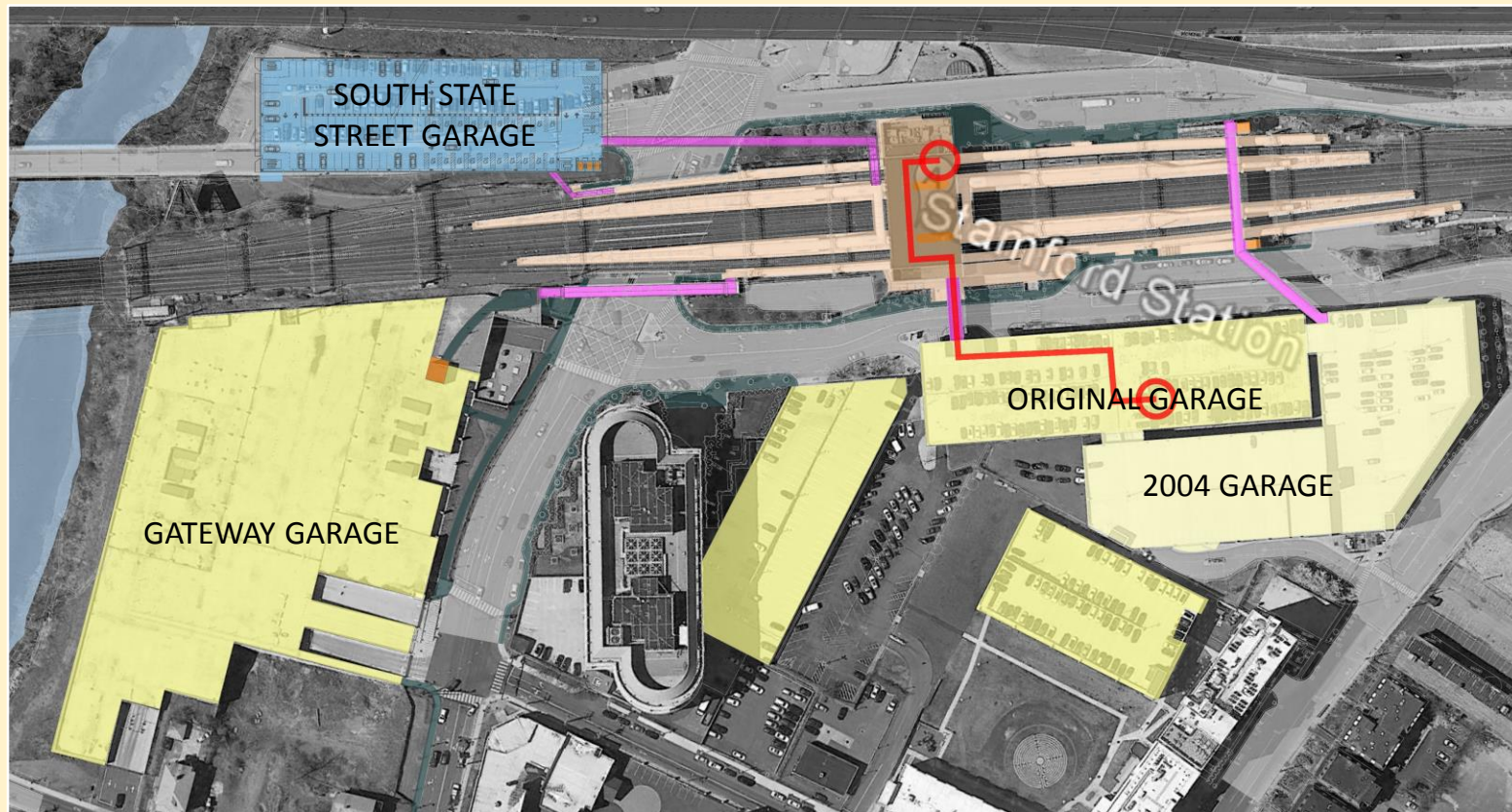


APPROXIMATE TRAVEL PATHS TO PLATFORM 3

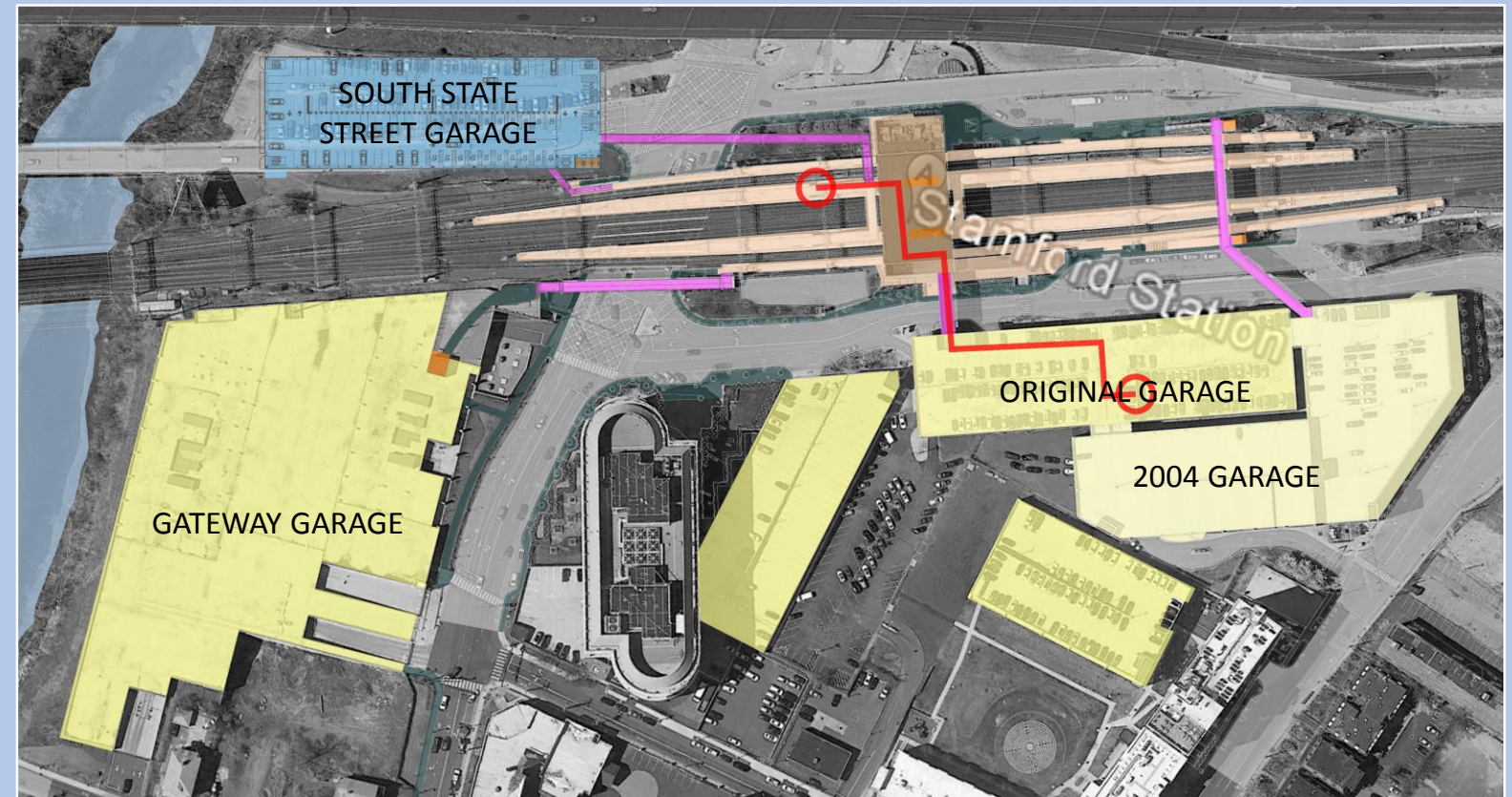
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FROM TYPICAL SPACES



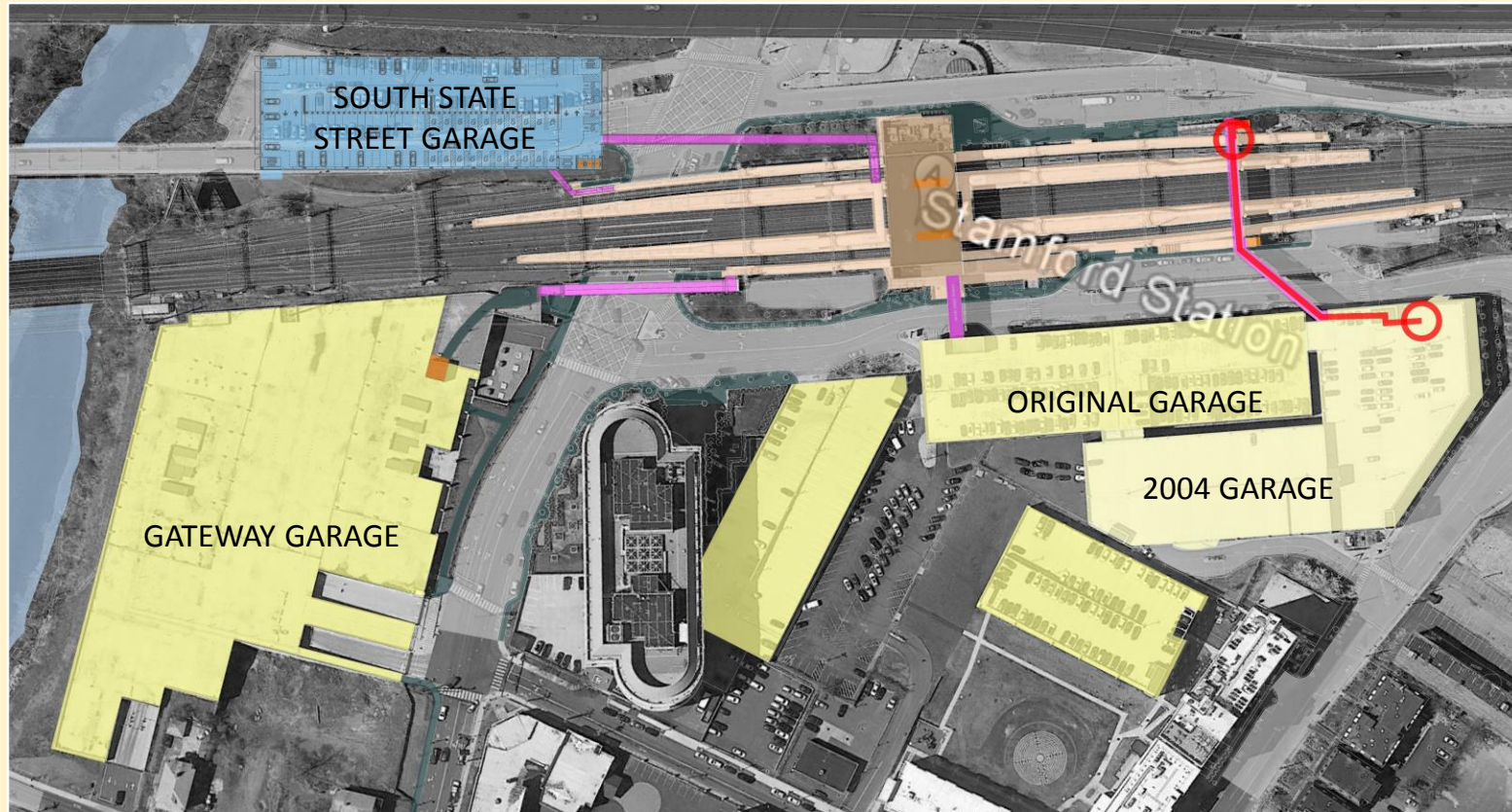
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2004 GARAGE

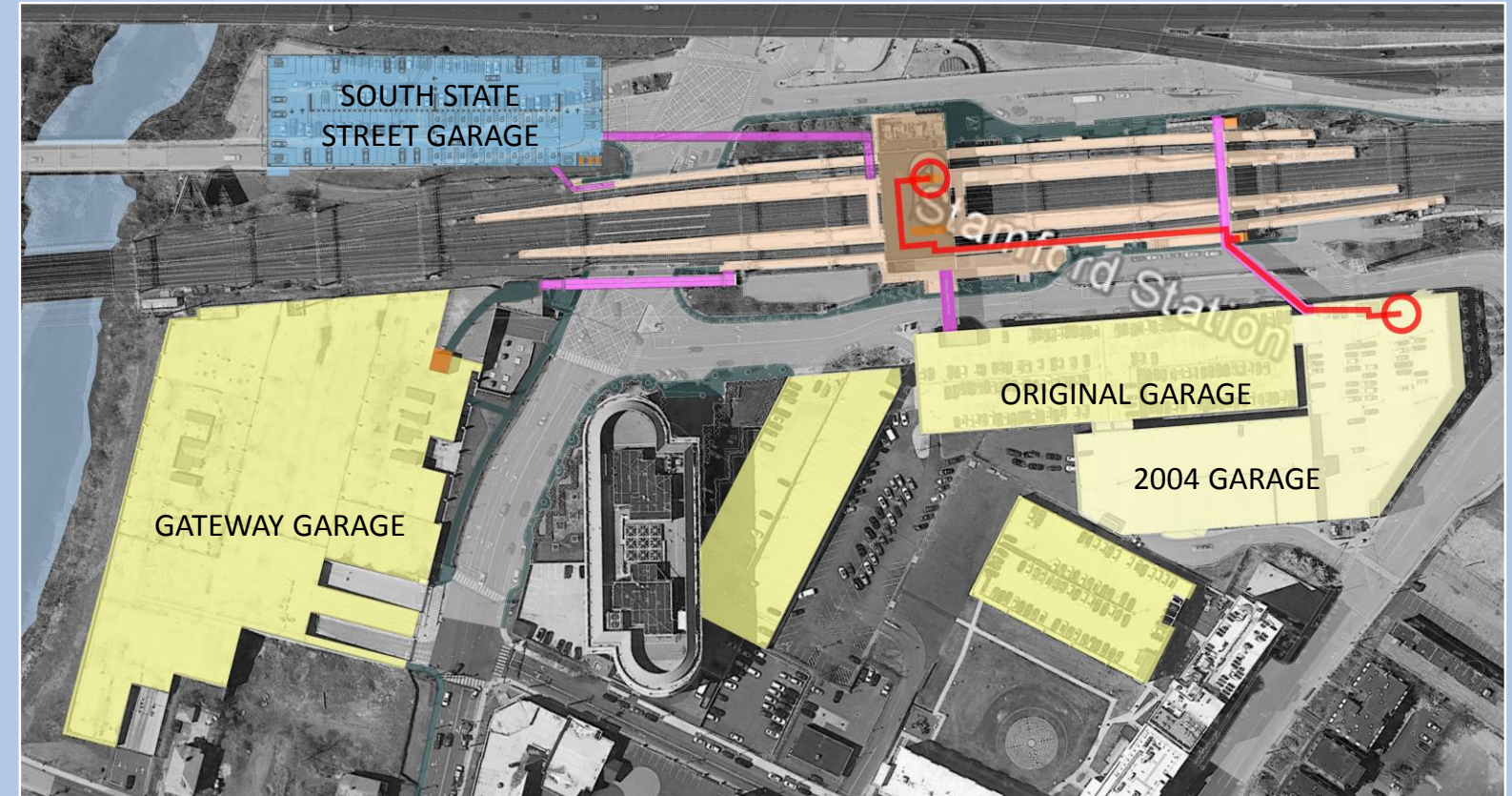
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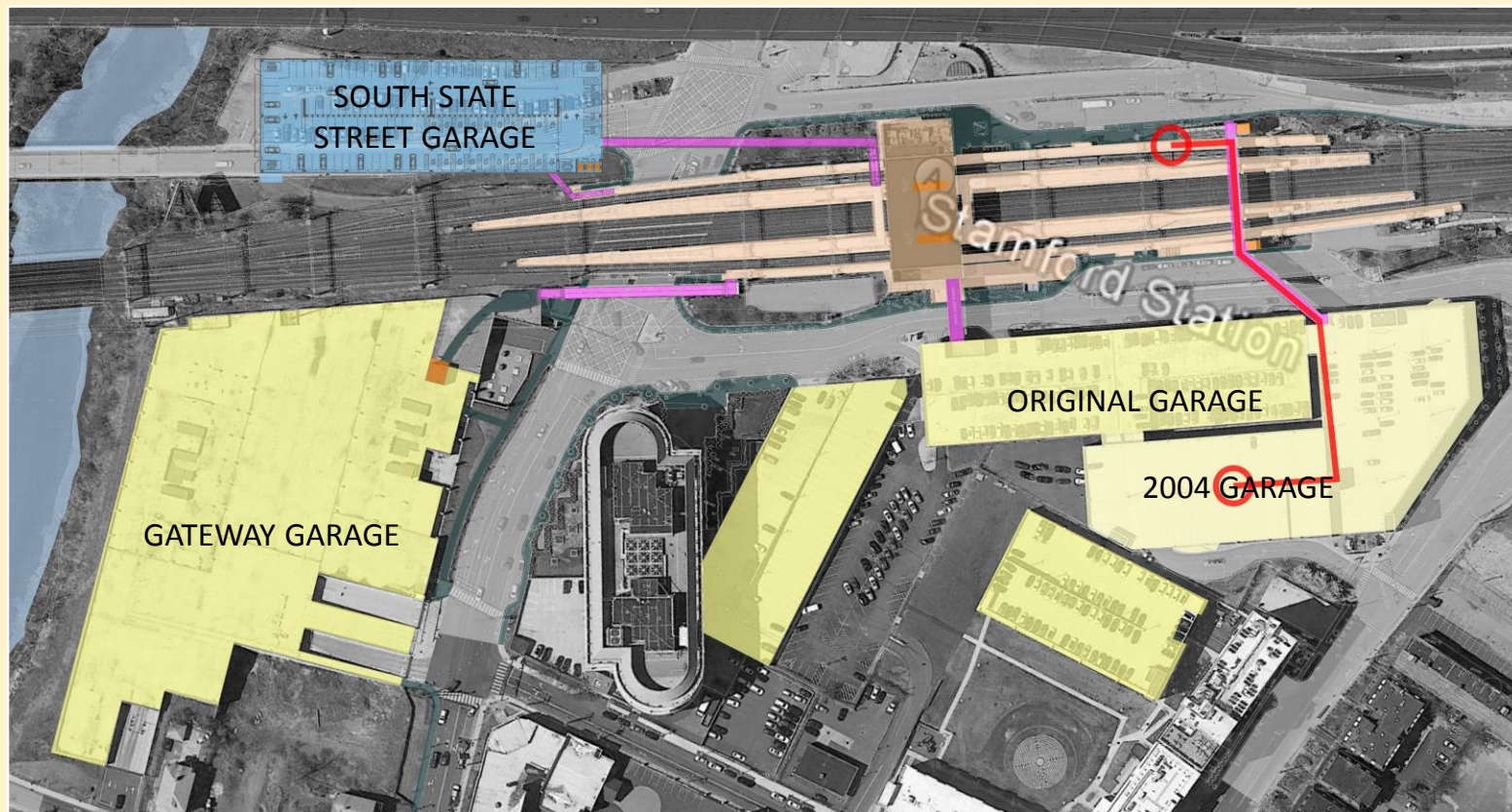


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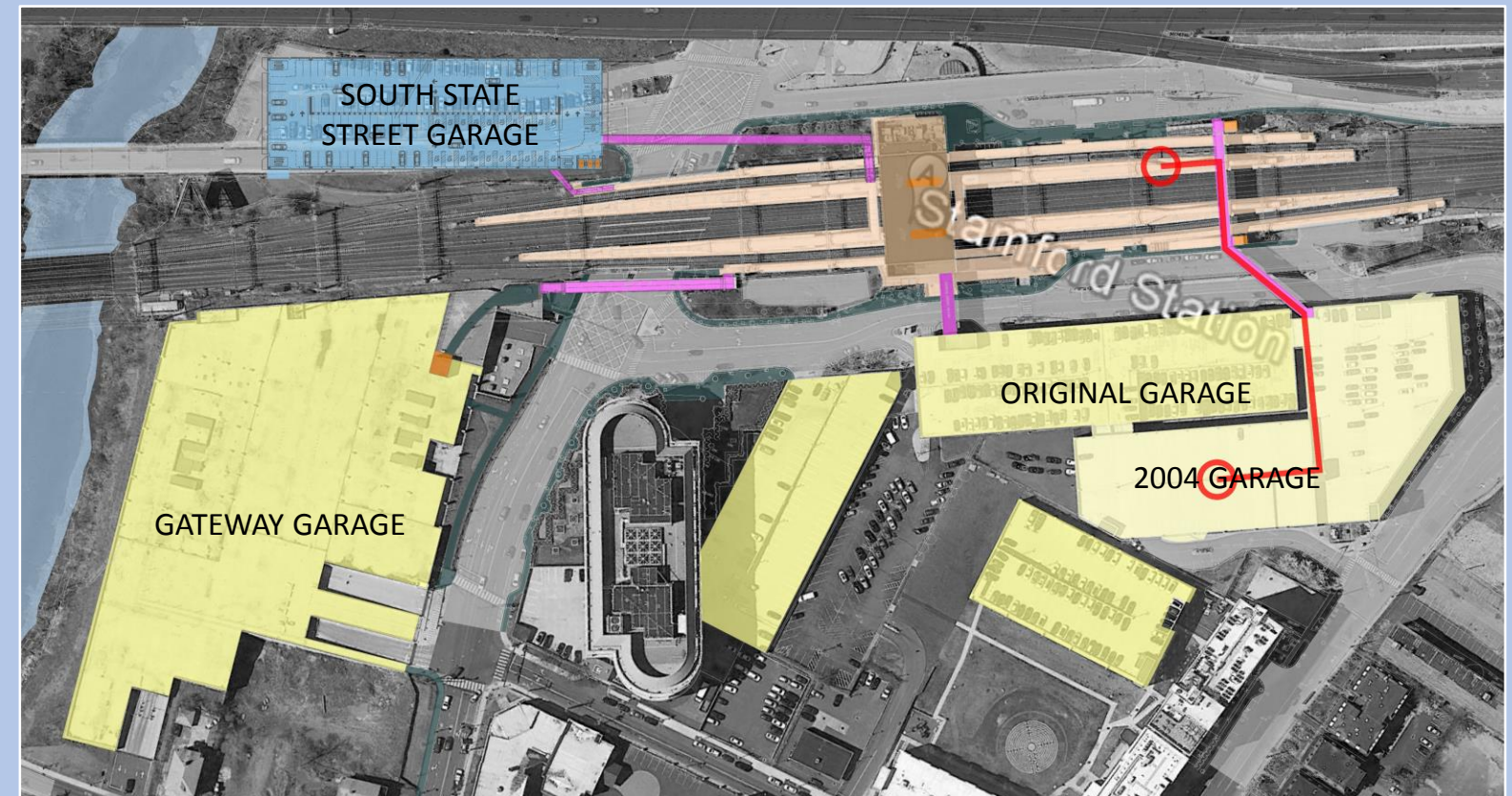
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FROM TYPICAL SPACES



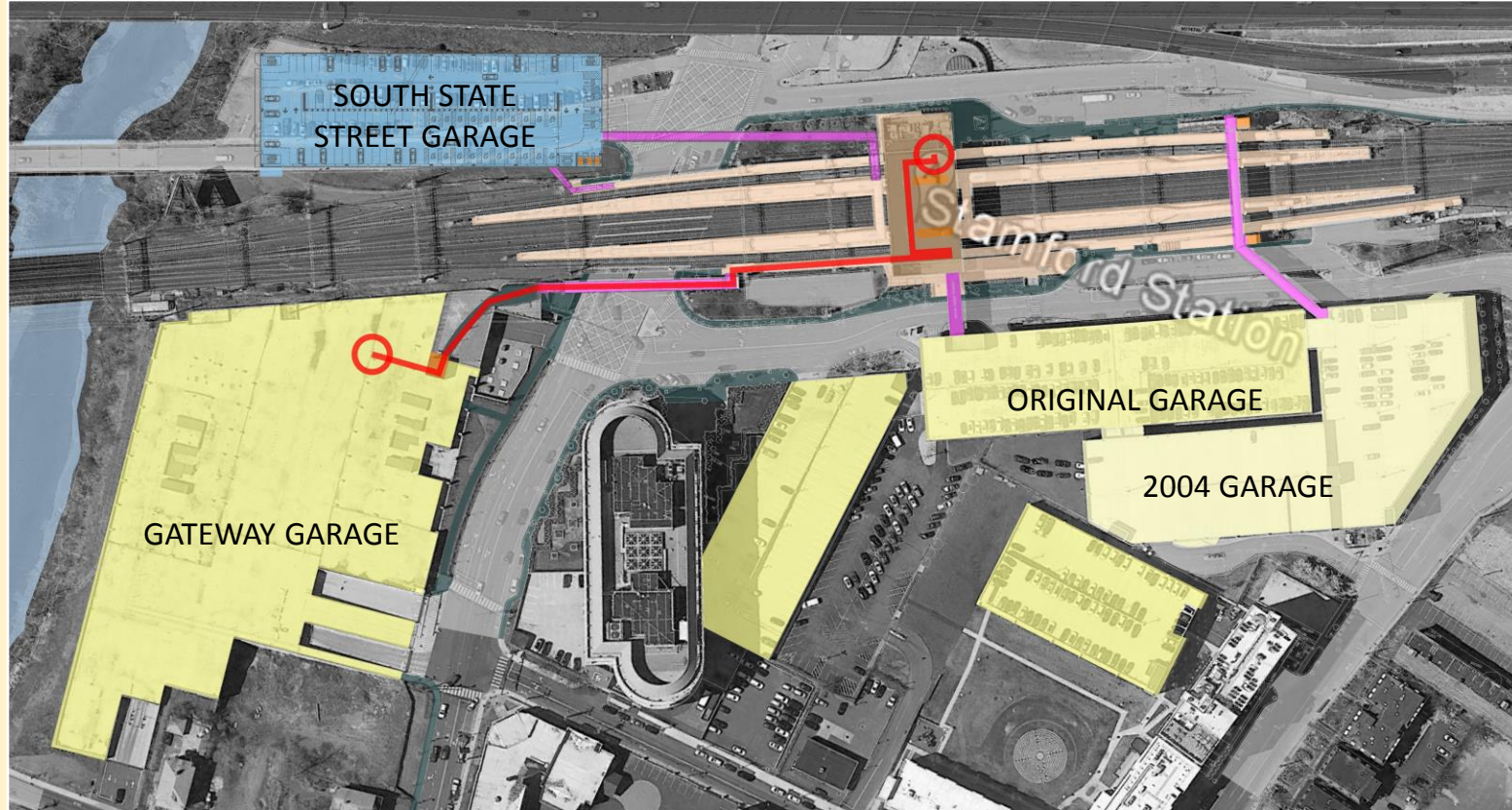
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GATEWAY GARAGE

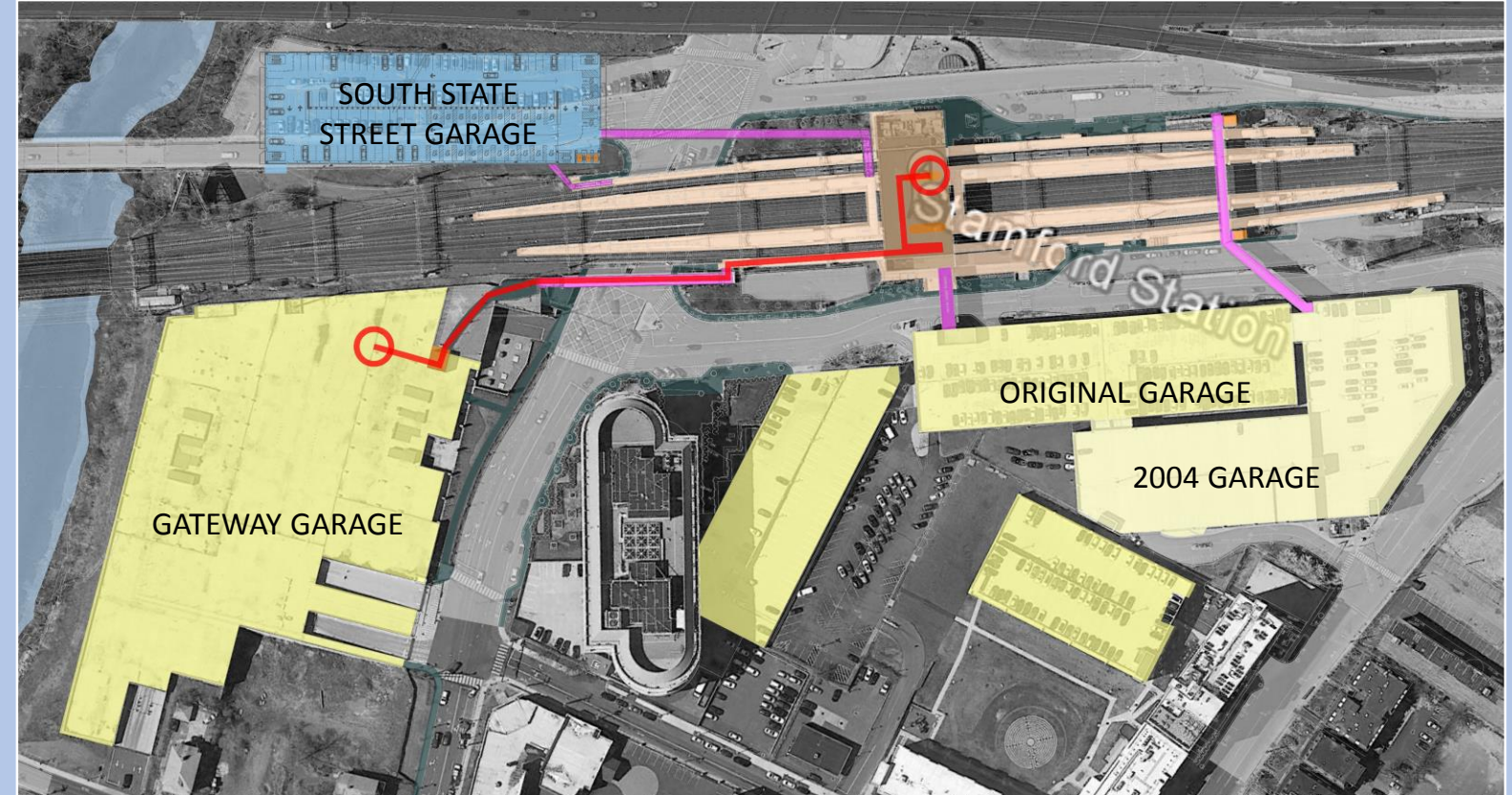
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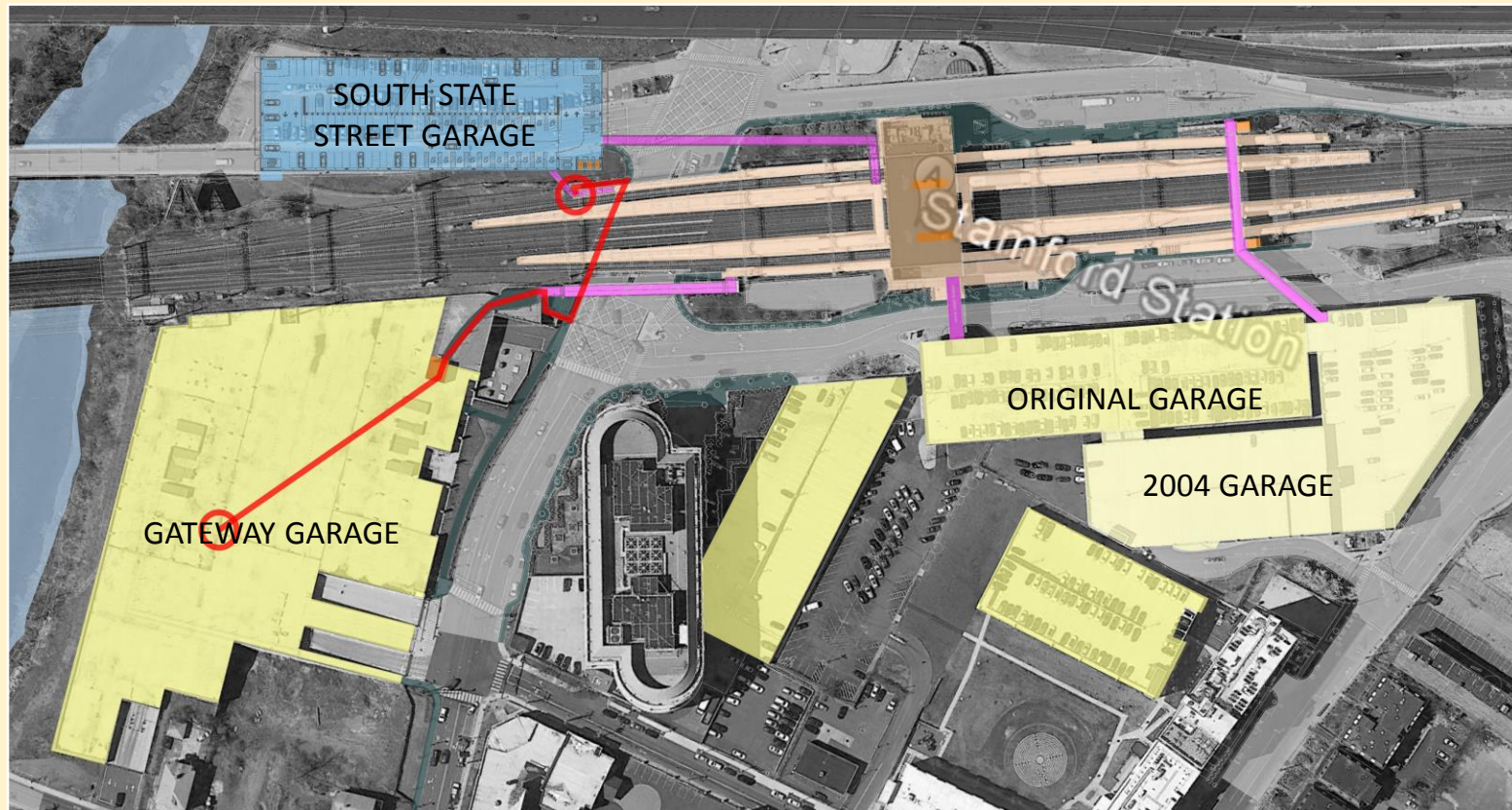


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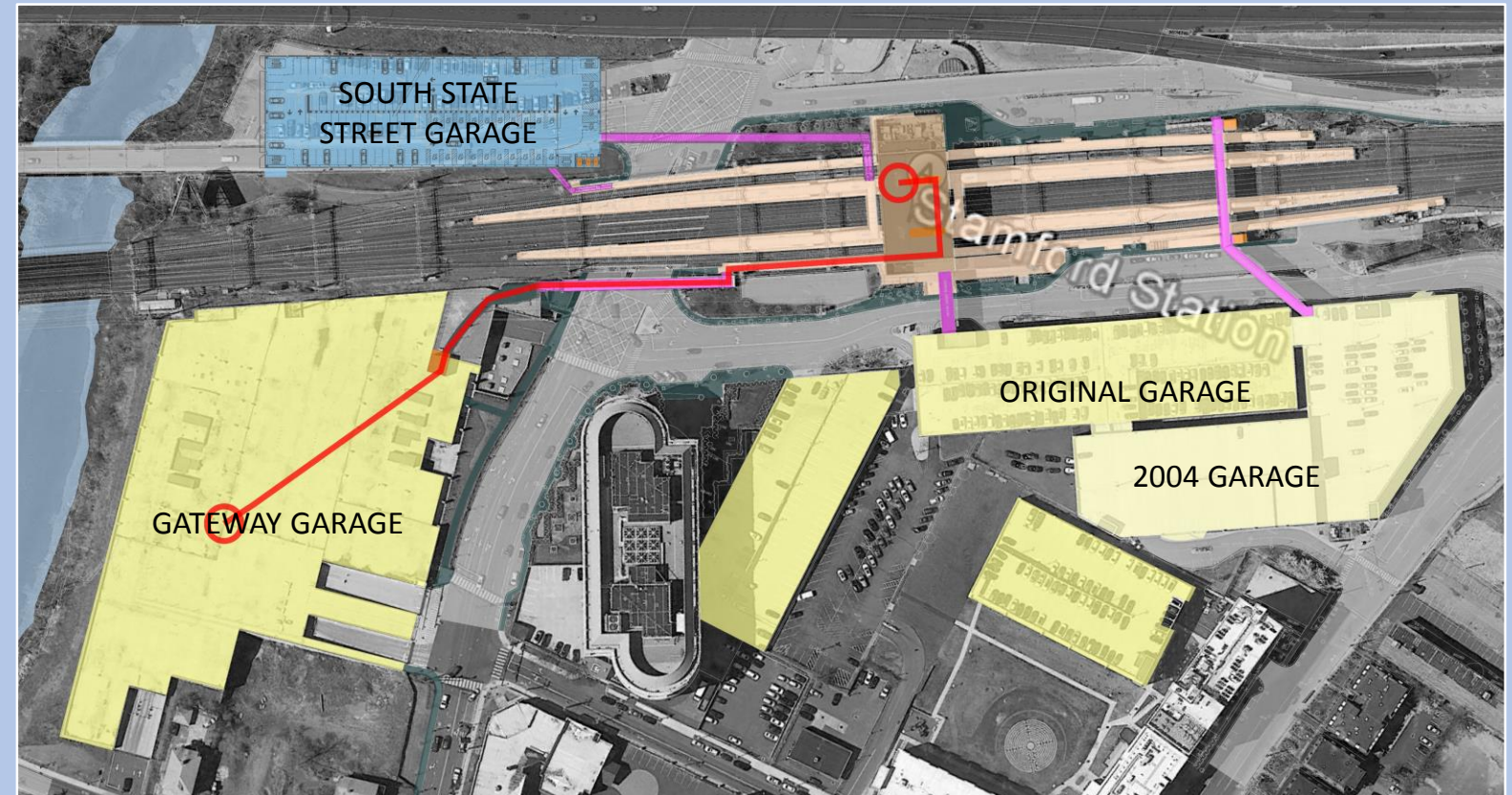
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FROM TYPICAL SPACES



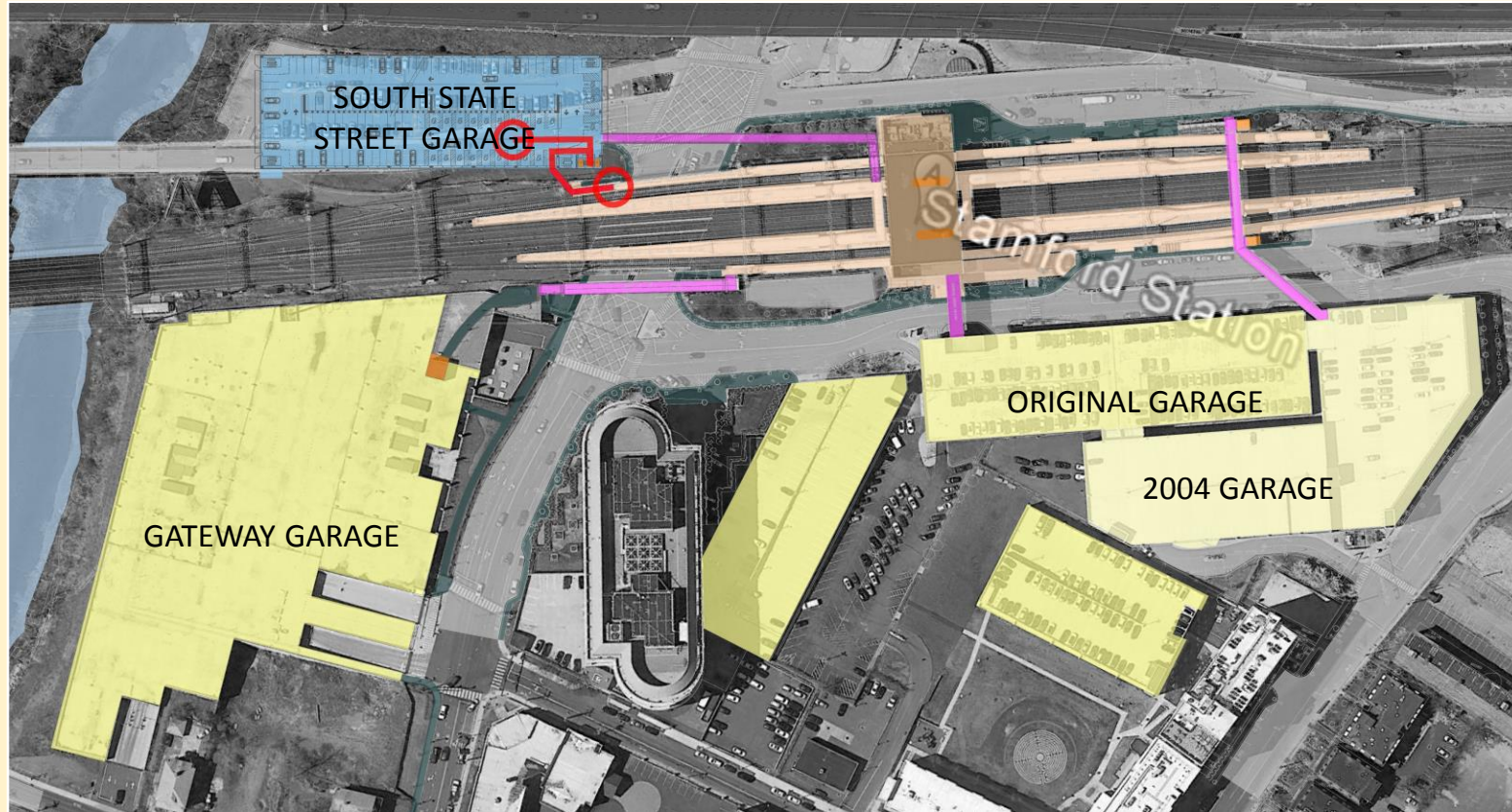
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SOUTH STATE STREET GARAGE

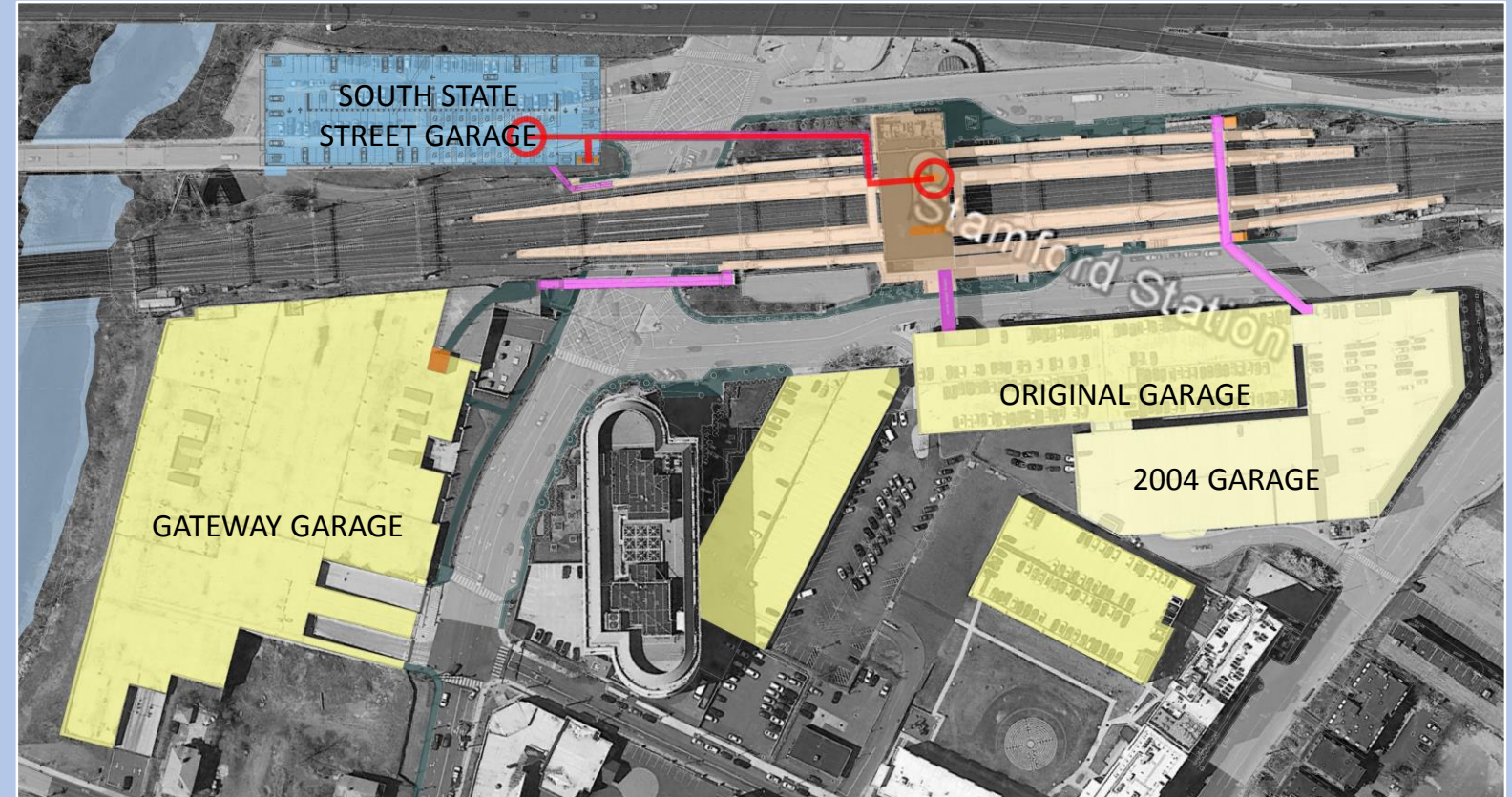
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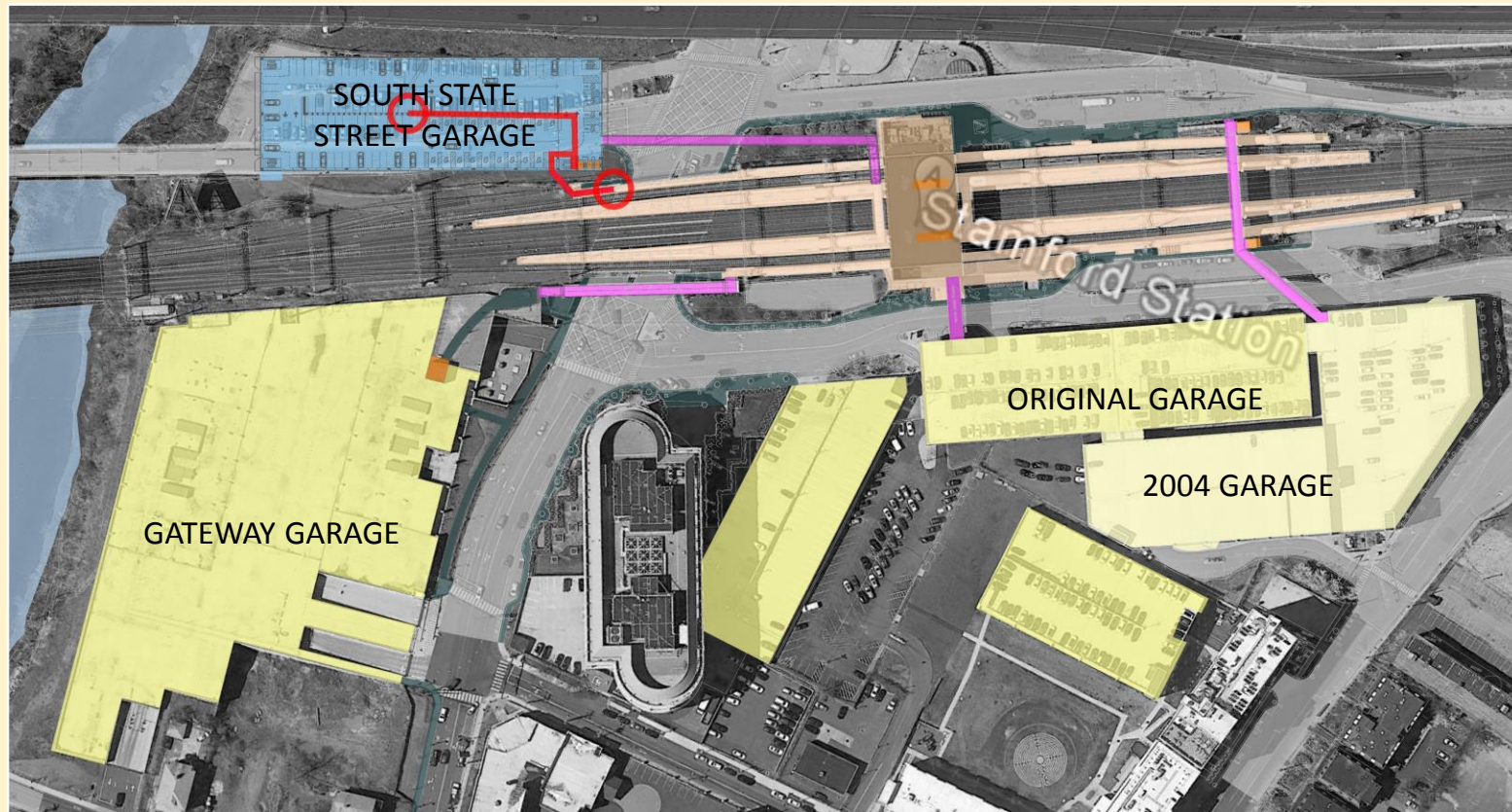


APPROXIMATE TRAVEL PATHS TO PLATFORM 3

FROM ADA SPACES



FROM TYPICAL SPACES



FROM TYPICAL SPACES

