

**NEW HAVEN CITY PLAN COMMISSION ADVISORY REPORT**

**RE:** **ORDER OF THE BOARD OF ALDERS** Proposed ordinance to prohibit parking that reduces the adjoining driving lane to less than 10 feet. (Ohan Karagozian)

**REPORT:** 1504-03

**ADVICE:** Denial

**BACKGROUND**

Before the Board is a proposed ordinance to prohibit parking that reduces the width of an adjoining driving lane to less than 10 feet. The text of the proposed ordinance is as follows:

“It shall be a violation of parking to park any vehicle on a street in such manner as to reduce the adjoining driving lane to less than 10 feet whether or not the parked vehicle is in compliance with any other ordinance contained in the Code of Ordinances for the City of New Haven, Connecticut. Where there exists a one way street which allows for parking on both sides of the street, the distance between vehicles should not be less than 10 feet. If such distance between vehicles is found to be less than 10 feet then the vehicle farthest away from the corresponding curb is in violation. Any vehicle found in violation of this ordinance shall be subject to a fine of \$125.00 and immediate towing.”

**PLANNING CONSIDERATIONS**

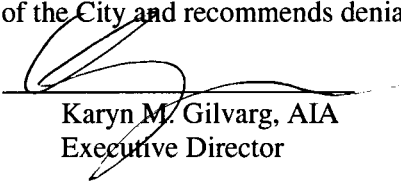
Section 29-30 of the City’s general ordinances include a number of parking violations that are already prohibited. Included among these violations is a \$50 fine for obstructing traffic. The proposed ordinance does not cover any situations than this more general prohibition already prohibits. Given the difficulties experienced by residents this winter when piled snow and ice narrowed streets to sometimes impassable widths, the need for enforcement of the existing codes is perhaps a better avenue to ensure that passage is possible. An additional regulation, if not enforced, will not improve the situation.

Furthermore, the 10-foot travel restriction is wider than the City’s own engineering standards from the City of New Haven Complete Streets Design Manual allows for on local roads. This Manual calls for local roads to have one shared lane that is 18-20 feet wide for two-way traffic, or only 14-18 feet wide for ‘yield streets’ in residential neighborhoods. This ordinance would effectively make it impossible to legally park on some of these streets and calls for wider travel lanes than are necessary.

**ADVICE**

The Commission finds the ordinance not in the best interest of the City and recommends denial.

**ADOPTED:** May 20, 2015  
Edward Mattison  
Chair

**ATTEST:**   
Karyn M. Gilvarg, AIA  
Executive Director