



Fair Haven Greenway

Overview

Vision

The Fair Haven Greenway will loop around the bottom of the Fair Haven peninsula along the banks of the Mill and Quinnipiac River and then through the high peaks of East Rock Park. The Greenway will be an off-road paved path wherever space and existing conditions permit. In planning for the Fair Haven Greenway, every effort is made to align the trail as closely as possible to the shoreline of surrounding rivers. South of River Street and along the Mill River, the Greenway will introduce pedestrian/bicycle activities to areas that are predominantly industrial in character now. The Greenway will help create an awareness of and foster a relationship to the important natural resources of Fair Haven that are at certain points inaccessible to the residents of the surrounding neighborhoods. The greenway will also provide safer transportation routes to schools and job sites within Fair Haven.

Key Points

- **Make rivers more accessible to pedestrian and bicycle activities. Create recreational opportunities, which are virtually non-existent at southern end of the Fair Haven peninsula.**
- **Better define the geography of Fair Haven by allowing public access to its shoreline and the bodies of water that surround it and to the traprock ridges above it.**

Existing Conditions

FH – 1: Suzio Concrete – Criscuolo Park

North of the existing Pearl Harbor Memorial “Q” Bridge is the Suzio Concrete facility. Along the shoreline of the facility, the City retains a public access easement (up to 130’ wide setback), which consists of a maintained lawn with wide vistas of the confluence of the Mill and Quinnipiac Rivers and Criscuolo Park. From the easement, there is access to Chapel Street that is shared by trucks entering and exiting Suzio’s facility. Going east, the Chapel Street Bridge over the Mill River is a turning span with sidewalks separated from the roadway by fencing. Just across the bridge on the south side of Chapel Street is Criscuolo Park. On the northern side of Chapel Street is the southernmost section of dedicated right-of-way of Providence & Worcester Railroad’s Manufacturer’s Branch.



Land Ownership

Public

City: Wide (130’) retained public access to the Mill River along Suzio Concrete.



(above) View of easement at the Suzio Concrete facility. English Station and the Chapel Street Bridge are in the foreground, East Rock in the background

(left) View from the Suzio Concrete facility across Mill River to the fishing pier at Criscuolo Park

Connection

-Harborside Trail. This section of the proposed Greenway system is a link between the Fair Haven Greenway and the Harborside Trail.

-Criscuolo Park

FH – 2: Criscuolo Park – Humphrey Street

In many locations, the Providence & Worcester Railroad's right-of-way is encroached upon by abutters and industrial companies. The amount and nature of the encroachment along the right-of-way varies by location. Between Chapel and Saltonstall, there is strewn refuse. Between Saltonstall and Wolcott, there is various industrial debris, mostly sections of pipe. Between Wolcott and Exchange, the right-of-way is squeezed between a retaining wall and a fence around the new Fair Haven pre K-8. Between Exchange and Grand, there is various industrial debris. North of Grand, Grand Paint and Supply encroaches upon the right-of-way with paving and landscaping. North of Grand Paint and Supply, the right-of-way is better defined and there is less encroachment. North of John Murphy Drive near 370 James, the right-of-way is in the middle of a parking lot. At various points along the right-of-way, railroad infrastructure (rails, ties) has not been removed. The area around the right-of-way is a collection of predominantly industrial uses with some commercial uses. Residential areas tend to be at least a block east of the right-of-way. As mentioned above, new pre K-8 school is under construction between Exchange, James, and Saltonstall.



(above left) Junk strewn along Providence & Worcester right-of-way near Chapel Street

(above right) Encroachment and industrial debris along Providence & Worcester right-of-way south of Wolcott Street

Land Ownership

Public

- City:
- Mill River MDP (Industrial Park). 4 parcels, 2 of which are undeveloped.
 - Public access rights along waterfront of parcels within the Mill River MDP.
 - Providence & Worcester RR right-of-way known as the “Manufacturer’s Branch”, which the City is interested in buying.

Private

- 3 parcels. The City retains public access rights to each along the shoreline of the Mill River

Connections

- New Fair Haven pre K-8 school – Safe routes to school
- Criscuolo Park

Opportunities

- Proposed acquisition and re-use of railroad right-of-way. Like the Farmington Canal Line, the Manufacturer’s Line is a unique opportunity to preserve a dedicated, continuous right-of-way in a dense, urban environment and adaptively reuse it for pedestrian and bicycle activities.
- Mill River MDP.

FH – 3: Humphrey Street – East Rock Park (East Rock Loop)

The area surrounding this section of the proposed Mill River Greenway is characterized by land-intensive uses including a CT Transit bus depot and several highway ramps. The highway’s main roadway sections, however, are elevated upon piers. This leaves a great deal of underutilized space beneath that could accommodate the proposed Mill River Greenway. Unfortunately, the layout of the ramps to I-91’s Willow Street exit squeezes the river with little space to spare along the banks. North and west of the highway is East Rock Park, an easily recognizable landmark and probable destination for many potential Fair Haven Greenway users. Wilbur Cross High School is located on land abutting the park and its running track is a popular destination for public recreation.

Land Ownership

Public

- State: -CT Transit Depot
 - Land beneath I-91
- City: -East Rock Park
 - Wilbur Cross High School

Connections

- East Rock Global Studies Magnet School, Wilbur Cross High School and its well used running track and playing fields – Safe routes to school.
- East Rock Park, Blake Field, and Ralph Walker Skating Rink.

Opportunities

- Proposed re-use of CT Transit depot
- Proposed replacement of the State Street Bridge over the Mill River



View from State Street looking south at the elevated roadway section of I-91 over the Mill River.

East Rock Park (East Rock Loop)

Across the Mill River from Wilbur Cross High School is the City's East Rock Park. Its towering war memorial, wide vistas, varying recreational opportunities and distinctive traprock ridges visible across New Haven and the region make it one of the City's signature parks and most

recognizable landmarks. The many existing trails (both paved and unpaved), recreation opportunities, and broad vistas make it a natural connection for Fair Haven Greenway users and a popular destination. The park setting, altitude and vistas available at East Rock's summit contrast well with the industrial setting and waterfront character of the greenway sections in southern Fair Haven.

Land Ownership

Public

City: East Rock Park

Connection

-East Rock Park and its existing extensive trail network.

Opportunities

-Once the route reaches East Rock Park, there is an opportunity to connect both to the Orange Street bike lane and also to the more extensive trail opportunities up the Mill River into Hamden. In addition, the park road is proximate to Ridge Road, a major Hamden / North Haven bike route.

FH – 5: East Rock Park - Dover Beach Park (East Rock Loop)

The area between East Rock Park and Dover Beach is sliced by two main transportation routes to New Haven. Interstate 91 crosses the area with two elevated roadways. Parallel to the highway, the inland and shoreline routes of the Northeast Corridor intersect at or below grade. The railroad also maintains a large (100+ acre) rail yard here, part of which is leased to a trucking company. Because of the width of the rail yard and the mass of the embankment upon which I-91 rests, the only crossing of the parallel transport routes is on Ferry Street. The section of roadway is, as a result, subject to vehicular congestion, particularly at rush hour. The character of the area varies, with residential and commercial uses between the East Rock Park and the railroad, industrial uses between the railroad and highway, and residential uses south of the highway towards the Quinnipiac River.

Land Ownership

Public

City: -Peck Street Mall
-Clinton Park
-Department of Public Works Depot

State: -Land beneath the I-91 bridge over the Quinnipiac River near Front Street, land abutting the north side of I-91

Private

-The remaining property in the area is privately held, with few exceptions.

Connections

-English Mall
-Clinton Park
-Clinton School – Safe routes to school
-Quinnipiac Terrace

FH – 6: Humphrey Street – Dover Beach Park (Peck Street Loop)

Between the Humphrey Street – James Street intersection and Dover Beach Park is an area of primarily multi-family residences with some commercial uses interspersed between Blatchley Avenue and Ferry Street. Clinton Park, English Mall, the open space in Quinnipiac Terrace, and Dover Beach Park together make up an interconnected green space. This portion of the greenway is proposed because it would allow a user to make a shorter and less circuitous loop than the route through East Rock Park

Land Ownership

Public

City: -English Mall
-Clinton Park
-Dover Beach Park
-Quinnipiac Terrace (Housing Authority of New Haven)

Private

-With the exception of the above mentioned, the properties in the area are privately held.

Connections

- English Mall, Clinton Park, Dover Beach Park
- Clinton School – Safe routes to school.

Opportunities

- Proposed rehabilitation of Quinnipiac Terrace

(right) Looking north along Front Street near Pine Street.



FH – 7: Dover Beach Park – Grand Avenue

Along the east side of Front Street between I-91 and Chatham Street is the City's Dover Beach Park. The Park provides public access to the Quinnipiac River and features park furniture and playground equipment. Unfortunately, the portions of the beach outside of the park, especially the section south of Dover Drive, have eroded into the river leaving not much besides submerged mud flats. Across from Dover Beach Park on Front Street is Quinnipiac Terrace, a public housing development that the Housing Authority of New Haven intends to redevelop with more modern residences and facilities. South of Chatham Street, Front Street is primarily a residential area with some commercial activities (marina, marine-theme retail) that take advantage of their frontage on the Quinnipiac River. Front Street has narrow, somewhat deteriorated sidewalks, and a narrow roadway that generally has only light vehicular traffic. Between Chatham Street and Grand Avenue, there is no public access to the Quinnipiac River from Front Street.

Land Ownership

Public

- City: -Dover Beach Park
- Quinnipiac Terrace (Housing Authority of New Haven)

Private

-From about Lombard Street until Grand Avenue, the properties on either side of Front Street are privately held. There is no public access to the waterfront along this stretch.

Connections

-Dover Beach Park, vest-pocket Lewis Street Park.

FH – 8: Grand Avenue Bridge – Quinnipiac Avenue – Ferry Street Bridge

The Grand Avenue Bridge over the Quinnipiac Avenue is a turning span with sidewalks and a two-lane roadway of ample width. Immediately across the bridge is a neighborhood business district at the intersection of Quinnipiac and Grand. Going south along Quinnipiac Avenue, the area is composed of residential structures on the eastside of the street and a mix of residential and marine-themed commercial and industrial on the west side. This area is part of the Quinnipiac River Local Historic District. Near the Jepson School, Quinnipiac Avenue meets Ferry Street and its bridge over the Quinnipiac River. Because of the recent closure of this bridge, Quinnipiac Avenue is subject to a higher traffic volume as motorists use the Grand Avenue Bridge to cross the Quinnipiac. Ferry Street is composed mostly of industrial uses, many of which rely on their access to the Quinnipiac River and New Haven Harbor to sustain their businesses.



Looking east across the Grand Avenue Bridge over the Quinnipiac River.

Land Ownership

Public

- City: -Retained public access to waterfront at several (though not all) properties along Quinnpiac Avenue.
- Jepson School.

Private

- The properties along Ferry Street, Quinnpiac Avenue, and Grand Avenue are privately held with the exception of those properties mentioned above.

Connections

- Jepson School – Safe routes to school

Opportunities

- Proposed improvements to Quinnpiac Avenue



Two views of Quinnpiac River Park. At left, looking from the southern section of the park with the Grand Avenue Bridge over the Quinnpiac River visible in the background, at right. At right, looking south in the vicinity of Grand Avenue.

FH – 9: Grand Avenue – Brewery Square

Between Grand Avenue and Brewery Square is Front Street Park, also known as the Quinnpiac River Park. Created from industrial properties in the 1980s along with the Brewery Square

housing development, Front Street Park includes a pedestrian/bicycle trail, park furniture, maintained lawns, and an uninterrupted vista of the Quinnipiac River. The trail varies in width, material and quality. Some portions of the trail provide ample room for diverse activities (walking, running, bicycling, fishing, relaxing) while in other places the trail is narrow due to placement of outdoor furniture and trees. Some portions of the trail are concrete while others are simple dirt paths. The trail tends to abut the railing in the eastern portion of the park along most of its route. The northern edge of the park directly abuts Grand Avenue. A small path leads from the park to the Front Street – Grand Street crosswalk. To the west of Front Street Park is an area of residential structures developed in conjunction with the park and Brewery Square. The southern portion of the trail terminates at the abutments to the Ferry Street Bridge over the Quinnipiac River at the parking lot for Brewery Square.

Land Ownership

Public

City: -Front Street Park

Connections

-Front Street Park

Opportunities

-Proposed rehabilitation of the Ferry Street Bridge over the Quinnipiac River.

FH – 10: Brewery Square - Criscuolo Park

Between Front Street Park and Criscuolo Park along the shoreline of the Quinnipiac River is one of the City's oldest industrial areas, generally referred to as River Street. The structures in the area accommodate primarily industrial and commercial activities. These include several historic industrial structures; traditional multi-story mill buildings that date from before the First World War. The existing conditions along River Street have been studied extensively as part of the City's "River Street Municipal Development Plan". Several of the industrial concerns along the south side of River Street use their access to the Quinnipiac River for transportation of goods, mostly scrap metal, by barge. The River Street MDP proposes that the City acquire the privately held properties south of River Street. Specifically, the River Street MDP proposes that some of the land would be acquired in support of new manufacturing/light industrial, the historic structures and associated land in support of historic rehabilitation/mixed use development, and the retention of

certain rights to land located along the Quinnipiac River for public use. At the eastern portion of the study area is the Ferry Street Bridge over the Quinnipiac River, which is currently out-of-service. The approach to the bridge acts as a wall between River Street and Brewery Square and makes direct transit along the shoreline generally impossible.

Land Ownership

Public

- City: -The City is in the process of acquiring privately-held properties located within the boundary of the River Street MDP. Aside from street termini, the City does not now retain any public access rights where these properties meet the shoreline.
- Front Street Park, Criscuolo Park

Connections

- Criscuolo Park, Front Street Park

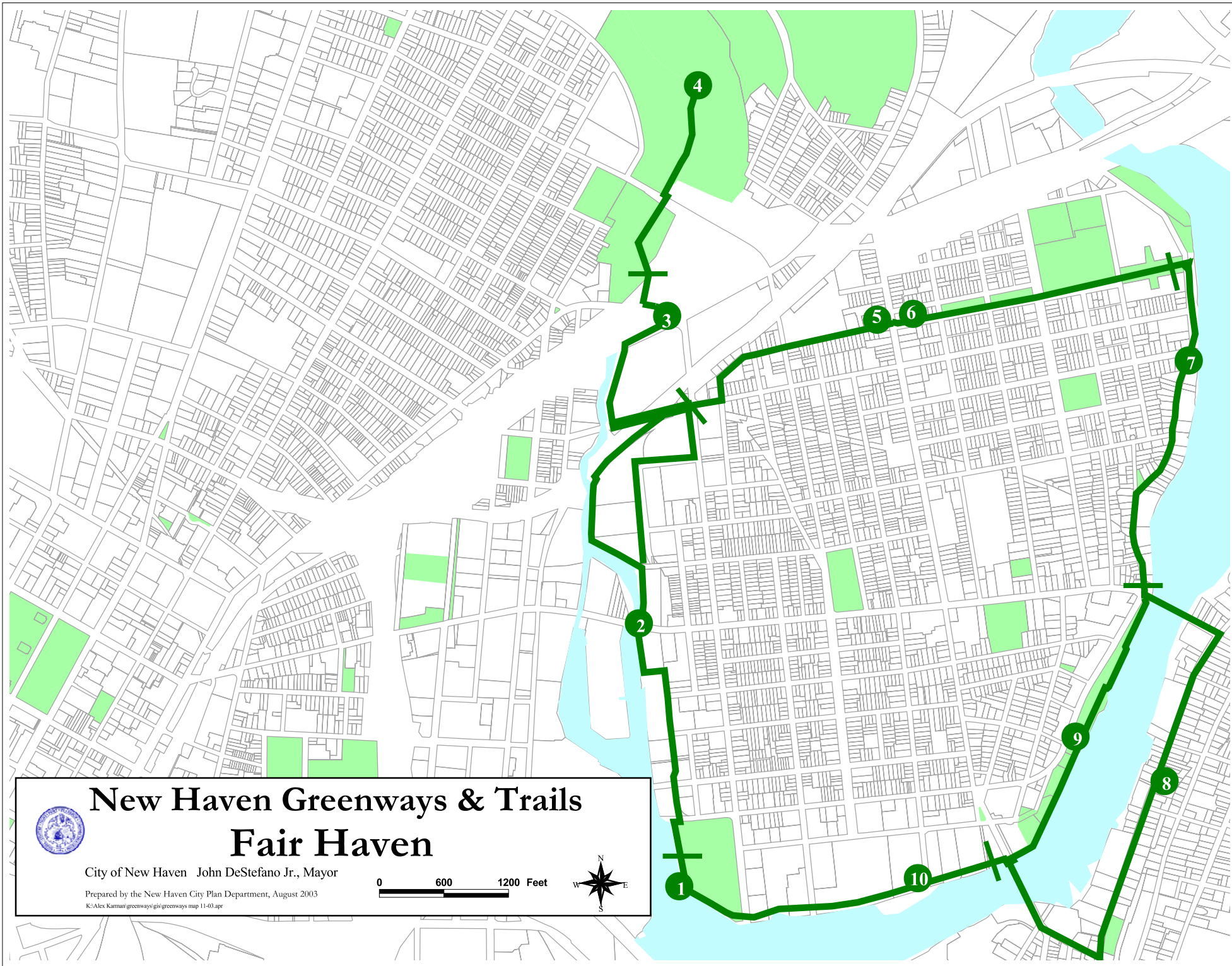
Opportunities

-River Street MDP. A waterfront trail along the shoreline south of River Street with connections to Criscuolo Park and the Quinnipiac River is proposed as part of the River Street MDP. As the plan is implemented, the trail will be developed along with other infrastructure improvements.

-Public access to waterfront. The area south of River Street has historically been dominated by industries that relied on their harbor access. The waterfront trail will reclaim for the public this shoreline, its vistas of the harbor, and access to the Quinnipiac River.



(left) Environmental degradation along the shoreline of the Quinnipiac River in the area of River Street.
(right) Looking east at an existing trail section near the fishing pier in Criscuolo Park.



New Haven Greenways & Trails Fair Haven

City of New Haven John DeStefano Jr., Mayor

Prepared by the New Haven City Plan Department, August 2003

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Alignment & Major Issues

FH – 1: Suzio Concrete – Criscuolo Park

Alignment

Beginning at the Pearl Harbor Memorial “Q” Bridge, an off-road paved path will proceed north through the City’s easement at the Suzio Concrete facility closely following the shoreline. At Chapel Street, the trail will become an on-road shared route across the bridge over the Mill River. Once over the bridge, the trail will continue east to the point where the Providence & Worcester Railroad’s right-of-way meets Chapel Street. Access to the existing trail in Criscuolo Park (which is addressed in the last section) should also be provided at this location.



(left) Chapel Street just east of its bridge over the Mill River, where Criscuolo Park (foreground) meets Providence & Worcester Railroad right-of-way (background)
 (right) Looking south from the former Providence & Worcester Railroad Bridge over the Mill River

Major Issues

-Reaching public easement at Suzio Concrete from the south. Although difficult now, the access to Suzio Concrete from the south may become more difficult with the replacement of the Pearl Harbor Memorial “Q” Bridge. The current access crosses a railroad right-of-way at grade (without safety devices) and follows a road used mostly by large trucks accessing Suzio Concrete. Separation of these incompatible uses would enhance safety.

FH – 2: Criscuolo Park – Humphrey Street

Alignment

Beginning at Chapel Street and Criscuolo Park, off-road paved path will follow the former Providence & Worcester RR right-of-way north for approximately 1400' to the City-owned former Brewery at 458 Grand Ave. Routing through the Brewery site depends on future use of the building. If a water-dependant tenant occupies the building, south of the former Brewery building, the trail will turn west towards the shoreline of the Mill River and then north towards Grand Street. If there is no water dependent user, the trail will continue north along the abandoned right-of-way and then turn west where the right-of-way meets Grand Avenue until the shoreline.

At this point, the trail will turn north following the Mill River's east bank through retained public access easements on private land and through City-owned property for approximately 1650' to the Providence & Worcester RR bridge over the Mill River. At the bridge, the trail will turn towards the northeast following the former Providence & Worcester RR right-of-way for approximately 900' to Humphrey Street.

From Humphrey Street, two routes are possible. The first route, the East Rock Loop, takes potential greenway users into East Rock Park along existing roads and then back into Fair Haven. The second route, the Peck Street Loop, takes potential greenway users across the peninsula of Fair Haven on city streets and through city parks. The East Rock Loop is considerably longer and more scenic but may not be appropriate or desirable for all greenway users. The Peck Street Loop allows potential greenway users to make a loop of Fair Haven which is entirely on level terrain and significantly shorter.

Major Issues

-Crossing Chapel Street. Major east-west thoroughfare with high-speed traffic. Traffic control device with appropriate bicycle/pedestrian treatment needed to permit safe crossing. A safe and prominent crossing here is especially important as this location is a node in the entire City's greenway system.

-Crossing Grand Avenue. Major east-west thoroughfare with high-speed traffic. Traffic control device with appropriate bicycle/pedestrian treatment needed to permit safe crossing. Note: Mount for crosswalk signal already installed.

-Encroachment upon Providence & Worcester right of way. Various businesses have encroached upon the right-of-way with various debris. For the safety of greenway users, industrial and pedestrians/bicyclists must be separated. Fencing may be the best solution.

-Safety along Amtrak right-of-way. Although the greenway will parallel the active Amtrak right-of-way, the elevation difference between the two should provide the necessary protections. Signage may be needed.

FH – 3: Humphrey Street – East Rock Park (East Rock Loop)

Alignment

Beginning at the former Providence & Worcester railroad right-of-way, the greenway will consist of signed on-road bike lanes and sidewalks along both sides of Humphrey Street between James Street and the Mill River bridge. At Humphrey Street and the Mill River, an off-road paved path will proceed through the west side of State-owned CT Transit bus depot along the Mill River for approximately 750'. Under I-91, the trail will turn towards the northeast along the Mill River's east bank and under an elevated portion of I-91. The trail will emerge from beneath I-91 at State and James, will cross State, and will proceed back beneath I-91.

The trail will cross a small footbridge/tide gate over the Mill River and then will proceed through the southernmost section of East Rock Park known as Blake Field. The trail will cross Willow Street at-grade and proceed back into East Rock Park. Once across Willow Street, the trail will follow the river until a suitable location is found where to construct a bridge to the northern/eastern portion of the park in the area of Rice Field and English Drive.



(left) Looking north across Humphrey Street towards the west side of the CT Transit depot.

Major Issues

-Crossing the Amtrak right-of-way. A tunnel through the embankment would be optimal but probably prohibitively expensive. If the Amtrak bridge over Humphrey Street were to be rebuilt, there might be an opportunity to provide for a more direct route for the greenway.

-Crossing Humphrey Street. Northbound travelers will need to travel to the corner of Humphrey and James to safely cross and then backtrack on Humphrey under the Amtrak bridge to the CT Transit facility. Southbound travelers would cross Humphrey west of the Amtrak bridge and proceed east along Humphrey. A new crossing near the Amtrak bridge would be more direct but potentially dangerous for lack of visibility.

-Land beneath I-91. Grading of the terrain beneath and safety improvements (fencing) to the elevated highway will be required. Construction equipment must be removed from beneath highway north of State Street.

-Crossing at State-James-Exit 5 Ramp. The busy crossing will need a better bicycle/pedestrian treatment.

-Footbridge across the Mill River north of State Street. The footbridge is neither ADA accessible nor bike friendly. A new or modified approach on the west side will be required for full accessibility.

Pedestrians are currently forbidden from crossing Willow Street at its intersection with I-91.



-Crossing Willow Street. Appropriate bicycle and pedestrian treatment will be needed at busy intersection. Any rebuilding of I-91's Willow Street interchange (for example, removal of the loops north of Willow) would provide an excellent opportunity to route the greenway more directly along the shoreline of the river. A route between one of I-91's ramps and the river would be optimal, but probably not possible.

-New span over the Mill River north of Willow Street. A new bridge would bring the greenway into the main section of East Rock Park. It would also provide direct access between Wilbur Cross High School and the athletic facilities of Rice Field. A lightweight pedestrian/bicycle-only bridge would be sufficient to carry the greenway.

FH – 4: East Rock Park (East Rock Loop)

Alignment

The greenway will follow the existing road network through the park with no modifications. From across the Mill River, a new short off-road paved route will lead to English Drive. The greenway would then proceed north on English Drive as an on-road shared route to Farnam Drive. At the North Meadow, the greenway will turn back towards the south staying on Farnam Drive. The greenway will follow Farnam to English Drive back to Rice Field. At Rice Field, the greenway will proceed south on Rock Street and through English Gate. Signage will guide users along the prescribed route and improve safety, especially where visibility is limited. Striping of bike lanes would be optimal as a natural continuation of the pilot bike route on Orange Street and consistent with the City's efforts to improve its streets.

Major Issues

-Perception of public safety. Regular police patrols on bike (and in cars) would enhance both public safety and the perception of public safety in the park. A well-planned system of signage along the route would also help potential greenway users who might be unfamiliar with the parks.

-Replace gates with bollards. Many entrances to the trails in East Rock Park are blocked by gates to prevent vehicle access. Replacing these gates with bollards would allow easier bicycle and pedestrian access and still prevent vehicle access.

FH – 5: East Rock Park – Dover Beach (East Rock Loop)

Alignment

From English Gate, an on-road shared route will follow Rock Street south to Grace Street, Cedar Hill Avenue and May Street to the intersection of May, State Street, and Ferry Street. From here, the greenway will follow Ferry Street south to its intersection with Peck Street as an on-road shared path. From the intersection of Ferry and Peck, the greenway will proceed east along Peck Street to English Mall, Clinton Park, and the Qunnipiac Terrace Open Space to Dover Beach Park.



(left) Gate to East Rock Park from State Street.

Major Issues

-Accommodating the greenway across Ferry Street Bridge over Amtrak. This is one of the few through streets crossing both Amtrak’s right-of-way and I-91 and as such, is congested with vehicular traffic. While pedestrians can navigate the various sidewalks and cross walks, this may be a treacherous location for bikers. A share-the-streets solution, which specifically addresses the conditions on and around the bridge, would be most appropriate.

FH – 6: Humphrey Street – Dover Beach Park (Peck Street Loop)

Alignment

From the intersection of Humphrey Street and James Street, an on-road shared route will follow Humphrey Street/Lombard Street east one block to the intersection of Lombard Street and Main Street. From there, the greenway will turn north and follow Main Street to Peck Street to the intersection of Peck Street and Ferry Street. From this intersection, the greenway will follow Peck Street east (see above description) to Dover Beach Park.

Major Issues

-Safety through intersections. This portion of the greenway is almost entirely on road and there are 10 intersections with other streets. An appropriate share-the-streets solution would enhance safety along this stretch.

FH – 7: Dover Beach Park – Grand Avenue

Alignment

South from Dover Beach Park, the greenway will be a signed, unstriped, on-road bike route and sidewalk route along Front Street. Because Front Street's roadway is narrow and subject to light vehicular traffic, a share-the-streets solution for the greenway is optimal and consistent with the City's efforts to improve its streets.

Major Issues

-Crossing Grand Avenue. From Front Street to Quinnipiac River Park, greenway users will migrate from an on-road shared route to an off-road paved route. An improved bicycle/pedestrian treatment at the Front Street – Grand Street intersection would enhance safety.

-Crossing the Grand Avenue Bridge. The Grand Avenue Bridge has a grate and fill surface as opposed to a standard paving treatment. The surface is not ideal for bicyclists, therefore regular maintenance is encouraged.

FH – 8: Grand Avenue Bridge – Quinnipiac Avenue – Ferry Street Bridge

Alignment

Beginning in Fair Haven at the intersection of Front Street and Grand Avenue, the trail will proceed east across the Grand Avenue Bridge over the Quinnipiac River. The width of the roadway section of the bridge will probably allow for a delineated bike lane. At Quinnipiac Avenue, the trail will proceed south as an on-road shared route. A share-the-streets solution for this section would be appropriate and consistent with the City's efforts to improve its streets. At the intersection of Quinnipiac Avenue and Ferry Street, the trail will proceed northwest, across

the Ferry Street Bridge over the Quinnipiac River with a connection to the main portion of the greenway in the vicinity of Brewery Square. The trail type on the bridge depends on the design for the refurbishment of the span.

Major Issues

-Reconstruction of Quinnipiac Avenue. The proposed reconstruction of Quinnipiac Avenue needs to include appropriate trail and cycling amenities. While a full bike lane may not be feasible, parking and traffic calming efforts have to be balanced with the share-the-streets program.

- Ferry Street Bridge. The reconstruction of the Ferry Street Bridge includes the proposed slip connections to River Street and walkway to Ferry Street.

FH – 9: Grand Avenue - Brewery Square

Alignment

From the intersection of Front Street and Grand Avenue, the greenway will use the existing trail through Front Street Park to Brewery Square. Where necessary, modifications to the existing alignment should be made for space and safety to better accommodate both greenway users and other park users (sitters, fishers).

Major Issues:

-Trail condition. Although sections of paved trail exist through Front Street Park, they can be narrow and confined by park furniture, tree plantings and a railing. Where possible, the trail should be widened to give greenway users more room and allow for a better separation of activities (passive enjoyment of river, fishing, biking, jogging, and strolling).

FH – 10: Brewery Square - Criscuolo Park

Alignment

Beginning at Brewery Square, an off-road paved path will pass beneath the Ferry Street Bridge and then east closely following the shoreline of the Quinnipiac River. A more detailed alignment will emerge as the River Street MDP is implemented and individual parcels are redeveloped.

Major Issues

-Environmental remediation. The industrial concerns on the south side of River Street have had a deleterious effect upon the environmental quality of the shoreline. Remediation will be a necessary to alleviate any public health concerns as well as to produce a more appealing sensory environment for potential greenway users.

-Ferry Street Bridge. The approach to the Ferry Street Bridge acts as a barrier between the existing Front Street Park trail section and the proposed River Street trail section. As part of the effort to rehabilitate the bridge (which is out of service), provision must be made to allow the trail to pass along the shoreline beneath the northernmost span of the bridge.

Note: Further connections to the Annex, Fair Haven Heights and Quinnipiac Meadows

Over the long-term, there are additional opportunities to extend the Harborside and Fair Haven systems further east in the Annex, Fair Haven Heights and Quinnipiac Meadows neighborhoods. In the Annex, this is accomplished by extending the Harborside system from Forbes Avenue north and east to Peat Meadow Park and then along Burwell Street and Warwick Streets to reach Quinnipiac Avenue (FH – 8 segment). In Fair Haven Heights and Quinnipiac Meadows, this is accomplished by extending the FH – 8 segment north along Quinnipiac Avenue, then north and west through existing and proposed open space at Quinnipiac River Marsh and then west along Foxon Boulevard and Middletown Avenue. This provides opportunities to link both with Fair Haven segment FH – 7 (at Dover Beach Park) and FH – 4 (in East Rock Park).

Directions and Priorities

- **Implement the River Street MDP's proposed waterfront park.** Aside from the existing trail sections through the Front Street Park, the proposed waterfront trail south of River Street is the only location for major public access to the shoreline of the Quinnipiac River anywhere on the peninsula of Fair Haven.
- **Acquire the Providence & Worcester RR right-of-way known as the "Manufacturer's Branch".** The adaptive reuse of this linear property is a unique opportunity and one that should not be overlooked. Further, because the trail will not use the entire right-of-way, remaining land can be disposed of on the private market or retained for a later, undetermined use.
- **Plan for a greenway loop around Fair Haven, Fair Haven Heights.** Integrate provision for greenway into planning for refurbishment of Quinnipiac Avenue. A share-the-streets solution is appropriate along Quinnipiac Avenue and consistent with the City's efforts to improve its streets.
- **Improve access to Quinnipiac River at Dover Beach Park.** Dover Beach is the only point of public access to the Quinnipiac River in Fair Haven north of Grand Avenue. Improvements to the park would dovetail well with the proposed rehabilitation of Quinnipiac Terrace.
- **Include provisions to carry greenway along shoreline beneath Ferry Street Bridge.** The approach to the Ferry Street Bridge acts as a barrier to the trail. Any effort to rehabilitate the bridge must include provisions to carry the trail beneath the northernmost span along the shoreline.
- **Work with ConnDOT to better utilize land beneath I-91 at State and James.** A series of highway ramps to a non-existent highway overwhelm this section of the Mill River. Despite the seeming difficulties, a route beneath this portion of I-91 provides the most direct route for an off-road section of the Greenway and holds potentially the greatest rewards.