

Annual Report 2018



Department of Transportation, Traffic & Parking
200 Orange Street, G-3 – New Haven, CT 06510 – (203) 946-8075
Douglas Hausladen - Director



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Transportation, Traffic, and Parking

200 Orange Street, G3

New Haven, CT 06510

(203) 946-8075

FAX 946-8074



<http://www.cityofnewhaven.com/gov/depts/traffic/default.htm>



Mission

The City of New Haven's Transportation, Traffic and Parking Department combines elements of traffic safety and engineering; parking management; community and economic development and urban planning. Our goal is to deliver safe and efficient traffic control and transportation systems, while planning for future mobility needs and continuously integrating sustainable transportation supports, thereby improving the quality of life throughout the City of New Haven and contributing to the economic growth of the City.

The region's transportation infrastructure - consisting of highways, railroads, port, airport and public transit systems - is dynamic and comprehensive, unique for a mid-sized city. And unique among larger cities in Connecticut, New Haven continues to grow in population and continues to expand its Grand List. The City has made important strides to create jobs in a transit-rich, sustainable urban setting. Going forward in a time of increasing urbanization and global climate change, the depth and breadth of the transit and non-motorized system will become ever more critical to our overall environmental performance and economic growth. As New Haven grows into a regional center of global significance, the depth of our transit and non-motorized systems become even more vital to our overall environmental performance and economic growth. The department therefore strives to develop an integrated transportation system which connects housing to jobs and people to their community; a system that is built for all users and made safe for all ages.

The department is therefore committed to a more dynamic and better integrated transit, pedestrian and bicycle ecosystem that connects housing to jobs and people to their community. The department is organized in four groups: Traffic Control, Parking Operations, Safety Guards and Transportation Planning. By division, some of the department's specific responsibilities are noted below.

The Department of Transportation, Traffic and Parking is responsible for all aspects of traffic safety and control as well as management of all on-street parking in the City. These responsibilities include traffic planning and analysis; installation and maintenance of traffic control devices, signs, signals and markings; parking planning, meter distribution, operation; parking enforcement; public transportation planning. The department also now manages the City's street lighting program.

In order to manage its diverse portfolio the department works closely with the Economic Development and Public Service groups on major transportation initiatives including road/highway improvements, airport enhancements, pedestrian/bicycle initiatives, and transit programs; assists the New Haven Port Authority; and the department head serves in an ex-officio capacity on the New Haven Parking Authority's Board of Directors. Finally, the department also works in concert with the CAO departments, state and outside agencies.



Administration

Doug Hausladen	Director	(203) 946-8067
Michael Pinto	Deputy Director	(203) 946-0877
Joanne Choma	Executive Administrative Assistant	(203) 946-8078

Jeannette Pizarro	Chief Safety Guard	(203) 946-8072
Raymond Willis	Mgr. Operation/Process Imp.	(203) 946-6455
Madeline Dundee	Receptionist	(203) 946-8075
Chris Brockenberry	Intern	(203) 946-8075
Chelsea Oliveres	Intern	(203) 946-8075
Ed Canalori	Consultant	(203) 946-7138

Traffic Control

Bruce Fischer	Traffic Operating Engineer	(203) 946-8073
Rajat Mathur	Traffic Project Engineer	(203) 946-8070
Bijan Notghi	Traffic Project Engineer	(203) 946-8069

Signs / Markings Crew

(203) 946-8079

Danny Cruz	Signs & Markings Lead
Dan Estremera	
Kevin Rose	

Signal Crew

(203) 946-8080

J. Scott Westervelt	Traffic Signal Superintendent
Felix Madera	
James Mesner	
Albert Rivas	

Meter Crew

(203) 946-8081

Mark Sobolewski	Parking Meter Supervisor
Carlos Herarra	
Brenden Orsi	
Raymond Shaw	

Parking Management

Velisha Cloud	Parking Enforcement Supervisor	(203) 946-6777
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Parking Enforcement Officers

Joe Canzanella	Stephen Randolph
Michael Granucci	Cheryl Horner
Nakeya Harrison	Roy Ketchum
Darryl Lewis	Enrique Olivarias
Rolando Perez	Aaron Rajewski
John Rispoli	Albert Ruggiero
Frank Ruiz	George Stone
Arthur Alvarado	
Blaine McKaye	
Kim Arciuolo	
Stephen Saladino	



Major Projects for 2017-2018

- **Bike New Haven** In May 2017, the department received Aldermanic approval and signed contracts with New Haven Smart Mobility, LLC to deploy Bike New Haven, the first large scale municipal bike share program in Connecticut. Bike New Haven celebrated the soft launch of the system on February 20, 2018. The program expands upon and integrates with existing transit options for New Haven residents and visitors. The system will deploy an initial fleet of 300 bicycles and 30 bicycle rack stations. Bike New Haven is designed to expand commuting and connection options. Full approval and construction of the initial 30 stations and deployment of all 300 bicycles in phase 1 is expected to be completed by summer 2018. New Haven Smart Mobility, LLC is has begun work on the first expansion of the system to 40 stations and 400 bicycles. Sign-up information is available at <http://www.bikenehavenct.com>.



- **Move New Haven Phase 2** Move New Haven is a 16-month federally funded study seeking to realign the Greater New Haven CT Transit Bus Network to provide area residents better access to jobs, educational opportunities, shopping centers and area services. The Move New Haven Study has two primary goals: Improve CT Transit services and thereby increase ridership 25% in the coming five years; and Enhance Accessibility to destinations outside the downtown New Haven core, with particular emphasis on connecting residents with jobs, educational opportunities, shopping centers and area services.

The study is being undertaken by VHB and is proceeding in two phases. Phase 1, involved public input, stakeholder coordination, and data collection to evaluate the current transit system in the greater New Haven area. The Phase 1 was completed in June 2017. Phase 2 – will define specific corridor based alternatives for capital investments and recommendations for future system planning, route reorganization, and potential expansion. Phase 2 goals will focus on improving service through consolidation of bus stops, rationalizing and reorganizing routes to better reflect contemporary usage patterns and to improve frequency. Additional information is available at <http://www.movenewhaven.com/>



**MOVE
NEW HAVEN**
Transit Mobility Study

- **Long Wharf Drive (LWD) Corridor Cycle track** The City designed and constructed the Long Wharf Drive corridor from Sargent Drive to East Street to provide a parking protected bike lane/mixed use trail on the east side of the roadway, marked with striping and delineator tubes. The project also includes pedestrian bump outs at mid-block crossings with



RRFB's, and on-street parking along various segments of the corridor. The Long Wharf Drive corridor has also been restriped to provide one lane in each direction. This project was constructed using a combination of City State and Federal funds. The City design was implemented as part of the improvements included with the Pearl Harbor Memorial Bridge. The pedestrian and bicycle improvement designs integrated with the bridge design earned the Grand Prize at the American Transportation Awards, and a \$10,000.00 donation of the prize money to the New Haven Promise program. The Long Wharf Corridor Cycle Track was completed and began operating in May 2017.



- Urban Canopy Parklet In October 2017, the department in collaboration with our partners at the Go New Haven Go consortium selected "urban Canopy" as the winning design in an open competition to design and construct New Haven's first parklet. Designed by Misha Semenov and Cassandra Leiva, students at Yale School of Architecture, who have leveraged some \$15,000 in construction costs for the parklet. The project will convert two parking spaces on Grand Avenue into a green space refuge in the heart of the Fair Haven commercial district.



- Downtown Bus Shelter Improvement. In conjunction with the Greater New Haven Transit District, TT&P has renovated four downtown bus shelters critical to CT Transit New Haven's hub transfers at the New Haven Green. The project included repair and re-fabrication of all steel frame and replacement of all damaged glass. The City's 20% contribution of \$44,500 leverage Federal FTA funds to complete the project. Total cost of the project was approximately \$222,500.
- Streetlighting In FY2017 the Department took over maintenance responsibility for the City's Street Light division from the Engineering Department. The move has enabled more repair visits, and maintenance of the newly upgraded system, and replacement of poles in house for higher performance and better cost savings. After clearing a lengthy backlog, the Department can now repair street light issues within 72 hours of reporting.



Prior to the department taking over responsibility, the program had been contracted out at a cost of \$150,000 per year. The decision to bring the program in house has increased direct costs to the department, but will ultimately save the City nearly \$60,000 per year.

Department Organization and Work Summary

Traffic Control

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

The Traffic Control group also provides staff support to the New Haven Traffic Authority and interacts on a daily basis with the Connecticut Department of Transportation, the State Traffic Commission and the South Central Regional Council of Governments on various partnerships and inter-agency transportation issues.

In 2017-2018, the Traffic Control group worked with members of the Board of Alders, engaged citizens, community groups and City departments in the City of New Haven. Highlights of day-to-day maintenance and overall improvements within the city are as follows:

- CMAQ Downtown Signal Upgrade Project No.92-666 As part of Congestion Mitigation Air Quality Act (CMAQ) program in Downtown New Haven, Fifteen (15) new traffic signals are 100% fully designed and have been approved by the Connecticut Department of Transportation (CDOT). Under this project traffic signals will be upgraded to meet current pedestrians ADA compliances and latest signal design standards. This project will also permit the future conversion of Church Street to Two way from Grove Street to Chapel Street. It is anticipated that Phase 1 will include the first 8 signalized intersection, listed below, for construction in Fall 2017 which are anticipated to cost \$3.2 M.
 - Chapel Street at Church Street
 - Chapel Street at Temple Street
 - Chapel Street at College Street
 - Elm Street at Church Street
 - Elm Street at Temple Street
 - Elm Street at College Street
 - Church Street Midblock Pedestrian Crossing
 - Church Street at Wall Street

- MLK and Legion Ave CMAQ The department has received approval for to accept design funding for the MLK/Legion Ave Signal Optimization program under the Congestion Mitigation and Air Quality Act (CMAQ) program. The program will design and replace obsolete traffic signals in the West River neighborhood. This project will also provide fiber optics communication to the City's centralized traffic signal system (ATMS). As part of this traffic signal redesign project, the City will restripe the roadway to provide a bicycle lane heading westbound to improve connectivity from the eastern section of MLK Blvd. Additionally, both signalized intersections will be



upgraded to provide improved pedestrian amenities based on current ADA standards. It is anticipated that engineering design and construction cost will be \$1.7M for the four signals listed below.

Rt. 10 (Ella Grasso Blvd) at MLK Boulevard
MLK Boulevard at Sherman Avenue
Rt. 10 (Ella Grasso Blvd) at Legion Avenue
Legion Avenue at Sherman Avenue

- LOTICIP Traffic Signal Modernization Project Project No. L092-0001: This construction project involves the complete replacement of six existing traffic signals, listed below, at various locations within the City of New Haven. Under this project traffic signals will be upgraded to meet current pedestrians ADA compliances and latest signal design standards. Funding for the construction project is provided under the Local Transportation Capital Improvement Program (LOTICIP) and total engineering inspection and construction is approximately \$2.4M.
 - Hallock Avenue at Sargent Drive
 - East Street at Ives Place
 - Cedar Street at Spring Street
 - Congress Avenue at West Street
 - Davenport Avenue at Winthrop Avenue #1
 - Davenport Avenue at Asylum Street

- Grand Ave at East Street Intersection TT&P in conjunction with the Department of Engineering prepared design, specification, and estimate package that rerouted traffic signal fiber optic communications to the intersections from west of the railroad crossing.

- Traffic Signal Optimization Studies The department has performed engineering evaluation and operational performance improvements for coordinated signal systems along various corridors Citywide. The project addresses congestion and improves mobility through optimization and coordination of traffic control signals. Traffic signal coordination timing improvements were implemented along the following corridors
 - Chapel Street Corridor
 - Church Street Corridor
 - George Street Corridor
 - Forbes Avenue / Main Street Corridors
 - Whalley Avenue Corridor

- Ella Grasso Boulevard (Rt.10) at Chapel St Signal and Pedestrian Upgrade Project TT&P, in conjunction with the Department of Engineering, upgraded the Traffic signal located at the intersection of Ella T. Grasso Boulevard (Route 10) and Chapel Street intersection to provide an exclusive pedestrian phase at this location using City fund for approximately \$45,000. Modifications to the existing signal are based on the City receiving numerous requests from constituents to provide an exclusive pedestrian phase due to the difficulty of crossing a wide roadway segment such as Route 10 (Ella T. Grasso Blvd). The traffic signal has been modified to meet current pedestrian ADA compliances and latest signal design standards. Upgrades were completed in early 2017.

- Traffic Control: Highlights for FY2018
 - Completed Construction of Project 92-488, the reconstruction of 12 Intersections.
 - Completed Construction of Project 92-531, the reconstruction of seven intersections
 - Completed 90% and finalizing of the 100% design submission for Downtown Crossing Phase 2 reconstruction of South Orange and MLK intersection, including a protected intersection for pedestrians and cyclists.



- Finalized Design for LOTCIP Project 092-0001 for replacement of six existing traffic signals throughout New Haven: Hallock at Sargent; East at Ives; Cedar at Spring; Congress at West; Davenport at Winthrop; Davenport at Asylum
 - Installation of nine new multi-space parking meters along College Street downtown and , Prospect and Sachem streets.
 - Installation of additional Give Change/ Make Change Parking Meters to support responsible giving to address homelessness and panhandling
 - Installation Loading Zone Parking Meters throughout downtown
 - Reconstruction of street and pedestrian lighting, as well as multi-space parking meters on College Street between George Street and MLK Boulevard as part of streetscape improvement project in cooperation with Engineering.
 - Conversion of more than 100 street lamps to new LED standard to improve lighting and to reduce energy usage and costs.
 - Installation of pedestrian safety improvements including RRFB's at Prospect Street, Temple, and York Street at Library Walk leveraging dollars from Yale University.
 - Installed upgraded crosswalk markings at 177 intersections
 - Completed safety markings and Installed 614,852 linear feet of centerline paint markings.
 - Installed 59,097 feet of epoxy longline markings on newly paved roads.
 - Installed 6 new bus shelters
 - Reviewed and approved 872 right of way permit applications
 - Reviewed and approved 213 special event applications
 - Reviewed and approved 23 outdoor seating applications
- Minor Complete Street Projects
- Installation of Rapid Rectangular Flashing Beacon (RRFB) Citywide at 12 locations using City funds for approximately \$120,000.00.
 - Installation of electronic speed signs Citywide at 5 locations using City funds for approximately \$15,000.00.
 - Supported City's Complete Streets efforts, including stakeholder outreach for more than two dozen speed humps, in Newhallville and the Hill

Storm Related Emergencies

The Department of Transportation, Traffic Parking is first and foremost a public safety department, and this is most true during emergency operations. During emergencies the department operates out of the Emergency Operations Center in coordination with the Police and Fire Departments, Public Works, and the Parks, Recreation and Trees Department.

The City of New Haven experienced two major winter storms in early in the 2017-2018 Winter Season. On December 6, 2017, the City received six inches of snow and on January 3-4 the City received a foot of snow. Within EOC we addressed all safety and operational duties which came through multiple channels, focused our efforts not as individual work units but as a single team and dedicated the team to repair and restoration. The department has also implemented a new, VEOCI-based snow emergency routes work assignment system for improved efficiencies in clearing improperly parked cars during snow emergencies.

The two combined storms exerted a high demand on department staff to coordinate efforts in restoring safe conditions for road users, followed by extensive coordination through the VEOCI system

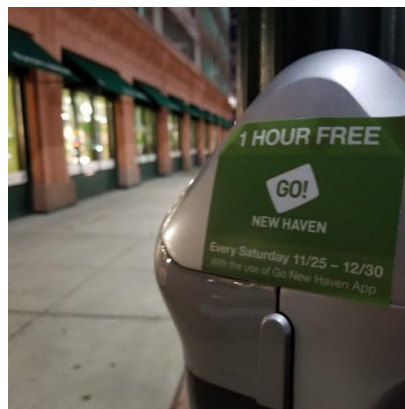


with Public Works, and the police and fire departments to clear cars to ensure proper snow removal operations. The efforts of the department field crews were instrumental in ensuring compliance with snow emergency parking restrictions; compliance with snow emergency announcements has been at an all-time high with required tows down 30% over 2017.

Although the department has seen a marked increase in compliance with Parking Bans over the past two winters, there is still room for improvement. In calendar year 2017, the department issued 1,076 citations for Snow Emergency violations of announced parking bans primarily along snow emergency routes, but also in residential areas as well accounting for \$126,967.00 in paid fines. In order to improve communications about pending and active parking bans the department will be adding additional blue lights at gateway intersections on arterials and on collector streets.

Parking Operations

The department's Parking Operations group is responsible for the on-street parking program throughout the City. This includes the management, maintenance and enhancements of all associated systems, which include parking meters, the meter bag program, residential parking permits and parking enforcement.



There are currently 2,992 metered spaces throughout the City, 430 new style IPS credit accepting meters, 1560 old style IPS credit accepting meters, 881 classic POM coin accepting meters and 120 pay station spaces. The Department has also worked to reduce the problem of double parking and commercial vehicles obstructing bike lanes by introducing metered loading zones at 15 locations throughout the downtown area. The commercial loading zones are easily identifiable by their bright yellow parking meters and spaces are restricted to active commercial loading and unloading.



The City now also accepts the GoNewHaven and Parkmobile smartphone mobile payment applications allowing pay by phone at *all* parking meters. The department originally introduced mobile pay in 2014. At the same time the department introduced a new Android smartphone based meter enforcement and ticket issuing system. The department in cooperation with vendor Passport, Inc., introduced a new website enabling customers to make online payments, appeal citations and view the associated evidentiary photographs, as well as get email updates on the status of their appeal.

GoNewHaven and Parkmobile, the, continue to increase their usage both by number of transactions and by revenue, year on year. In 2017 there were a total of 4,320,592 on-street parking transactions, accounting for \$7,223,971 in General Fund Revenue to the City. During the same period, the two mobile payment options accounted for 494,719 transactions and \$1,401,187 or 19.4 percent of total on-street revenue.



Parking Enforcement

Parking Enforcement is the other aspect of on-street parking operations. The team of officers, made up of both full time and part time employees, is responsible for the monitoring of metered spaces, residential parking zones, unauthorized on-street parking and responding to resident submitted issues via SeeClickFix. In FY2017, the City's Parking Enforcement Officers issued 139,393 citations ranging from expired meter violations to Snow Emergency violations. Parking Enforcement Officers also assisted the Department of Public Works in the clearing of streets during winter storms, roughly 90% were paid, resulting in \$4,787,572.81 in collected revenue to the City. Throughout FY 2018, the department has made an effort to target commercial trucks illegally parked in residential zones. The Department worked closely with the New Haven Police Department and has made strides toward reducing these quality of life violations. As part of the FY2019 Budget, the department has requested a major increase in the fine, from \$20.00 to \$100.00 per violation, as a means of deterring these violations.

The department is also making a strategic effort to enforce existing and newly created Residential Parking Zones. In 2017, the department issued 5,188 citations related to residential parking zones, including vehicles parked illegally in an RPZ and misuse of Residential Parking permits. Fines for these violations totaled \$250,950. The department is planning to invest in new technology in order to more effectively enforce Residential Parking Zones.

Appeals and Meter Bags

In addition to the on-street parking operation, the department's administrative staff manages the ticket appeals process and the City's meter bag program as well. In FY 2017 the department processed 12,774 formal appeals and conducted 721 hearings. The administrative staff has processed on average 715 formal appeals per month for FY2018 in the year through March 24, 2018. Appeals are received via an electronic system and are submitted through both online and mail in methods. In the current year to date (through March 24, 2018), 6,436 appeals have been processed and reviewed by Appeals Officers.

FY 2017 the department processed 1,062 meter bag work orders accounting for Nearly 50,000 meter deployments in support of construction projects and special events. The department has also expanded the



usage of parking spaces this year with several alternative space usage programs designed to promote economic development. September 19th was Parking Day in New Haven and around the world. Seventeen organizations turned parking spaces into public parks for the day. And through a partnership with Town Green Special Services District, TT&P expanded the Summer Time Terrasse program. Nine downtown businesses annually turn a parking space into an outside dining location. In the summer of 2018, the department in cooperation with our Go New Haven Go partners and the Parks Department will install the City's first "Parklet," turning two parking spaces on Grand Avenue in Fair Haven to active use Green Space, designed by Yale architecture students Misha Semenov and Kassandra Leiva.

Safety Guard Division



The City's Safety Guards provide traffic control assistance at 30 city schools during the morning and afternoon periods. In addition, Safety Guards provide assistance with traffic safety and traffic calming as well as special events as needed. In 2017, the department welcomed Jeannette Pizarro who took the reins as Chief Safety Guard when Anne Azevedo retired after 29 years. In 2017-2018, the group participated in:

- Weekly City Seed Farmers Markets
- New Haven Grand Prix
- New Haven Road Race
- Art Walk Festival, Westville
- Arts and Ideas Festival
- Craft Brew Races 5k and Festival
- Labor Day Road Race
- Halloween Parade, Westville
- Christmas Tree Lighting Ceremony
- Crossing Guards acting as Ambassadors' of Good Will, NHPS
- Safety Training from NHPD for Crossing Guards

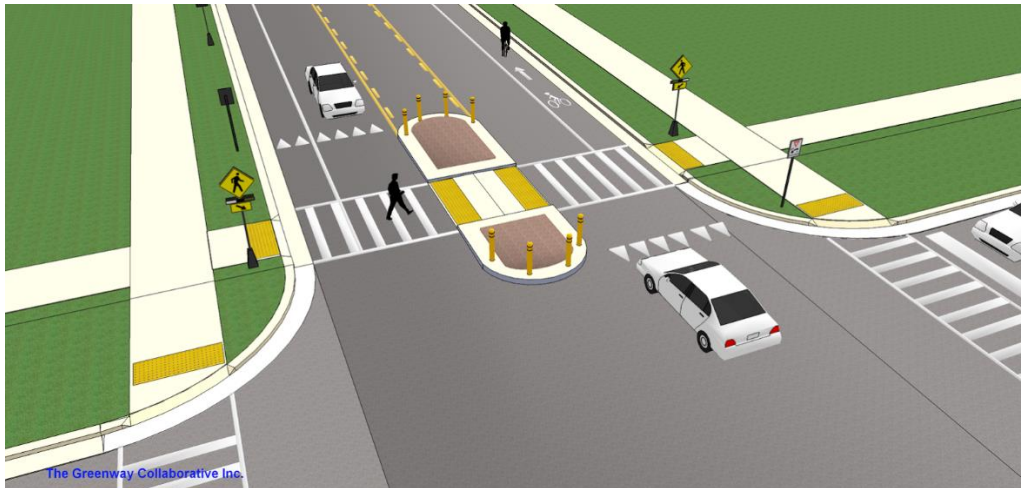


Transportation Planning

The department works closely with CDOT, City Plan, and Economic Development on major transportation initiatives including road/highway improvements, airport enhancements, bike/pedestrian initiatives and transit programs. The department head serves on the New Haven Parking Authority's Board of Directors (ex-officio), and is also a mayoral appointed board member of the Greater New Haven Transit District and a Committee member of the Tweed New Haven Airport Authority. Some of the highlights from 2013 include the following:

Newhallville & Fair Haven Mobility Studies

Through the SCRCOG's Unified Public Work Plan (UPWP), the City contracted an engineering firm to conduct traffic mobility studies in the Newhallville and Fair Haven neighborhoods. The studies focused on capturing multiple benefits that can accrue from one-way to two-way street conversions and to ensure that the numerous critical factors of traffic, accessibility, multimodal connectivity, and walkability/ bike-ability are considered interns of developing project recommendations. The conversion also provides opportunities to implement Complete Streets measures and green infrastructure improvements that will further improve pedestrian and bicycle mobility and safety and accommodate bus transit riders.



Safe Routes to School.

The department is engaged in a program to improve pedestrian safety throughout the City in an effort to increase the number of students walking to school. Currently of the 22,000 students in the New Haven Public School system, just over 4,000 walk to and from school each day. The Safe Routes to School program seeks to create a "safety trail" within a 1/4-mile corridor of each public school in the City. To that end, the project focuses on identifying issues and opportunities for infrastructure improvements in vicinity of each school. TT&P has completed draft reports recommending pedestrian and signage improvements at an initial five K-8 schools (Lincoln-Bassett, Mauro Sheridan, Truman, Nathan Hale and Beecher), with an additional four in progress (Clinton Avenue, Davis Street, Dr. Mayo Early Learning, and East Rock Magnet). An additional seven schools will be evaluated by the end of school year 2016-2017 (Quinnipiac, King Robinson, New Horizons, Edgewood, Troupe, Amistad Elementary). All City public schools are planned to be evaluated an integrated into the Safe Routes to School "Trail."



Public Outreach and Citizen Engagement

SeeClickFix

The department has now fully integrated the SeeClickFix system as a means for resident and visitors to reporting non-emergency issues.

The department addressed 463 issues that were reported by New Haven residents and visitors. The Parking Enforcement division took the lead and was the first to incorporate the monitoring and the direct management of the acknowledgement and response of SCF issues into their daily operations. The sign and signal divisions began the process in 2013 and have since fully integrated use of the SeeClickFix system.

Social Media: Facebook & Twitter

The department has been running a Street Smarts Facebook page since 2009. In 2013, the Street Smarts social media network expanded into Twitter. The Street Smarts Twitter account, @StreeStmarts_NH, has a lighter tone than the Facebook page and focuses on promoting information on safety & transportation, as well as the City. In 2014, the department plans to create a department specific Facebook and Twitter account to reach more members of the public with transportation related and planning items.

The department maintains an active departmental Twitter account (@NewHavenDOT) as well as active Twitter accounts for the Move New Haven initiative (@movenewhaven). The department also follows the tweets of the New Haven Bike Share project (@BikeNewHavenCT)

Transportation Initiatives

The department continues to work on a number of multi-year projects intended to improve the transportation system, environmental performance, traffic calming and the overall quality of life in New Haven. These projects are cooperative efforts among the many city departments/agencies involved in the transportation process as well as the partner agencies, New Haven Parking Authority, Tweed New Haven Airport Authority and Greater New Haven Transit Authority.

Downtown "Point-in-Time" Transportation Study

As part of the planning for future development downtown, the City prepares an annual occupancy count and forecast of parking demand in Downtown New Haven. The count was conducted in November 2013, using volunteers from Transportation, Traffic and Parking, Elm City Cycling, Town Green Special Services District, C.A.R.E., and members of the community. For the 10th year, the count included bicycle and pedestrian movements at key intersections. The department is still awaiting the final report from the count.

Downtown West Commuter Corridor/Edgewood Ave Cycle Track

The City of New Haven has received a \$1.2 million State of Connecticut Community Connectivity grant to upgrade the Edgewood Avenue corridor infrastructure, from Forest Road (Rte. 122) in Westville to Park Street, Downtown. The project will enhance mobility and encourage multi-modal usage, in particular, bicycle commuting and expanded pedestrian usage. This project aims to enhance pedestrian amenities by upgrading



sidewalk ramps/traffic signals to current ADA standards and construct a “cycle track” along the corridor to provide better connectivity for bicyclists along the City’s roadway network. TTP has completed the final design of 12 signalized intersections within the corridor and the project is scheduled for construction in summer 2018. TT&P is working in conjunction with the department of Engineering to complete this valuable upgrade to the City’s Bicycle and pedestrian infrastructure.



Bike Walk New Haven

The Transportation, Traffic and Parking Department is committed to enhancing and improving upon the network of bicycle and pedestrian related facilities and supported infrastructure throughout the City of New Haven. The department utilized shared-lane-markings in 2010 as a next-step process of increased awareness to motor vehicles of the presence of bicycle commuting. Over the last three years, with additional SLM installations and bicycle lanes, the department continued its commitment toward more robust measures of support for the cycling community by installing a bicycle lane along Elm Street from Broadway to Orange St. in 2013. Located in downtown New Haven, it is a heavily used roadway that provides a lane of travel to cyclists where none existed before. The Elm Street Bike Lane improved in 2015 with strategic use of green paint to alert drivers at conflict areas.

In 2016 the department added to the growing mileage of bicycle infrastructure with the striping of the first contra-flow bike lane in the City, along High Street. The department is looking to create a network of bike lanes within the original Nine Squares utilizing the smaller less heavily traveled streets of High Street, Wall Street, Crown Street and Orange Street for additional bicycle infrastructure.

As an addition to those improvements, the department further expanded the bicycle rack install program by concentrating its efforts in response to the increased demand from the community to provide secure places to lock bicycles within city neighborhoods. In previous years, the department focused their install efforts in the downtown area and along marked routes. The increased demand in neighborhoods and outlying business districts is another indicator that bicycling in the city has become a viable form of transportation.

The department also continues to improve upon pedestrian infrastructure in the city by investing in



enhanced crosswalk signs that draw visual attention to motorists. The department continues to install electronic speed signs and deploys changeable message signs to further educate the importance of speed limits citywide. The department also continues its program of installing in-road pedestrian signs at crosswalk locations throughout the city and by maintaining crosswalks in a state of good repair through the annual pavement marking program.

Complete Streets

In keeping with the overall City commitment to a safe and civil traffic program, the Board of Alders approved landmark Complete Streets legislation in 2008. The legislation promotes the safety and convenience of all users of the transportation system. This was done by using a Complete Streets hierarchy of users, which begins with pedestrians, cyclist and transit users.

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

For traffic related concerns the department provides all data relating to speed and volume before submitting the Complete Streets application to the Engineering Department for consideration. The department has integrated its project management software with SeeClickFix to more efficiently track and publish progress on Complete Streets projects.



Route 34 East / Downtown Crossing

The department, together with the Office of the Mayor, Economic Development and City Plan, are working to implement a once-in-a-generation opportunity to reconnect neighborhoods and provide new economic development opportunities through conversion of Route 34 East to a community-scale urban boulevard.

A primary goal of the Downtown Crossing/Route 34 East project is to develop a livable, walkable community while providing local and regional connectivity. With housing and shopping linked to nearby transit and more comfortable streets for pedestrians and bicycles, this project will encourage increased physical activity and reduce air and noise pollution associated with automobile travel, supporting the City's sustainable growth



objectives.

- Route 34 Phase 1 – The College Street Bridge and adjacent local roadways infrastructure was reconstructed and completed in 2016. The approximate cost was \$14.2 M for engineering inspection and construction.
- Route 34 Phase 2 – the 90% design plans have been completed, with separated bike lanes and a protected intersection at the Orange Street crossing, and the 100% submission is being finalized for submission and approval by CDOT. The department is advancing the proposed signalized intersection of Orange Street/MLK Blvd/South Frontage Road/Service Drives with separated bike lanes. The total engineering design and construction cost are anticipated to be \$24 M.
- Route 34 Phase 3 – City is in process of completing the 30% preliminary design of the Temple Street crossing. Total design and construction costs are anticipated at \$28 M.



New Haven-Hartford-Springfield Rail Line

The New Haven-Hartford-Springfield Rail Line is set to begin service in May 2018. “The Hartford Line” as it has been dubbed will provide significant new regional passenger rail service options as a key component of a robust and vibrant multi-modal regional transportation system. With funding from the new High-Speed Intercity Rail Program created by President Barack Obama in 2009, and the State of Connecticut, the Hartford Line will provide the infrastructure and trains to operate some of the nation’s best passenger rail services.



Increased passenger rail service on the NHHS corridor will provide important transportation, economic development and environmental benefits for local communities and the entire region. Most importantly, it will provide travelers with a fast, safe and reliable public transportation alternative to the congestion that plagues our roads during rush hour each day and to the steadily increasing price of gasoline.

As the gateway to New England, the New Haven and the Hartford Line will also facilitate improved service to Massachusetts, Vermont and eventually Montreal. New train service will connect communities, generate sustainable economic growth, help build energy independence, and provide links to travel corridors and markets within and beyond the region.

The Hartford Line passenger rail service launches in May 2018, and it will operate at speeds up to 110 mph,



cutting travel time between Springfield and New Haven to as little as 81 minutes. The trip from New Haven to Hartford will take just 45 minutes. Also, there will be direct or connecting service to New York City and multiple frequencies to Boston or Vermont (via Springfield).