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Message from the Mayor



The City has launched a signature effort to transform the downtown section of the Route 34 highway and rebuild this critical area between two long-divided areas of central New Haven: the downtown area surrounding the New Haven Green and the Medical District/Hill neighborhood. The short unfinished highway stub of Route 34 will disappear beneath new development and flanking urban boulevards that are designed and constructed to meet the City of New Haven's new Complete Streets standards.

Reclaiming and developing the land within the highway right of way will provide employment in the growing health care, life science research and health science industries, giving New Haven an even more prominent global presence in these emerging fields.

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Reconnecting the City: Downtown Crossing/ Route 34 East Urban Boulevards

The **Route 34 corridor** was conceived in the 1940's by the State of Connecticut and the City of New Haven as a link for commuters and goods to and from the Valley. New Haven and many other cities' streets were clogged with rapidly increasing traffic volumes post-World War II; and acquisition for the new "Oak Street Connector" roadway was begun in the 1950's. Later renamed the Richard C. Lee connector, the full roadway plan was never completed; though 880 families were re-located and 350 buildings were demolished to clear the way to Ella Grasso Boulevard (Route 10). Since then the connector stub has concentrated traffic into the City and has come to be seen as a river of traffic separating the Union Station area, the thriving Medical District and the Hill neighborhood to the south from the Central Business District to the north.

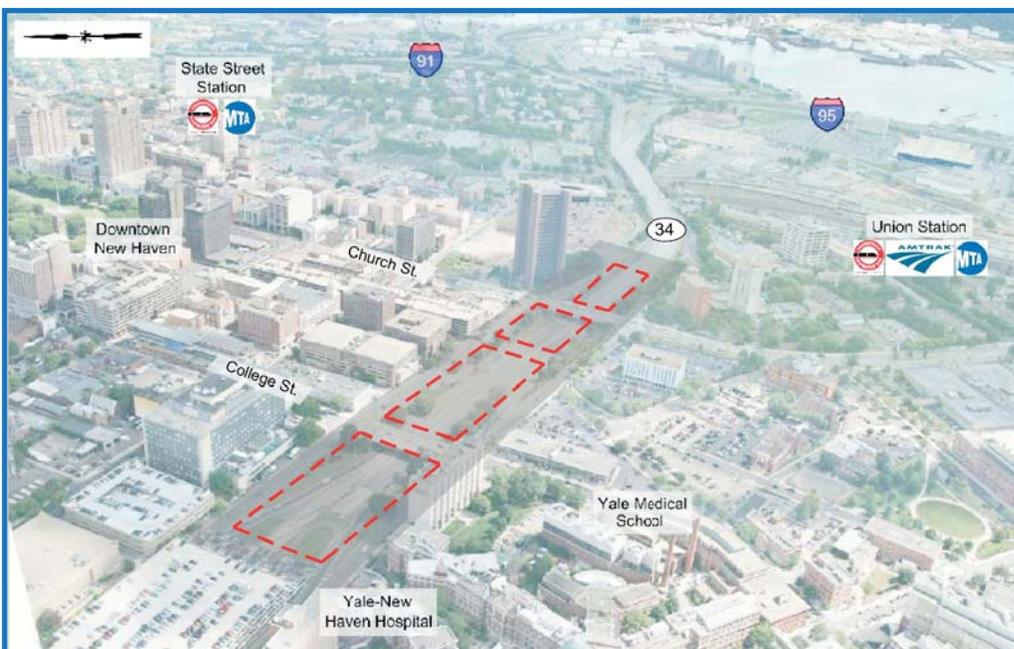
New Haven is engaged in a once-in-a-generation effort to reconnect these neighborhoods and provide new economic development opportunities by changing the relationship between this dead-end highway stub and the surrounding city. A new direction was taken in the mid-1990's when the City and the State together aided development of the area west of the Air Rights garage. Pfizer Clinical Research Unit opened in 2004 and 2 Howe Street opened in 2009.

The City obtained federal High Priority Project Transportation funds in 2007 to design and begin conversion of the eastern section of Route 34 from Union Avenue to Park Street from a depressed limited access highway into a pair of pedestrian scale urban boulevards.

The boulevards will be created by using the existing north and south frontage roads that now run parallel to Route 34. These roads will be widened from 3 to 4 lanes to accommodate bicycle lanes, transit, and off-peak parking. About 180 feet of land area between the two proposed boulevards, now occupied by the expressway and ramps, will be programmed for reuse as development sites.

The Downtown Crossing/Route 34 East project will reconnect the street grid that was bisected by the original highway construction in the 1950s at

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Sustainable Growth and Connectivity

A primary goal of the Downtown Crossing/Route 34 East project is to develop a livable, walkable community and a visitor-friendly environment while providing local and regional connectivity. Opportunities and benefits of this project include:

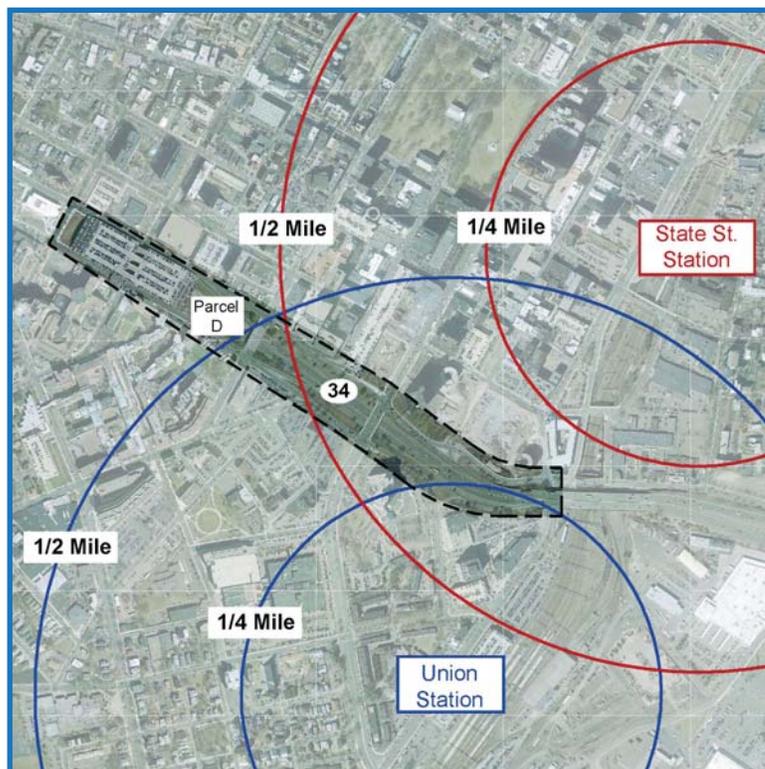
Complete Streets/Connectivity:

The design of all streets and intersections within the Downtown Crossing/Route 34 project area will be based on design standards in the City's newly adopted "Complete Streets" manual, such as traffic calming, pedestrian safety, bicycle safety and improved traffic control. Complete streets are designed for all users, not just motorists and may have slower speeds, bicycle lanes or paths, encourage walking and increased bus service.

Design features under consideration include: 11-foot travel lanes, adding bicycles routes and bicycle boxes at all intersections with bike routes, creating pedestrian zones at intersections for pedestrian safety, providing vehicular and pedestrian way-finding, and integrating transit stops. This project will support alternatives to the automobile and increase safety for all, including children, the elderly and people with disabilities.

Routes Into the City:

Although Route 34 appears to be the principal access route into the City, there are actually many other access routes into the City to distribute traffic and reduce congestion. The Route



USDOT Tiger II Grant for Route 34

In October 2010 the City of New Haven was awarded \$16 million in USDOT TIGER II grant funds for the first phase of the Downtown Crossing/Route 34 East.

This grant was one of 41 selected from thousands submitted nationwide in a highly competitive process. It allows the City to move forward in a bold plan to re-shape its gateway to downtown – an opportunity to re-knit the New Haven community with impacts that will be felt for generations.

The TIGER (Transportation Investment Generating Economic Recovery) Discretionary Grant Program is part the February 2009 Recovery Act legislation. It provides funds for innovative, multi-modal, regional transportation projects that promise significant economic and environmental benefits to an entire metropolitan area, region or the nation.

The New Haven Tiger II Grant provides design and construction dollars for infrastructure improvements which will allow the first parcel between the two boulevards to be developed; just under three acres it is located between the Air Rights Garage and College Street. Improvements include replacing the College Street bridge, eliminating the Route 34 Exit 3 on and off ramps, upgrading the North and South Frontage Roads next to the site and east of the site, and new directional signs.

The first phase construction is scheduled to begin in 2011 and is expected generate 2,000 construction jobs and ultimately 960 permanent jobs when development completed in 2013.

The TIGER II grant application is posted on the City's website: www.cityofnewhaven.com/EconomicDevelopment/pdfs/Downtown%20Crossing,%20New%20Haven,%20Project%20Narrative.pdf



Pedestrian zones at crossings

34 East project is currently studying access and circulation to the primary employment and visitor districts in the City. Opportunities exist to provide efficient and user-friendly directions to major destinations, such as the Yale-New Haven Hospital, the Yale Medical School, Yale University, Union Station, and the Central Business District. Within each district, street level signage would provide directions to parking. Pedestrian-oriented signs would provide walking directions and locations of bus or transit routes. The project team is eager to hear the community's suggestions on district identification and effective signage.

Environment/Sustainability:

Increased physical activity and reducing air and noise pollution associated with automobile travel have health and environmental benefits. By reducing reliance on automobiles, providing new and enhanced bicycle and pedestrian accessibility, and providing opportunities for mixed use development within the corridor, Downtown Crossing will support the City's sustainable growth objectives.

Placemaking/Transit Oriented Development (TOD):

Transit-oriented developments include a relatively dense mix of commercial, retail and housing that enable citizens to live, work and play within an easy walk to transit.

The four parcels of land that will be created by the conversion of Route 34 East to urban boulevards are all located within ½ mile of Union Station and State Street Station (see graphic, left). This land will be ideal for transit-oriented development. Creating a compact, walkable community supported by high quality rail and transit systems may also enhance the quality of life in downtown, while reducing dependence on automobiles.

Project Schedule

Project Initiation

Mayor's Meetings	2005-2008
CHA Study	2007
Career High School Meeting	2009
PB under Contract	2010
Public Meeting (June 24th)	2010
TIGER II Grant Submitted (August)	2010
TIGER II Grant Awarded (September)	2010

Infrastructure

Corridor Permitting	2010
Preliminary Design	2011
Final Design	2013
Construction	2014
Opening	2016

Parcel Development

Parcel D Construction	2010
Parcel D Opening	2013
Parcels A-C	2013



Compact, mixed use development helps to create active and vibrant communities



Bike box in Portland, Oregon

Message from the Mayor (continued)

The Route 34 highway is an unfinished legacy of the urban renewal era, when the Oak Street neighborhood was demolished to make way for Route 34.

Today, Route 34 presents an intimidating visual and physical barrier separating downtown from city neighborhoods, Union Station and Yale University School of Medicine and Yale New Haven Hospital.

To rebuild the community, Downtown Crossing will address complex transportation issues. Reconnecting

streets will provide an opportunity to enhance livability and sustainability goals by creating a more walkable downtown and developing alternate modes of transportation.

Work has already begun on the Downtown Crossing/ Route 34 East project. Public meetings, a project website, and newsletters are planned throughout the project to keep the public informed and engaged as we work to bring this project to reality. I hope you will participate with us as we re-shape our City.

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Orange Street and Temple Street. The new connections will improve mobility for all – pedestrians, bicyclists and motorists.

The City has hired Parsons Brinckerhoff (PB Americas) to lead a consultant team to develop a design for the project. The team is studying:

- transitions from the Interstate highways to dramatically slow traffic before it enters the City street grid
- designs for the boulevards that recognize the City's newly adopted "Complete Streets" policy, and that will handle anticipated traffic volumes
- a depressed below-grade driveway concept in the land area between the boulevards to provide vehicle access to the existing Air Rights

Garage and to each development parcel

- a new wayfinding or directional signage system from major highways to numerous downtown destinations
- a land use plan for economic and community development on up to 10 acres of land between Downtown and the Hill neighborhood.

The Downtown Crossing/Route 34 East project will reconnect the historical linkages from Union Station, Yale-New Haven Hospital and Yale Medical School to the downtown Green, Yale University, State Street Station and the Hill neighborhood. This project helps the city and major employers build on strategies to shift people from automobiles to other ways of commuting to work, reducing traffic congestion and auto emissions.

Economy: Development Opportunities

The four parcels of land that would be created by the establishment of the Route 34 East boulevard system present a unique opportunity for developers to secure a prime location within the heart of the City's downtown and within walking distance of a large number of medical district employees, students, and residents. The parcels of land are located within 1/4 mile of the Yale-New Haven Hospital, Smilow Cancer Center, Yale Medical School and City Hall, and also within 1/2 mile of Union Station and State Street Station. For further information about development opportunities for these parcels, please contact **Kelly Murphy**, AICP, Economic Development Administrator.

Contact Email: edinfo@newhavenct.net
 Contact Phone: 203-946-2366
 Website: www.cityofnewhaven.com/EconomicDevelopment/

Contact Us!

For more information about the project, please contact:

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Coming soon:
 project website!



The project website is coming soon!
 We anticipate the site to be up and running in early December 2010.