



**PARSONS  
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## Downtown Crossing - Route 34 East Public Meeting

**Date:** September 30, 2010  
**Location:** New Haven Free Public Library

The City of New Haven and consultants Parsons Brinckerhoff convened a public meeting on September 30, 2010 at 6:00 p.m. Approximately 20 people attended the meeting and were afforded the opportunity to interact with City staff and the project team in both open house discussion and presentation format. Display boards for the Open House included graphics of existing conditions, analysis of traffic and urban design opportunities and constraints, and preliminary design concepts.

Mike Piscitelli, Director of Transportation, Traffic and Parking for the City of New Haven, provided an overview of the project, including the project's history as an area cleared for urban renewal, the need for safety and transportation improvements to accommodate future traffic, and the City's sustainability goals for creating more walkable, livable community. He noted that the City had submitted a TIGER II grant application in August for federal funding for first phase infrastructure improvements.

Bob Brooks, Project Manager for Parsons Brinckerhoff, introduced the project team and described the scope and schedule for the project. He described the ongoing activities the team is undertaking, including the analysis of existing conditions, identification of opportunities and constraints, and preliminary concepts that are being tested and refined. The preliminary concept that is being tested would convert the highway stub into two urban boulevards with four new development parcels within the corridor. A depressed access drive would carry traffic to parking below the new development parcels. The first phase improvements would be based on the City's Complete Streets policy and would improve traffic flow and enhance the local economy by providing new development parcels which would result in new jobs and increased tax revenues.

Allan Hodges, Environmental Task Leader for Parsons Brinckerhoff, described the environmental review that is being conducted. A Categorical Exclusion for first phase infrastructure improvements was prepared and is now being reviewed by ConnDOT and FHWA. ConnDOT and FHWA agreed that a Categorical Exclusion would be the appropriate NEPA document for this project based on review of environmental impacts by affected regulatory agencies. Allan described the analysis of noise, air quality, traffic and other resource categories, which were conducted in accordance with the NEPA process. ConnDOT projections indicate that traffic volumes are projected to rise 1 percent per year through 2012. The air quality analysis showed that there will not be an increase in existing air quality pollutant levels in the existing non-attainment area. No property takings will be required. The environmental review concluded that there were no significant environmental impacts for the first phase improvements.

The following is a summary of questions/comments and responses by topic:

*How will the increased traffic associated with the development of the new parcels be addressed?*

The project's traffic plan will account for project related traffic by diverting traffic to alternative routes and directing traffic destined for the development parcels to the access drive and below grade parking.

*Above ground parking should be kept to a minimum.*

**September 30, 2010**

The project will locate parking for new development parcels below ground and encourage use of alternate modes.

*Residential uses and green space would be welcomed within the corridor.*

*The project should reinforce cross-town connections*

*The project will connect Orange and Temple Streets, which will strengthen cross-town connections, including connecting the medical district with the downtown.*

**Attachment:**

Presentation