City of New Haven 1-Way to 2-Way Conversion Study

Second Public Meeting

October 18, 2023
Agenda

- Introduction – City of New Haven (10-15 minutes)
- Purpose of this Meeting, Study Goal/Objectives, and What We’ve Heard & Done Thus Far (5-10 minutes)
- Overview of 2-way Design Concepts (15-20 minutes)
  - Church Street
  - York Street
  - Chapel Street
  - George Street
- Open Floor to Walk Around, View Up Close & Comment on Concepts (30+ minutes)
- Re-Gather/Debrief/Q&A (10-20 minutes)
- Next Steps
Study Goal / Objectives

Goal:

- Convert streets from 1-way to 2-way to improve safety and efficiency for all transportation modes, primarily pedestrians, bicyclists and transit-users

Objectives:

- Align with Vision Zero safety principles & Safe Routes For All Active Transportation Plan
- Accommodate sustainable modes of transportation
- Improve traffic circulation, safety, and mobility
What We’ve Heard Thus Far

- Better define the study area and its gaps
- Bicycle facilities should be protected
- Use a “quick build” approach to demonstrate recommended changes to bike/ ped facilities
- Explain pros and cons of 2-way vs 1-way routing
- ADA needs
- Bus shelters
What We’ve Heard Thus Far

- Better define the study area and its gaps
- Bicycle facilities should be protected
- Use a “quick build” approach to demonstrate recommended changes to bike/ped facilities
- Explain pros and cons of 2-way vs 1-way routing
- ADA needs
- Bus shelters
What We’ve Done Since the Last Meeting

- Existing Conditions Report
- Assimilated Public Input thus far
- Completed 2-way Traffic Analysis
- Developed Initial Conceptual 2-way Redesigns for the Study Corridors based on the above points
Purpose of This Meeting

- To Get Public Feedback on Conceptual 2-way Redesigns for the Study Corridors
Church Street – Alternate 2

Conceptual only

KEY MAP

PROJECT LIMITS CHURCH STREET 2

INSTALL BUS SHELTERS

RELOCATE BUS SHELTER

CITY HALL

INSTALL BIKE LANE

CHURCH STREET 2

CHURCH STREET

NOTES:
ALL TRAFFIC SIGNALS SHOWN TO BE REVISED/UPGRADED.

ELM ST. BUS-LANE DESIGN IS BEING DESIGNED UNDER SEPARATE CTDOT PROJECT. SHOWN IS PRELIMINARY PER CITY ENGINEERING.

CITY OF NEW HAVEN ONE-WAY TO TWO-WAY CONVERSION STUDY AND CONCEPT DESIGN ALTERNATE 2 - CHURCH STREET
York Street – Alternate 1

Conceptual only

NOTES: ALL TRAFFIC SIGNALS SHOWN TO BE REVISED/UPGRADED.
ELM ST BUS-LANE DESIGN SEEN PER SEPARATE CT DOT PROJECT. SHOWN IS PRELIMINARY PER CITY ENGINEERING.
York Street – Alternate 2

Conceptual only

CITY OF NEW HAVEN ONE-WAY TO TWO-WAY CONVERSION STUDY AND CONCEPT DESIGN ALTERNATE 2 - YORK STREET
## New Haven 1-Way to 2-Way Plan Comments: Church St. Designs

1) Put a numbered sticker on the board where you have a comment.

2) Provide details in the box corresponding to the number on the sticker.

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OPEN-FLOOR
Public Review of Concepts
Re-Gather/Debrief/Q&A
Next Steps

November 2022
* Project Kickoff

Winter & Spring 2023
* Compile Study area data
* Review previous studies
* Meet with City of New Haven and SCRCOG staff
* First Public Meeting

Summer 2023
* Develop Future 2-way Traffic Analysis
  * Develop concepts
  * Continue to analyze public input & refine concepts

Fall 2023 & Winter 2024
* Second & Third Public Meetings
  * Develop preliminary engineering-level plans of preferred concepts
  * Conduct high-level construction cost estimates
  * Prepare Implementation Plan & Draft Study Report
  * Submit Final Study Report
The City of New Haven’s website [www.newhavenct.gov](http://www.newhavenct.gov) will provide project updates and announcements and includes a comment form for those who couldn’t attend today’s meeting or have additional comments.

### Questions?

**Contact:**
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Director, New Haven Transportation, Traffic & Parking [saysola@newhavenct.gov](mailto:saysola@newhavenct.gov)

Bijan Notghi *(203) 946-8069*
Deputy Director of Traffic Operations [bnotghi@newhavenct.gov](mailto:bnotghi@newhavenct.gov)

[Provide your additional comments here](https://bit.ly/3pPrJt2)
Connecticut Department of Transportation

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A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the FTA Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590

A complainant may file a complaint directly with the Federal Highway Administration by filing a complaint with the FHWA Office of Civil Rights, Attention: Title VI Program Coordinator, 8th Floor E81-105, 1200 New Jersey Ave., SE, Washington, DC 20590

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추가 정보가 필요하거나 무료 언어 지원이 필요하시면 (860) 594-2109로 전화주시십시오
Để có thêm thông tin hoặc hỗ trợ ngôn ngữ miễn phí, vui lòng gọi (860) 594-2109
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# Project Schedule - City of New Haven One-Way to Two-Way Conversion Study

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<th>TASK</th>
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<td>Task 2 – Data Collection</td>
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<td>Task 3 – Existing Conditions Analysis</td>
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<td>Task 4 – Future Two Way Traffic Analysis</td>
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<td>Task 5 – Concept Development</td>
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<td>Task 6 – Two-Way Street Prelim. Engineering</td>
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<td>Task 7 – Final Study Report</td>
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- **Consultant Task**
- **Project/Stakeholder Meeting**
- **Public Informational Meeting**
- **Final Presentation**
- **Deliverables**

Revised 9/6/23
## Pros and Cons of 1-Way to 2-Way Conversions

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<tr>
<th>Pros</th>
<th>Cons</th>
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<td>More direct/less circuitous <em>localized</em> motorist (and bicyclist) routing.</td>
<td>Travel-time of some automobile traffic going <em>through</em>, instead of to, the downtown may be affected.</td>
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<td>Slower automobile traffic, resulting in safer streets for everyone including motorists.</td>
<td>Two-way streets may generally move less automobile traffic during a given timeframe on any individual street or intersection.</td>
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<td>Reduced potential for multiple-threat pedestrian conflicts when converting same-direction multiple-vehicle-lane streets to be one through-lane each direction.</td>
<td>Pedestrians and other non-motorists will have to check for oncoming vehicles in two directions rather than one.</td>
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<td>Simplifies on-street parking by eliminating left-hand side parallel parking</td>
<td>On-street loading, deliveries, and short-term pickup may lose some of the ability to double-park (albeit not legally) in one of two same-direction through lanes.</td>
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<td>More comfortable and liveable built environment for non-motorists.</td>
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<td>Potential to convert some signalized intersections to stop-sign control, thus saving on long-term maintenance costs.</td>
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<td>Simplifies transit routing and allows for inbound and outbound bus stops to be on the same street.</td>
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<td>Economic benefits to storefronts by being visible from two approaching directions instead of one.</td>
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<td>Likely less total aggregate travel-time for all street users and less Vehicle-Miles-Traveled (VMT).</td>
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Church Street Corridor
Existing Characteristics
New Haven, CT

±18 CT transit routes + Yale Shuttle
±130 on-street parking spaces along Church Street Study Corridor
York Street Corridor
Existing Characteristics
New Haven, CT

± 5 CT Transit Routes + Yale Shuttle
± 147 On-Street Parking Spaces along York Street Study Corridor
Chapel Street Corridor
Existing Characteristics
New Haven, CT

- Bus Stop (2 Shelters) - 7 Transit Routes
- 2 Vehicle Lanes
- 23 On-Street Parking Spaces (High Street to York Street)
- 25 On-Street Parking Spaces (College Street to High Street)
- Corner Curb Extension
- Additional bus stop proximity on Chapel St.
- ± 7 CT Transit Routes
- ± 78 On-Street Parking Spaces along Chapel Street Study Corridor
George Street Corridor
Existing Characteristics
New Haven, CT

= George Street Study Corridor

± 6 CT transit Routes

± 24 On-Street Parking Spaces along George Street Study Corridor