

**CONNECTICUT DEPARTMENT OF TRANSPORTATION**  
**REPORT OF PUBLIC INFORMATIONAL MEETING**

**State Project No. 0092-0681**

**Intersection Improvements at Route 10, Route 745, and Kimberly Avenue in New Haven**

**September 25, 2024 – 6:00 p.m. Open Forum – 7:00 p.m. Presentation**

**Betsy Ross Arts Magnet School – 150 Kimberly Avenue, New Haven, CT 06519**

**In Attendance:**

*Connecticut Department of Transportation*

Michael N. Calabrese, P.E.	Highway Design Division Chief
Sebastian Cannamela, P.E.	Consultant Highways / Principal Engineer
Michael J. Laurice, P.E.	Consultant Highways / Project Manager
Sean Tolster	Consultant Highways / Project Engineer
Haseeb Ahmad, P.E.	Consultant Highways
Matthew Geanacopoulos	Rights-of-Way
Brian Brinsmade	District 3 Construction
Elona Coppola	District 3 Construction

*H.W. Lochner*

Ahsan Saghir	Project Manager
Christopher Van Olden, P.E.	Project Engineer
Jack Speer, P.E.	Transportation Engineer

*City of New Haven*

Kampton Singh	Alderman
Sandeep Aysola	Director of Transportation
Bijan Notghi	Deputy Director of Traffic Operations
Carlos Eyzaguirre	Deputy Administrator of Economic Development
Carl Giordano, P.E. CNU-A	Traffic Project Engineer

**Purpose of Meeting:**

The purpose of this meeting was to present the preliminary design plans for State Project 0092-0681, *Intersection Improvements on Ella T. Grasso Blvd (Route 10), Route 745, and Kimberly Avenue* to the public. This meeting was held in person.

**Open Forum:**

An open forum began at 6:00 p.m. in a large school house room to provide the public an opportunity to speak with the project team, consisting of Connecticut Department of Transportation's (CTDOT) Highway Design and Division of Rights-of-Way, as well as technical experts from H.W. Lochner. During this time, members of the project team spoke with the public one-on-one to answer questions and explain the proposed changes to the intersection. The open forum was well attended, and the New Haven Independent was also present to interview attendees.

## **Formal Presentation:**

The formal presentation began around 7:00 p.m. in the school house. Project pamphlets with comment sheets were provided to attendees as they entered- available in English and Spanish. Approximately 20 people attended the meeting including: residents, local business owners, and the local newspaper.

The presentation was initiated by Mr. Michael Laurice, Project Manager, who provided Title VI civil rights information, a review of the project's involvement with the National Historic Preservation Act, project location, purpose and need, existing conditions with crash data, the proposed design solution, and right-of-way impacts. Mr. Matthew Geanopoulos, ROW Coordinator, provided information on different types of impacts and the rights-of-way process. Mr. Laurice concluded the presentation with the construction cost and project schedule. The presentation ended around 7:15 p.m.

## **Discussion (Questions and Comments):**

Following the presentation, a question-and-answer session was held for meeting attendees to communicate their questions, concerns, and feedback to the project team. Some expressed their support and recognized the need for the project, while others expressed concerns and remained hesitant of the project. Below is a summary of the questions and answers posed before and after the presentation.

**Q:** There is a long queue of traffic on Kimberly Avenue traveling south towards West Haven. This queue backs up past Greenwich Avenue. Are there any proposed improvements on Kimberly Avenue to alleviate the congestion?

**A:** Minimal work is proposed on Kimberly Avenue east of the project intersection. However, this project should help reduce delays by moving vehicles more efficiently through the intersection with the new traffic signal installation. The two-way left-turn lane and dedicated left-turn lanes should also help reduce traffic congestion by separating left-turning vehicles from the travel lane.

**Q:** Will there be any bike lanes constructed on the north side of Kimberly Avenue?

**A:** No, the bike lanes will extend through the intersection on Kimberly Avenue but will be transitioned to tie into the existing shoulders, east of the project.

**Q:** Will there be any raised medians on Route 10?

**A:** There will be a painted island to develop the left-turn lane on Route 10 but no raised median islands within the project limits.

**Q:** Why is route 10 being widened?

**A:** Route 10 is being widened to accommodate a dedicated left-turn lane in both directions at the intersection. This will allow vehicles to safely wait to make a left turn while through traffic can proceed. This should help reduce delays and improve the overall safety of the intersection.

**Q:** How will this project tie into the bridge project happening on Kimberly Avenue?

**A:** To ensure adequate integration between Project No. 0092-0681 and Project No. 0156-0184 in West Haven, there will be ongoing coordination between the two projects as design progresses.

**Q:** The businesses on Kimberly Avenue have their own parking. Why is there a need for additional street parking? Can the street parking be converted into greenspace?

A: Currently parking is allowed on Kimberly Avenue; however, it is not clearly delineated by pavement markings. The City of New Haven has requested that parking be allowed on Kimberly Avenue and that it be properly delineated through pavement markings. This can help create a traffic calming effect.

Q: Will there be any bike markings through the intersection?

A: No markings are proposed in the intersection. Bikers will have the option to dismount and proceed through the intersection as pedestrians or enter the traffic flow and proceed through the intersection via the appropriate lane.

Q: Will there be any pedestrian signals installed?

A: Yes, pedestrian signals will be installed at the intersection.

Q: Will vehicles traveling north on Kimberly Avenue and making a left turn into the Mobil gas station create a delay for those wanting to travel through the intersection?

A: Left turning vehicles should utilize the two-way left-turn lane to wait for a gap in oncoming traffic before making the left turn.

Q: Is there a plan to minimize disruption to local businesses in the area?

A: There will be additional coordination between the construction office and the business owners to limit disruptions during construction.

Q: Will there be any roadway closures during construction?

A: Full roadway closures are not anticipated during construction.

Q: What type of Rights-of-Way (ROW) Impacts are anticipated?

A: There are two partial acquisitions, one on the northeast corner and one on the southwest corner. A retaining wall easement will be required to reconstruct a retaining wall on the southeast corner of the intersection. Other impacts will include construction easements to construct sidewalks throughout the project..

Q: Are there any bike accommodations proposed on Route 10?

A: No additional bike facilities are proposed on Route 10.

Q: The bump outs at the intersection will increase the traffic congestion for those who want to take a right turn from Kimberly Avenue to Route 10.

A: It is anticipated to have better traffic flow and operation at the intersection, but CT DOT will investigate the effect the bump outs would have on delay utilizing traffic analysis software.

Q: Can the new traffic signal and the signal at Kimberly Avenue and Grant Street be coordinated to improve traffic flow?

A: That signal is under the City's jurisdiction, however; the design team can investigate what type of coordination can be done to help improve flow.

Q: Is there any plan to get rid of the existing road diet heading north on Route 10?

A: This project is proposing to tie into the single lane configuration just northwest of the project limits.

Q: Are you increasing the crosswalk length?

A: The crosswalk length will decrease along all legs of the intersection except for the south eastern Route 10 crossing. However, we are only expecting a 3-foot increase in crossing distance.

Q: How will the raised crosswalk increase vehicle compliance?

A: The raised crosswalk will elevate pedestrians to make it easier for them to be seen. The ramp leading up to the crosswalk will encourage vehicles to reduce speeds, increasing compliance. A Rapid-Rectangular-Flashing-Beacon is also proposed to alert vehicles of the pedestrians presence.

Comment: When making right turns into Plymouth Road from Route 10, vehicles are going too fast to merge into one lane and make the turn.

Comment: There have been many crashes involving people turning in to and out of the Mobil gas station.

Comment: The signals north of the project limits on Kimberly Avenue should be evaluated to help reduce delays throughout the entire corridor.

Comment: There is a design-build bridge project going on near the I-95 interchange just south of the project limits that has detours through the project limits of Project No. 0092-0681.

The Q&A ended around 8:00 p.m. The CTDOT thanked the City of New Haven and all of the residents for participating.