

July 17, 2025

Dear Members of the City Services and Environmental Policy Committee:

About 45 years ago, the Green, a National Landmark, was completely repaired and refurbished in a masterful and unified plan overseen by the Proprietors and designed by Quennell Rothschild Landscape Architects. Many of the features we all see as most characteristic of the Green were introduced at this time. Many of the design elements of this plan — plazas, lighting, benches, bus stops — have shown staying power, despite neglect, is that they were designed as part of a comprehensive plan which fully integrated urban infrastructure with the Green's furnishings and many uses.

Back in the Fall of 2022, pathways on the lower Green were repaved. We reached out to the Engineering Department and the Mayor's office to discuss the low quality of this work, and our concern about the potential danger of the elevated sidewalks to people moving through the Green on foot or on wheels.

We also reached out to the State Historic Preservation Office (SHPO) to discuss our concern about this work, which was funded with State dollars. The SHPO's office suggested moving forward with a plan of research that would provide a solid foundation for planning for the Green's future. The SHPO's office proposed undertaking three key studies which they would largely fund (approximately \$170,000) in order to establish a secure foundation for future plans. These interrelated studies were: 1) ground penetrating radar for the whole Green, which would inform; 2) an archeological report which would inform; 3) an updated and expanded National Register Nomination

Why these steps were not taken is unclear, but it is clear that the plans now being developed in the Engineering Department are incongruous with the character and uses of the Green, and that the plans would have benefited had they been developed in concert with basic historic and archeological information. We are also concerned that the current plans — which are being funded by two Federal grants and one State grant (as far as we know) are not well coordinated with other key planning considerations for the Green, including public transit, traffic and parking plans, walkability, impacts of climate change (flooding and droughts), the health and protection of the Elms, view corridors, and programing and uses of the Green.

In the 2 1/2 years since reaching out to the City about the poorly installed paths, we have been in discussions with various city departments and stakeholders of the Green. What stood out in these many discussions was how siloed people's information was. A common understanding of the plans or their purpose did not exist, yet the plans were moving forward quickly. In response to this, we organized two community walking tours to share what information we had about future plans for the New Haven Green. We heard from community leaders who spoke their concerns that the current plans developed by the City of New Haven have the potential to undermine many community objectives and values — for historic preservation, environmental performance, protection of our Elms, human services, civic justice, community participation, and for transportation equity and growth.

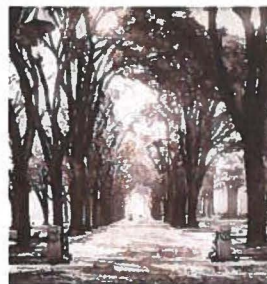
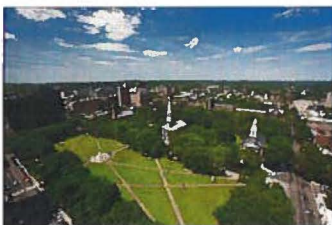
The consensus coming out of these discussions is to recommend that the City Services and Environmental Policy Committee establish a open and comprehensive community planning process for the Green as a condition for accepting the Connecticut Department of Transportation funds. Our purpose is not to object to the City receiving these, or other, funds.

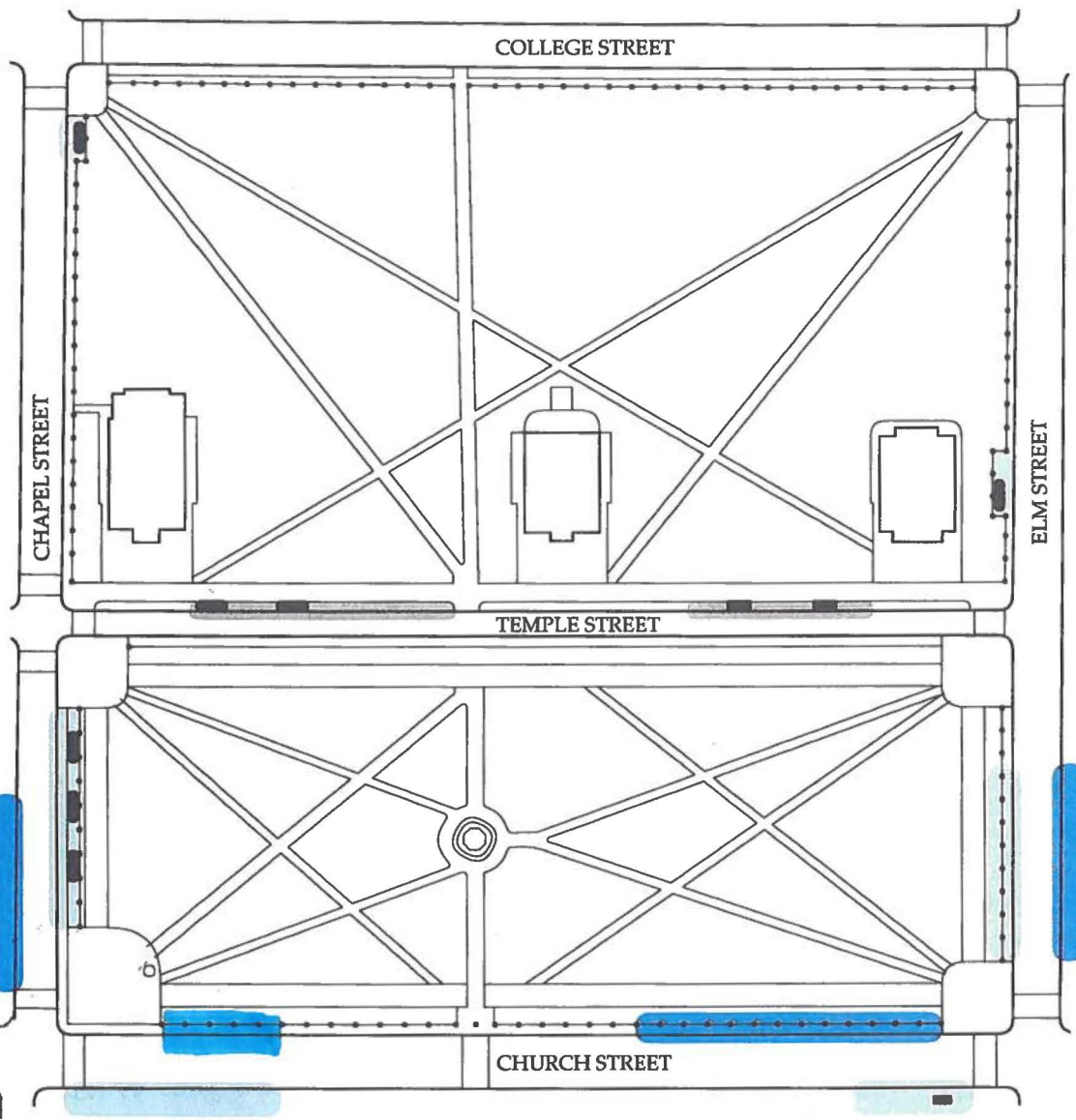
It is our belief that the lack of an open public process for designing the Green's future lead to the deficiencies in the current plan. An inclusive and open public planning processes needed. The Green is a beautiful place. It is a cherished symbol of our civic bonds. We need a good public process to guide the use of public funds directed at this most public of public places in our city.







Sincerely,



Anstress Farwell, President



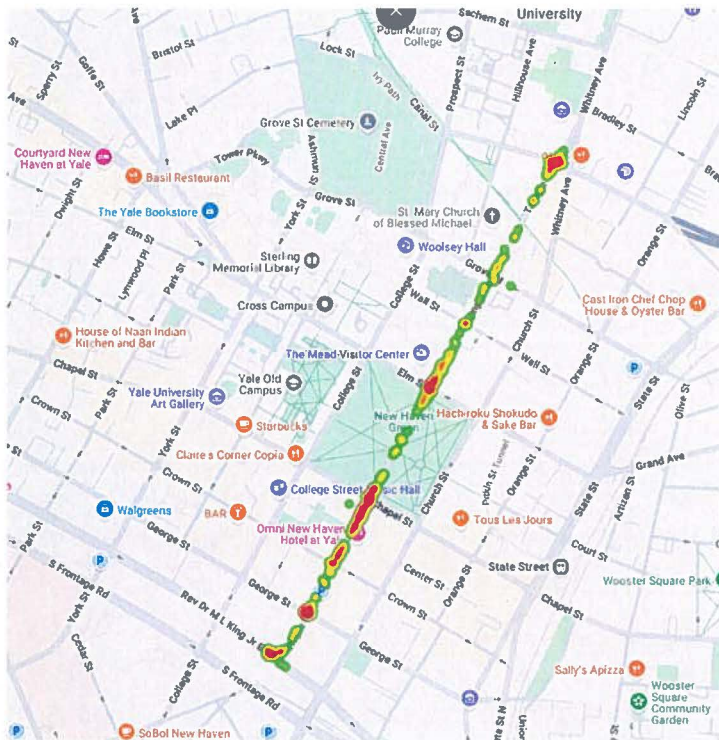


-  Existing Bus Stops
-  Existing Fence
-  Existing Bus Stops to Remain
-  Existing Bus Stops to be Removed
-  Possible New Bus Stops
-  Possible New Bus Stops

SF JULY 12, 2025
AGF JULY 25, 2025

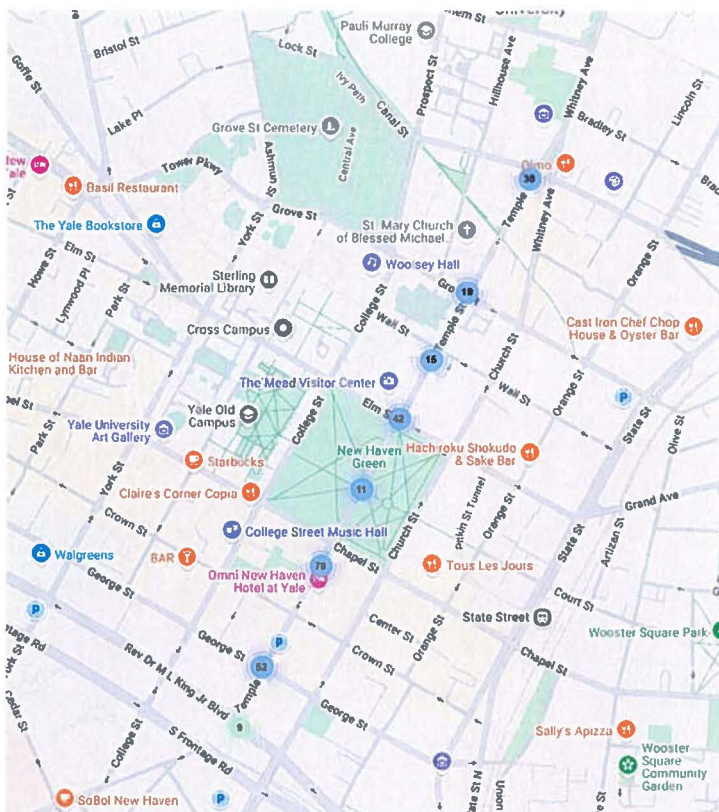
MEMO
July 17, 2025

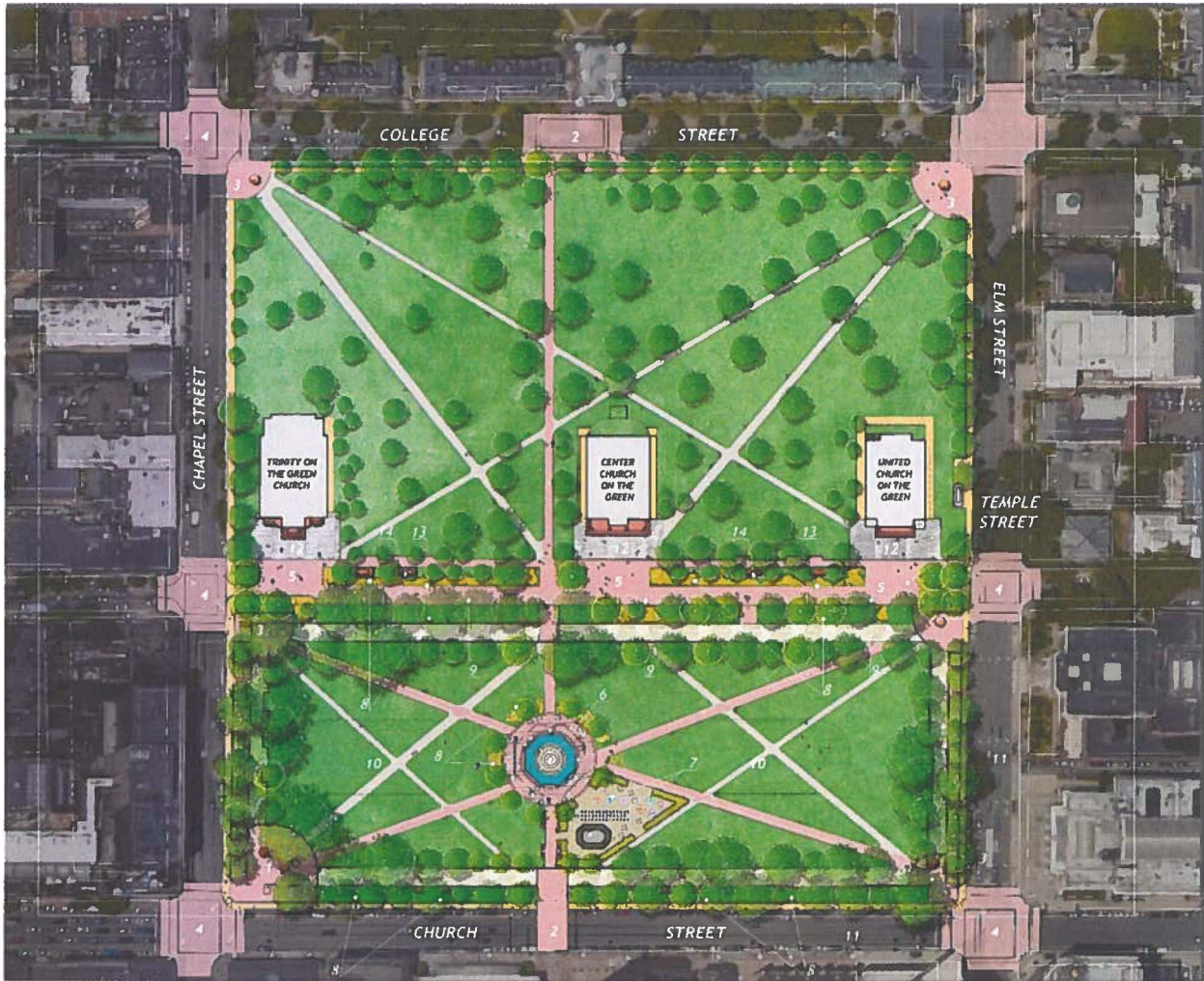
RE: Notes on the proposal to close Temple Street to buses, and move the bus stops
FROM: New Haven Urban Design League



Temple Street has had a total of 265 crashes in the last 5 years. This is a high number for a street measuring less than a mile. This includes two fatalities for pedestrians, at Chapel and Temple and Elm and Temple. As all of Temple St is one way, there are rear-end collisions, side-swipes, between cars and cars and buses. Intersections, which will be redesigned and re-signalized with the CT DOT funds, are the hotspots.

1. How much will the two-way street conversion, traffic tables, and new signals mitigate crashes at the worst locations? (For instance, the walk signal at Chapel and Temple has been malfunctioning since the 1990s, fixing it would help.)
2. What are the counts for each type of crash (vehicle-vehicle, vehicle-bike, vehicle-person) and the circumstances? For instance, how might the turning radius for a bus contribute to a crash, and would their new routes on Church Street minimize or increase this risk factor?
3. How many crashes ensue from vehicles backing out of church parking plazas?
4. Could the plan for reducing traffic and eliminating buses on Temple Street increase traffic hazards elsewhere. This is very likely, especially on Elm and Church Street. There is no public info available.
5. The two-way street conversion plan was not coordinated with the plan for the Green, removing buses from Temple Street, or the "BRT" plan, or parking plans suggests that we need to slow down and coordinate these important factors. There are too many critical unknowns about how the multiple plans for the Green. A comprehensive plan and process is needed.





LEGEND

- | | |
|--|---|
| 1 EXISTING ARRIVAL PLAZA WITH FOCAL POINT | 9 PROPOSED CHURCH PARKING |
| 2 RAKED MID BLOCK CROSSING | 10 TEMPORARY ICE SKATING/GAME AREA |
| 3 PROPOSED ARRIVAL PLAZA WITH VENDOR/INFORMATIONAL SIGNAGE OR POINT OF INTEREST | 11 FUTURE BUS RAPID TRANSIT |
| 4 PROPOSED RAISED INTERSECTION | 12 EXISTING CHURCH PARKING |
| 5 PROPOSED WOONERF - TYPICAL OPERATIONS 24X7 THROUGH TRAFFIC ONE DIRECTION - RAISED TRAFFIC CALMING ELEMENTS | 13 EXTENDED PLANT BED |
| 6 EXPANDED FOUNTAIN PLAZA | 14 VENDOR SPACE AT EXISTING BUS SHELTER LOCATIONS |
| 7 CAFE WITH RESTROOM AND OUTDOOR SEATING | |
| 8 PROPOSED PLANTINGS UNDER TREES | |



EXISTING TREE



PROPOSED SHADE TREE



PROPOSED LIGHTING



CITY OF NEW HAVEN



TAVELLA DESIGN GROUP, LLC

WILLIAM KENNY ASSOCIATES

1000 HALLAM AVE., SUITE 100, NEW HAVEN, CT 06511-1000

SITE PLAN - UPPER & LOWER GREEN

NEW HAVEN GREEN
NEW HAVEN, CT

SCALE: 1" = 100'
DATE: MAY 20, 2025
REV: 001

Screenshot