



## From Intersection To Connection

Chapel and State Street Intersection and Bridge | Community Engagement Summary 2019



## Project Purpose:

Town Green District would like to sponsor revitalization efforts at the intersection of State and Chapel Street in order to promote **walk appeal** and **connectivity** between two key New Haven neighborhoods.

The project goals include repainting of bridge railings, landscaping enhancements, and a sculptural gateway over Chapel Street. The gateway is envisioned as a piece of public art, developed by local studio Atelier Cue, in close partnership with community and stakeholder groups in both Ninth and Wooster Squares.

The final design of the gateway, as well as the naming of the project, will be realized through a collaborative visioning process led by Atelier Cue.

**From Intersection to Connection**  
Chapel and State Street Intersection and Bridge  
Community Engagement Phase Summary

**Contents:**

1. Initial Research and Historic Information
2. Community Engagement Events - Images and Notes
3. Interview Excerpts
4. Summary
5. Survey Data



Section 1  
Research and History



# Section 1: Research & History



Project Location:  
Adjacent to State Street Train Station and between New Haven Green & Wooster Square Park



## Section 1: Research & History

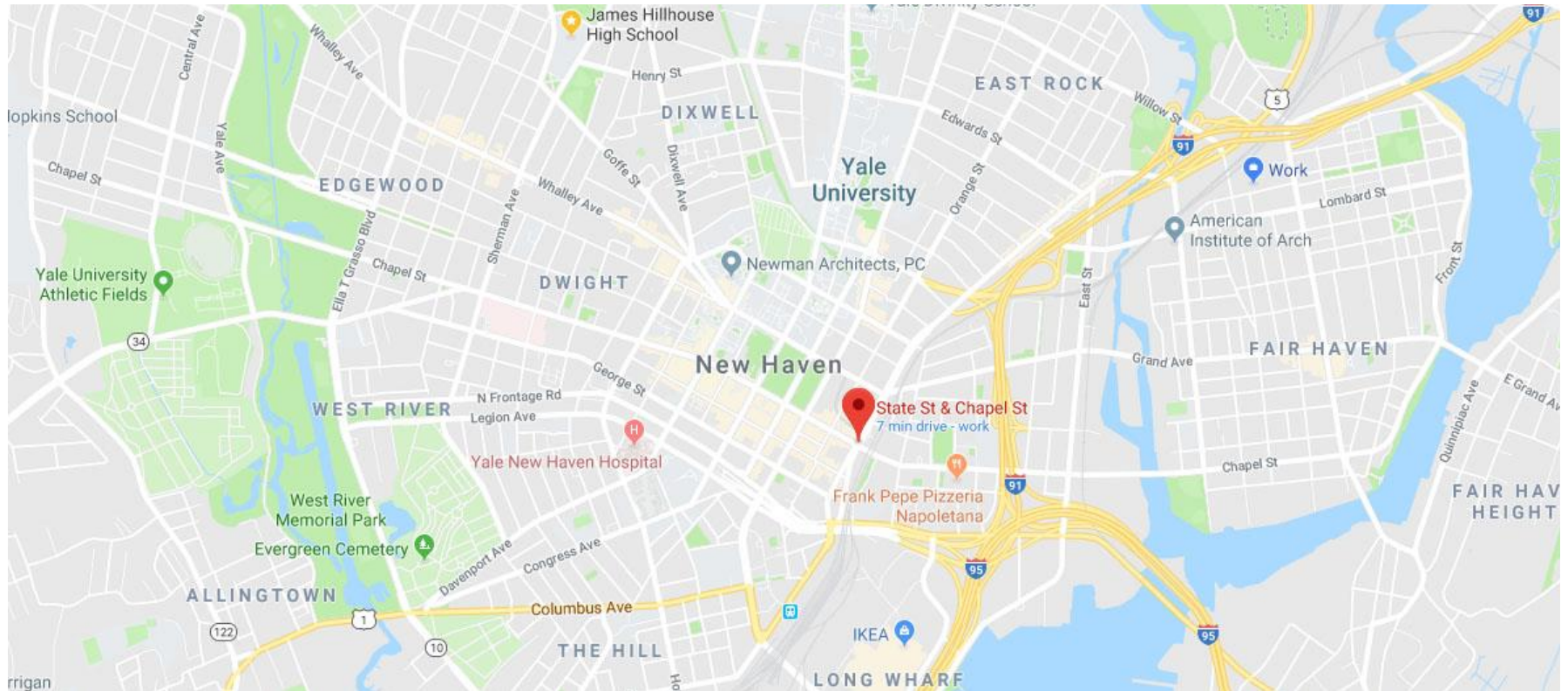


A Key Crosspoint Between Wooster and Ninth Squares

Key Entry Point from State Street Station



# Section 1: Research & History



The context:

**Chapel Street is a main artery of New Haven**, running from the Quinnipiac River on the east of the city to Forest Road in Westville. Passing through Fair Haven, Wooster Square, Downtown, Dwight, and Edgewood districts, Chapel Street is the **main commercial artery** of the downtown and of the Chapel Street Commercial Historic District, which represents “the evolution of New Haven commerce, the growth of its cultural life [...] and the development of urban residential styles of architecture.” In its middle, it borders the south of the New Haven Green, which “since the 17<sup>th</sup> c has played a major role in the social, educational, religious, political and commercial life of the city.”

**State Street** is major road at the eastern border of the Downtown district, running along the railroad tracks as U.S. route 5 which **crosses New England** from New Haven to Derby Line in Vermont, continuing into Quebec, Canada.

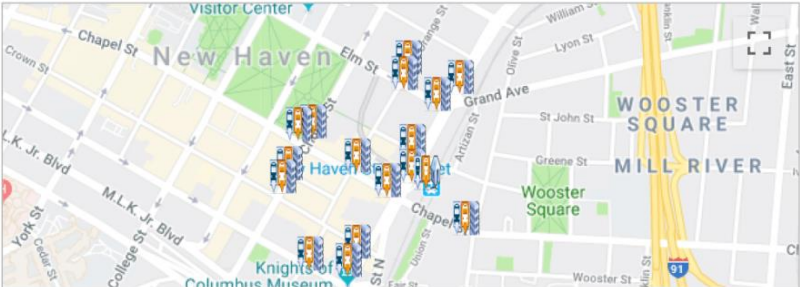
# Section 1: Research & History



Add to your site (<https://www.walkscore.com/professional/badges.php>)

## Excellent Transit

This location has excellent transit which means transit is convenient for most trips. Car sharing is available from Zipcar and RelayRides.



### About this Location



This location has a Walk Score of 96 out of 100. This location is a Walker's Paradise so daily errands do not require a car.

This location is a one minute walk from the Shore Line East Train and the Shore Line East Bus Substitution bus at the New Haven State Street Station stop.

This location is in the Downtown neighborhood in New Haven. Nearby parks include The Lot, Ninth Square Historic District and Constitution Square.

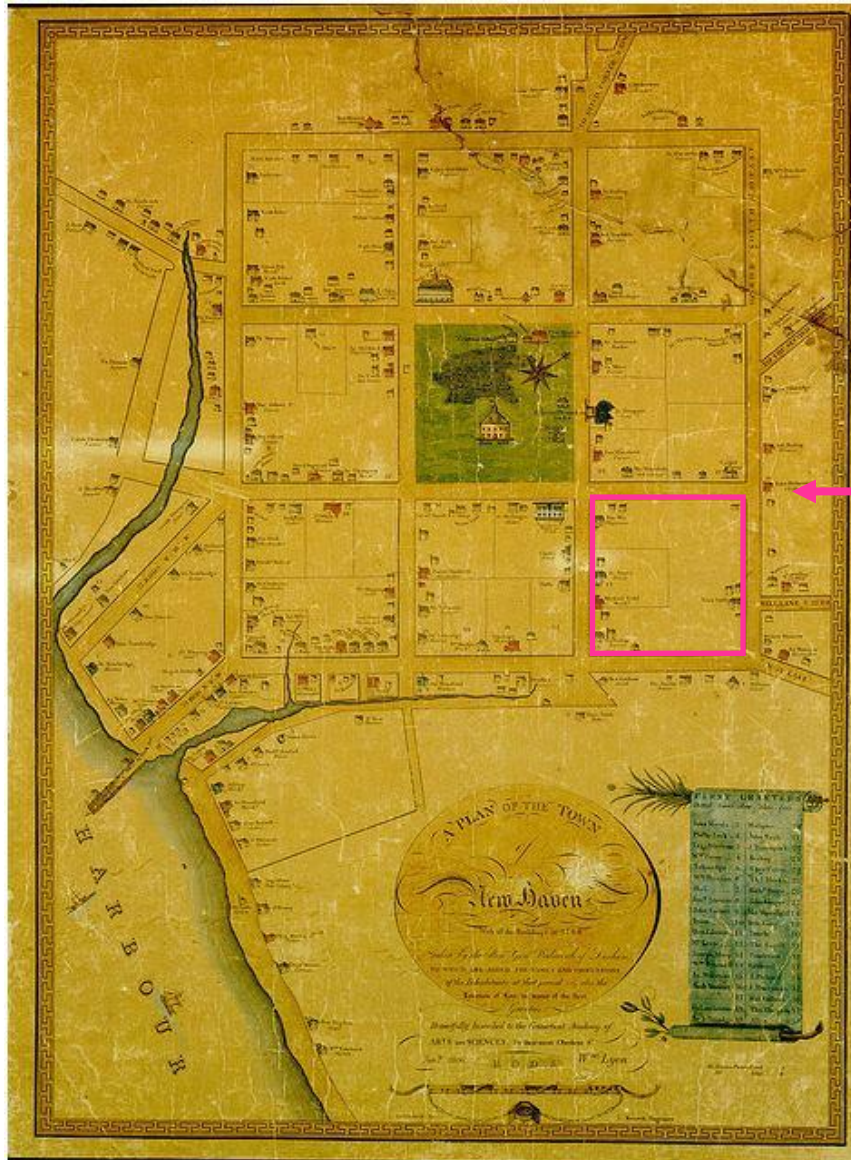
EXCELLENT WALKABILITY.

HOW ABOUT WALK APPEAL?

<https://www.walkscore.com/score/state-and-chapel-new-haven-ct>



## Section 1: Research & History



Chapel and State Street intersection is at the north-east corner of New Haven's **9<sup>th</sup> Square**, which is part of the oldest section of the city and one of its best preserved historic areas.

## Section 1: Research & History

The built environment:

The Chapel Street '700s' block is comprised of well preserved 19<sup>th</sup> and early 20<sup>th</sup> century buildings, three to five stories high, of various architectural styles yet joined together to form a continuous façade. The north block is occupied by 360 State Street, a newly build residential tower with a multi-story garage base and Elm City Market at the street level. The old and new buildings are richly detailed and preserve a commercial ground floor clad in stone or cast stone, while the upper floors are predominantly brick and, in the case of the new garage, concrete and ornamental metal.





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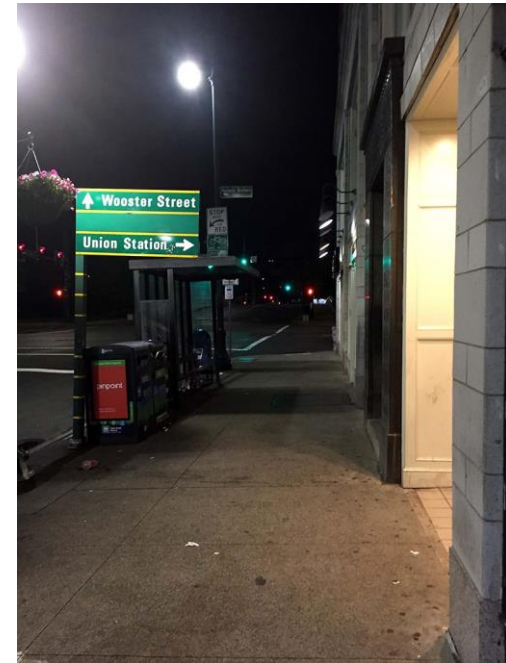
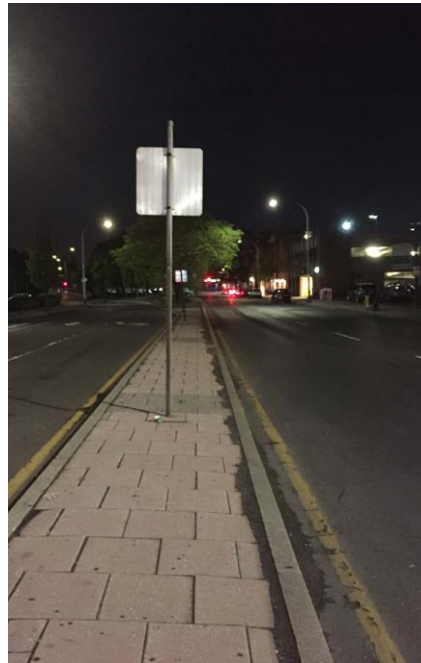
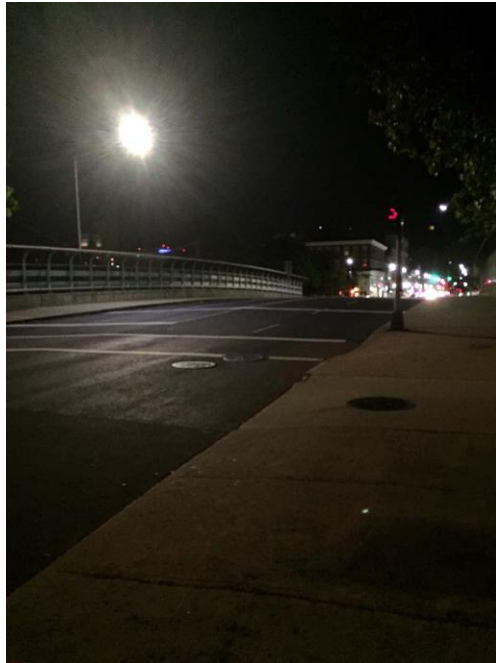




## Section 1: Research & History

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# Section 1: Research & History

Site Photos:



View: Chapel Street looking towards the bridge, with stores on both sides and people at the bus stop

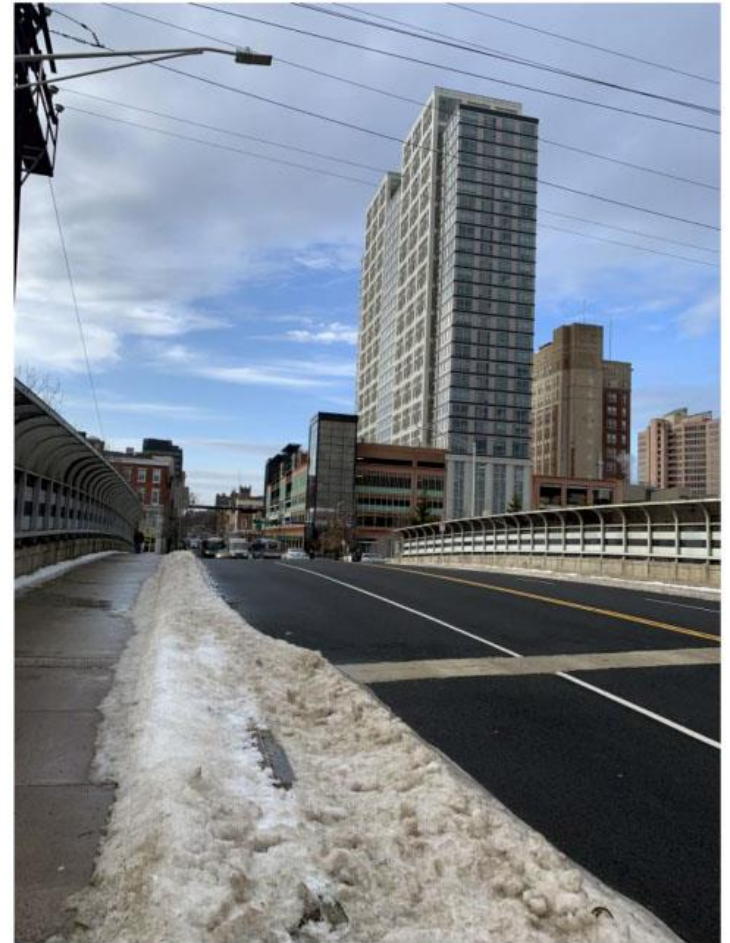


## Section 1: Research & History

### Site Photos:



View from State Street Station. Corner of Chapel St. entering into Ninth Square where proposed archway will be installed



Crossing over from Wooster Square into Downtown

# Section 1: Research & History

## Site Photos:



Currently, the Chapel St. bridge favors the car



Natural overgrowth at the bridge endpoint on Union St.



Natural overgrowth at the bridge endpoint on State St.



# Section 1: Research & History

Site Photos:



Urban resource Initiative Tree Inventory



## Section 1: Research & History

Site Photos:



View of Bridge from Train Station Pedestrian bridge



# Section 1: Research & History

## Site Photos:



Views of bridge railing



## Section 1: Research & History

Urban fabric past and present – UConn Parking Study:

Off-street parking in New Haven, 1951



McCahill, Blanc, and Garrick – University of Connecticut, Civil & Environmental Engineering

– *courtesy of Urban Design League*



## Section 1: Research & History

Urban fabric past and present – UConn Parking Study:

Off-street parking in New Haven, 2008: A citywide increase of more than 200 percent



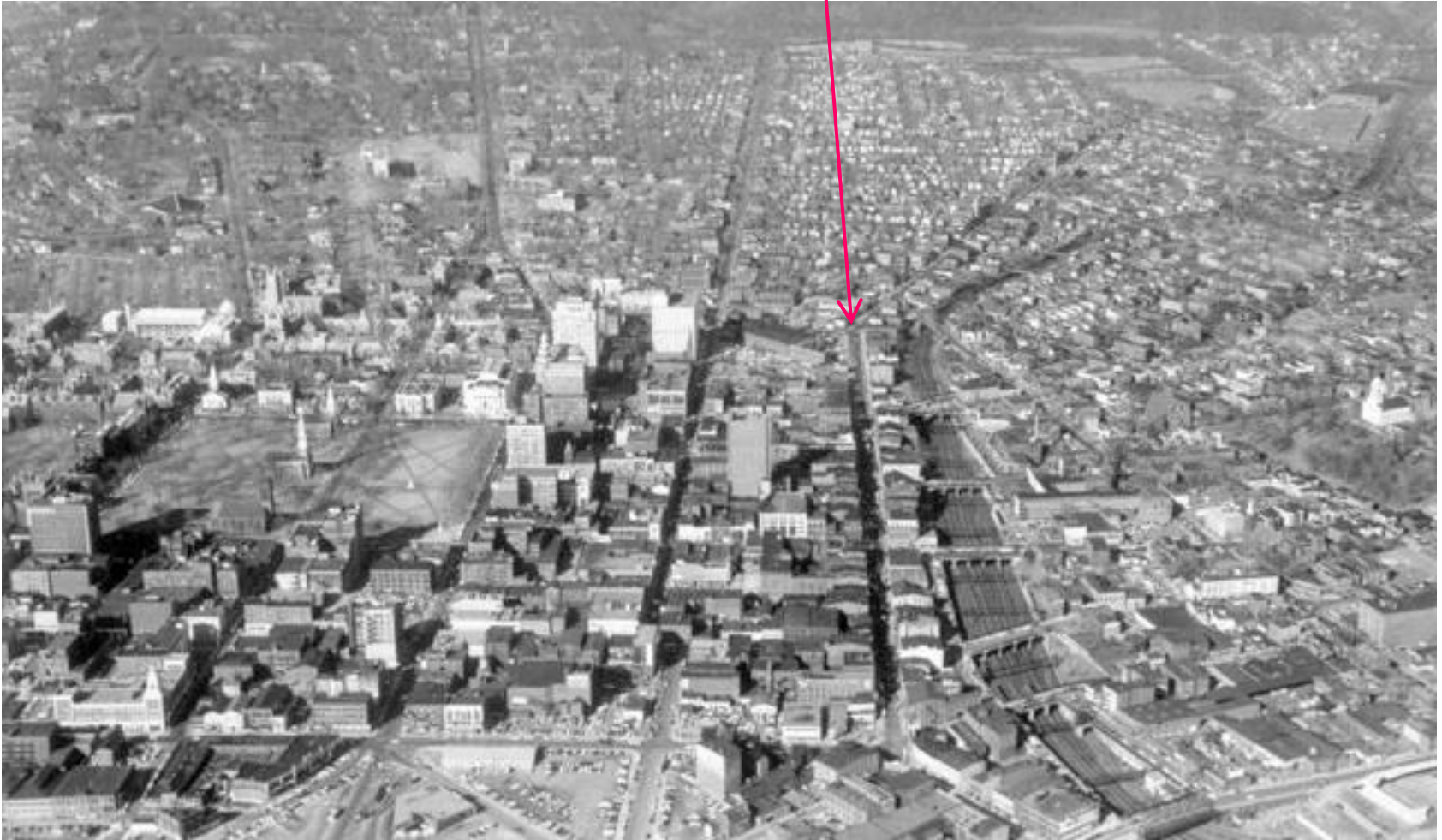
McCahill, Blanc, and Garrick – University of Connecticut, Civil & Environmental Engineering

– courtesy of Urban Design League



## Section 1: Research & History

State Street  
(Look at that dense urban corridor!)

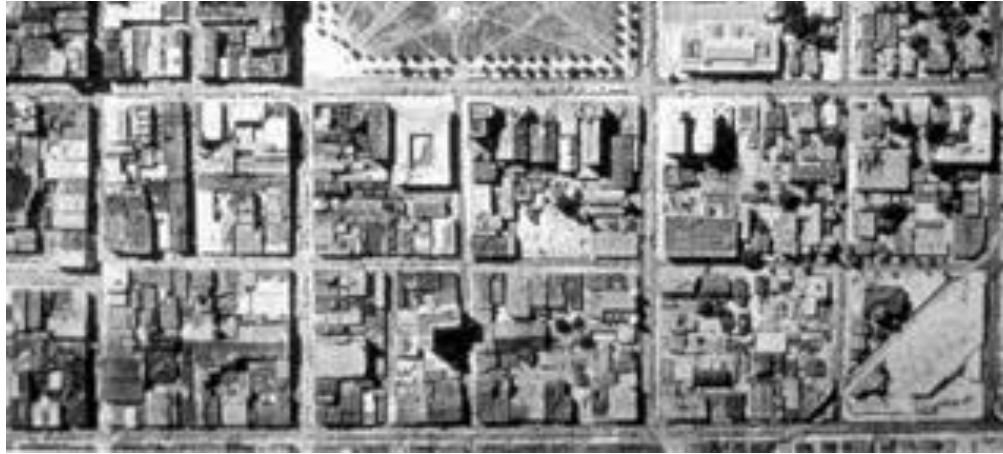


Urban fabric past and present - Aerial Photo, 1954:



## Section 1: Research & History

Historical images:



BEFORE

AND AFTER



Urban Renewal: Area between Church, Grove, State and Court Streets  
– *courtesy of Urban Design League*

## Section 1: Research & History

Historical images:



Corner of Court and State c. 1951 shows the scale and use prior to Urban Renewal  
– *courtesy of Urban Design League*



# Section 1: Research & History

## Plans and Proposals for Future:

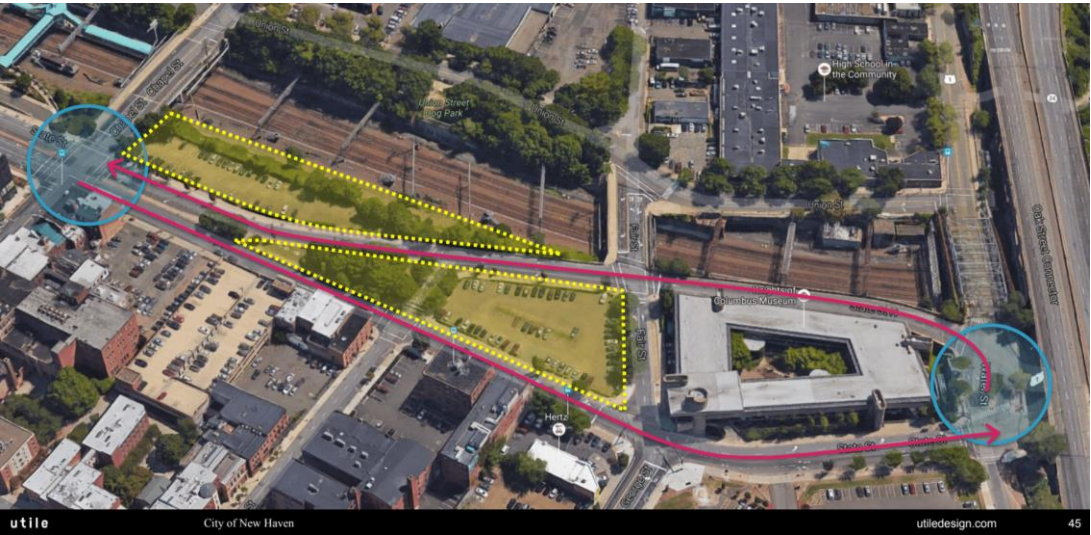
Wooster Square/ State Street Planning Study  
Utile Design for City of New Haven

Takeaway for the planning team:

“Ensure **safe and accessible connections** from  
Wooster Square to Downtown”

*analysis of existing street condition* ↓

*master planning proposal by utile* →



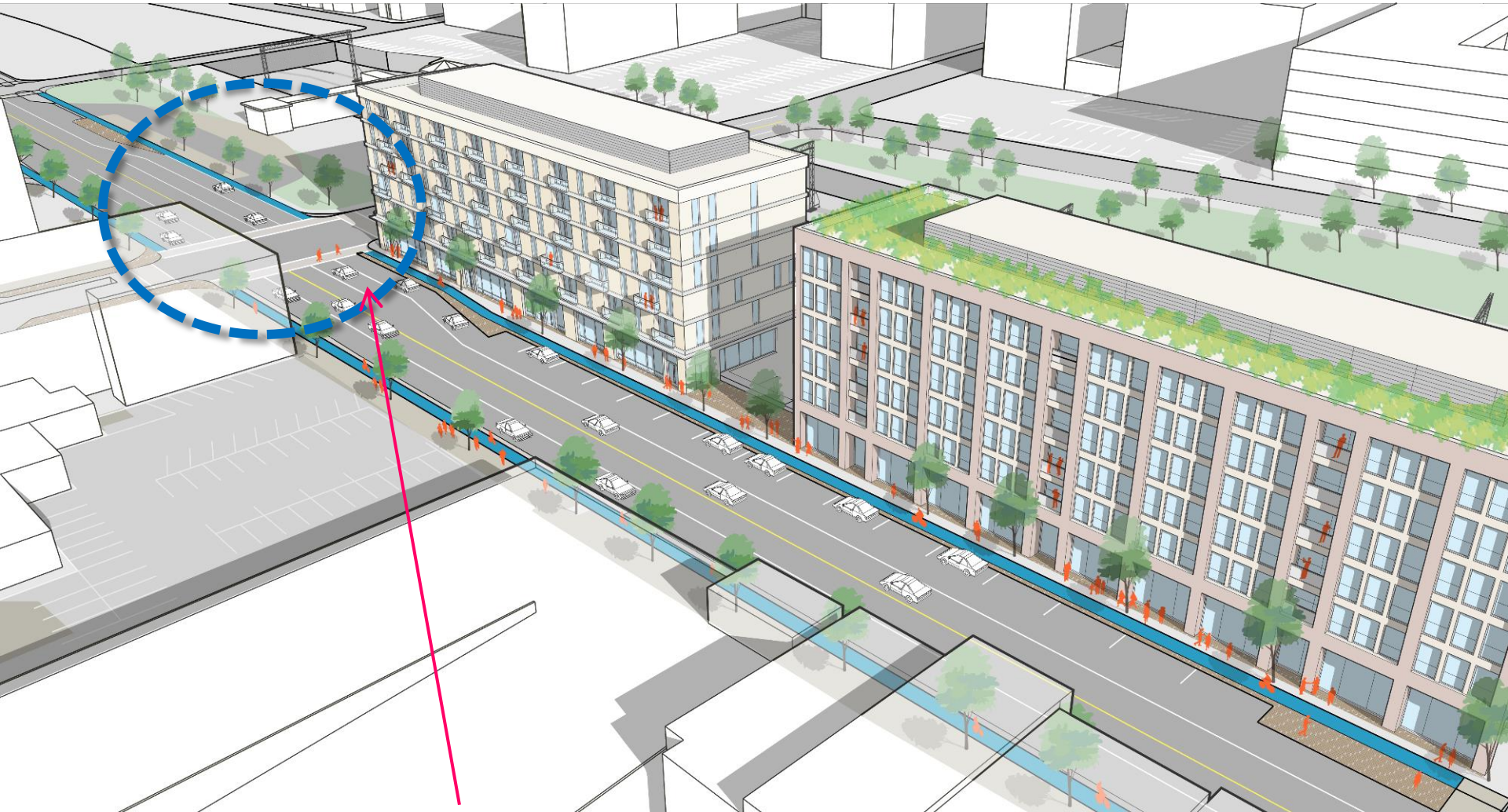
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# Section 1: Research & History

## Proposal Graphics from Utile Planning Study:

Wooster Square/ State Street Planning Study  
Utile Design for City of New Haven



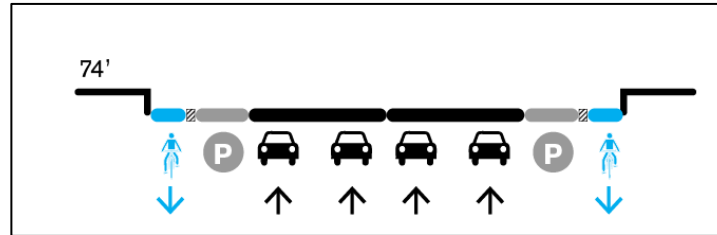
Master Planning includes narrowing of State Street from the East Side and development of parcel along train tracks



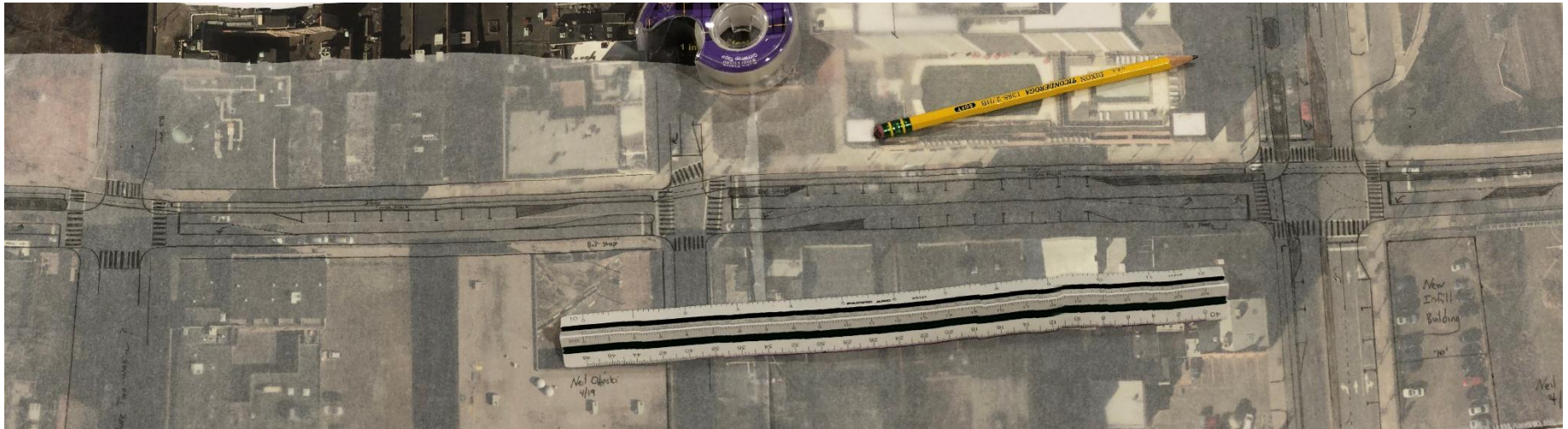
## Section 1: Research & History



Plans and proposals for the future:



State Street median removal and lane reconfiguration  
(place-holder illustrations from Wooster Square Study)



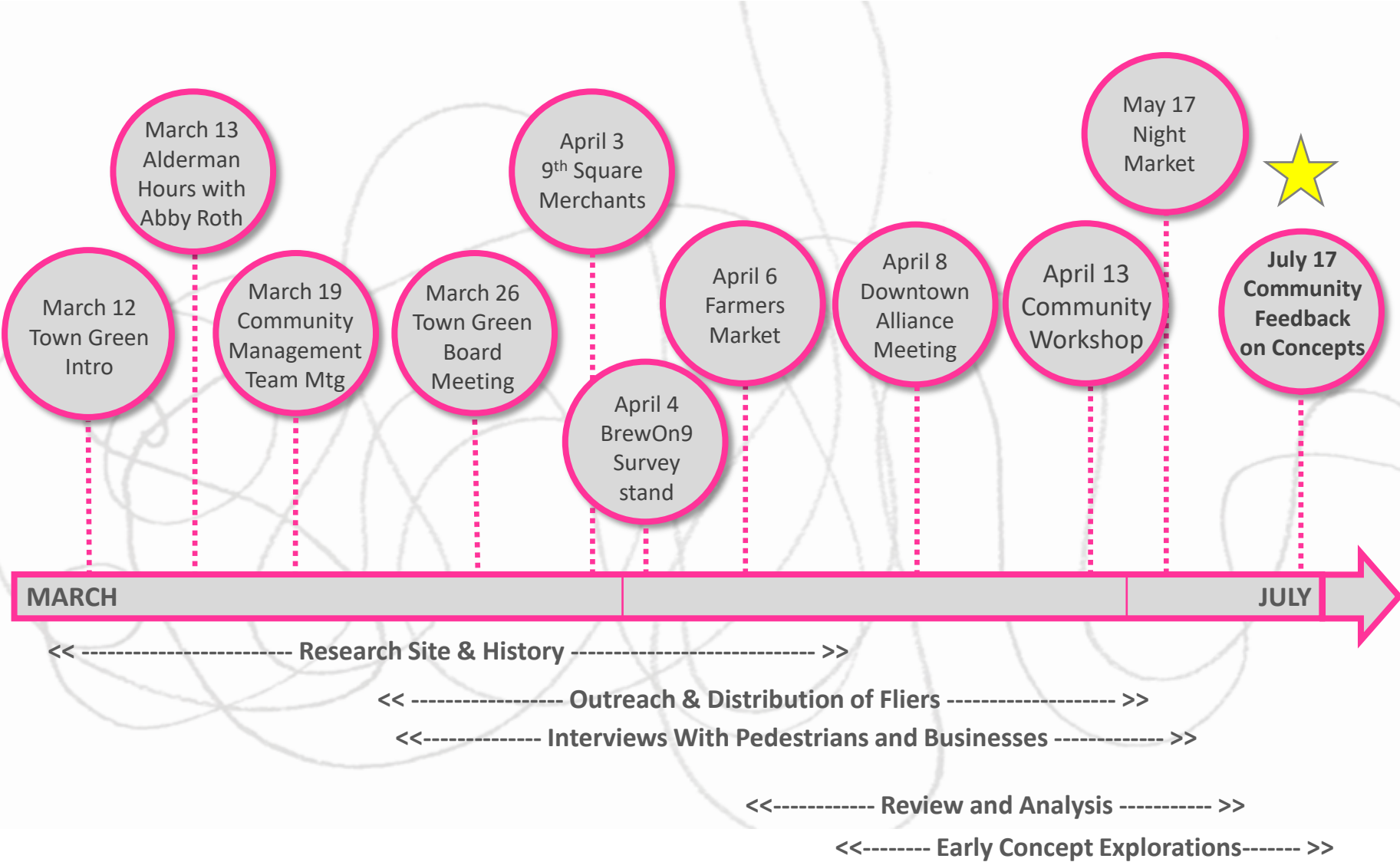
“Chapel Street Diet” – submitted by N. Olinski, workshop participant



Section 2  
Community Engagement Events



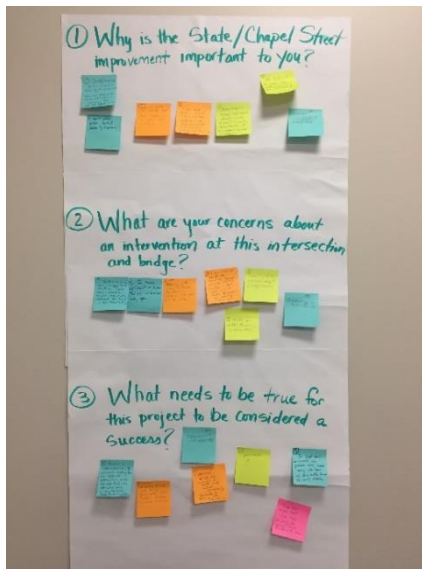
# Community Engagement Timeline:



# Snap-shots of Community Engagement Events



Brew on 9



Ninth Square Merchants



Community Workshop



Town Green District Board



Night Market



# Community Workshop (April 13):

What do you find most exciting about a design intervention at the Chapel/State Intersection and Bridge?

adding density      pride in the railroad      color

art as guidance      light      a new future

visible entrance to Wooster Square from downtown

recreation      iconic      landmark

migration of downtown to the east

energy!      reintroduce streetcar?

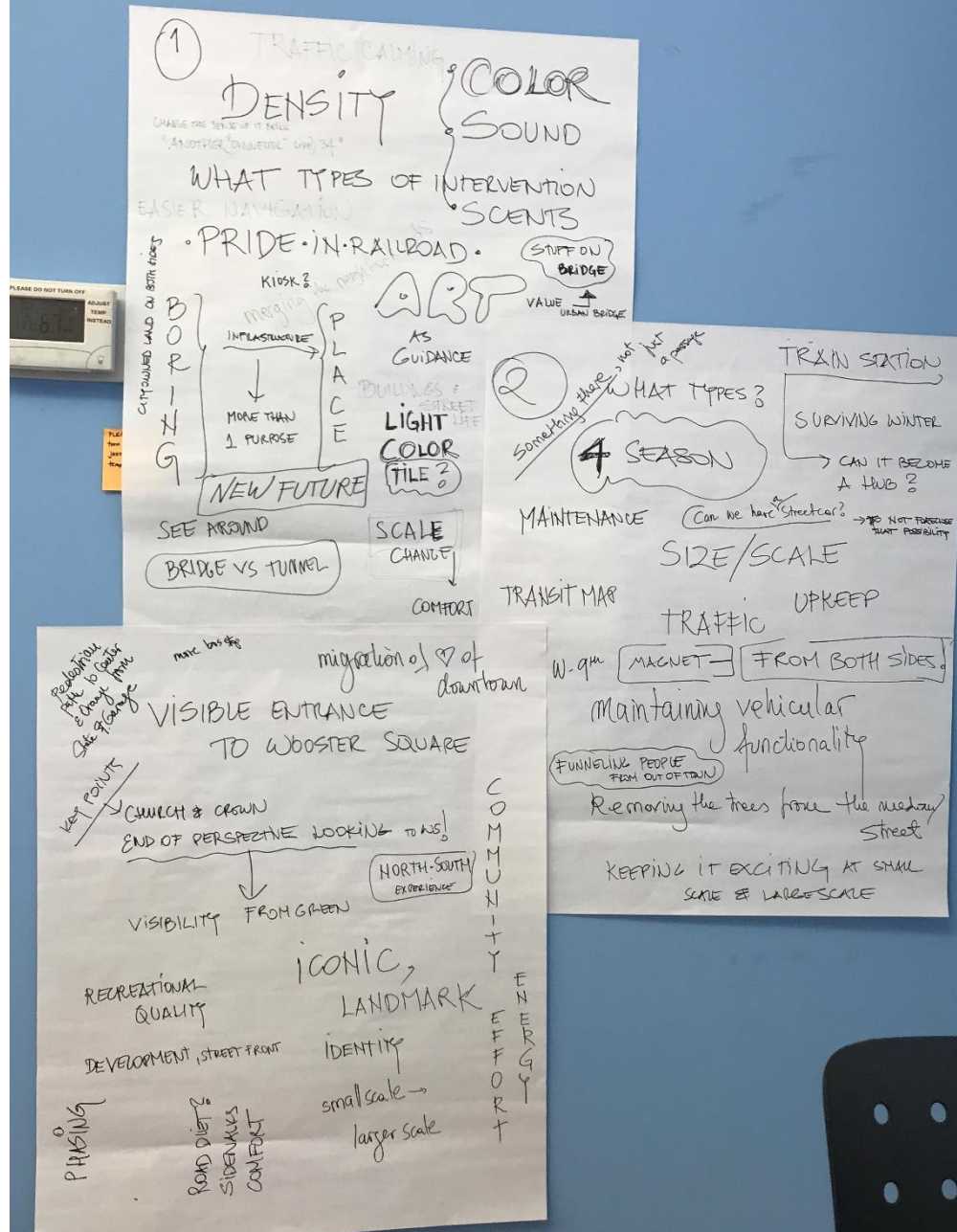
What are your concerns?

4 season      surviving winter      traffic

creating appeal at large and small scale

maintenance removing trees      upkeep

Maintaining vehicular functionality





Section 3  
Interview Excerpts



## Interview Excerpts:

*“Many people cross diagonally through the intersection when walking from the train station to downtown because it is the fastest route. However, the south west corner of the intersection is **one of the most unpleasant locations in downtown**. Also, vehicular traffic often speeds through the intersection, making it **feel unsafe for pedestrians waiting to cross.**”*

- Katelyn Chapin, State Street station commuter

*“There is not enough space for people to walk around when they come out of the train station and they are unsure where to go. People come in the lobby to ask me for directions multiple times a day.*

- Rhea Gorhum, 360 State Street Apartment Building Concierge

## Interview Excerpts:

***“There is nothing there. A lot of people come by the garage and ask for directions – they are unsure how to get to the green or to the train stations. And the bus stop on the corner is not a good spot – people cross the street to avoid it.”***

- Nebiyat Desta, Orange Street Parking Garage Attendant

***“The intersection itself seems standard, but as a transition between Wooster Square and Downtown – **the connection is non-existent.** When I think about accessing the train station from downtown, **the path to State Street station seems longer than it actually is, and hostile.**”***

- Eoin Burke, Professor of Art at Gateway Community College

***“There is **nothing happening** at the intersection. The parking lots along State Street should be replaced with buildings to make the street more pleasant. When I think of the bridge, I don’t think of it as an access point to Wooster Square.”***

- Eddie Jabbour, Owner, Orange Street Market





Section 4  
Summary

# Summary of Community Input

## Whom did we reach?

The vast majority of our engagement efforts have reached **individuals who live or work in downtown New Haven**. Of those, we were able to converse with a cross-section of residents including local merchants, building owners, parking lot attendants, artists, architects, developers, traffic engineers, police officers, and local government officials.

## How do they interact with the intersection?

Most participants interact with the intersection as **pedestrians**, with good representation from **drivers**, and modest representation from those traveling by bicycle, bus, or train.

## What are the primary impressions of the intersection and bridge now?

While many respondents indicate negative impressions of the bridge, a significant majority of interviewees express **indifference** toward the bridge and intersection. **“There’s nothing there,”** is a common response. When prompted, respondents did not associate the bridge with a connection to Wooster Square.

## Why are people interested in this project?

Responses center around the opportunity to **connect neighborhoods** and to **improve the aesthetics, safety, and functionality** of this highly trafficked transfer point.

## What are the concerns?

The primary concern is **funding**. Secondary concerns relate to **coordination** with City, State, DOT, and Amtrak.

## How do people define success? What are the aspirations?

Community respondents indicate a strong desire to express their New Haven pride. The intervention should be **welcoming and memorable** for visitors to the city. (It should be instagrammable!) Another recurring theme is improving safety for pedestrians and bikes so that **more people will want to walk** from downtown to Wooster Square and vice versa.





Section 5  
Survey Data

# Short Form Survey Graphic Tally:

EVENT/LOCATION:

DATE:

TOWN GREEN DISTRICT AND ATELIER CUE  
CHAPEL/STATE INTERSECTION AND BRIDGE: STREET INTERVIEW FORM



**NAME:** \_\_\_\_\_ **EMAIL ADDRESS:** \_\_\_\_\_

**HOW DO YOU INTERACT WITH THE CHAPEL ST/STATE ST INTERSECTION AND/OR CHAPEL ST BRIDGE?**

**PEDESTRIAN**      **CAR**      **BICYCLE**      **BUS**

*Resident*

**RATE YOUR EXPERIENCE PASSING THROUGH THE INTERSECTION**

**WHY?**

**POSITIVE**      **INDIFFERENT**      **NEGATIVE**

**RATE YOUR EXPERIENCE CROSSING THE BRIDGE**

**WHY?**

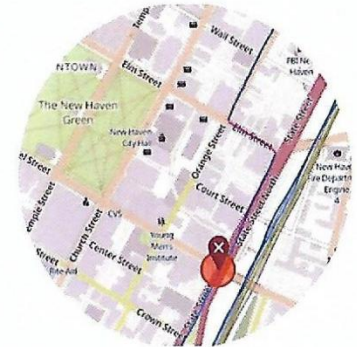
**POSITIVE**      **INDIFFERENT**      **NEGATIVE**

**WHAT WOULD MOST IMPROVE YOUR EXPERIENCE OF THE INTERSECTION AND BRIDGE?**

**EXAMPLES:**

<b>IMPROVED STREET LIGHTING</b>	<b>PLANTINGS</b>	<b>VEHICULAR SEPARATION</b>	<b>ICONIC ELEMENT FOR DOWNTOWN</b>
<b>ARTISTIC ELEMENTS</b>	<b>REDUCED VEHICLE SPEED</b>	<b>LINK BETWEEN NEIGHBORHOODS</b>	<b>PEDESTRIAN LEVEL LIGHTING</b>

**OTHER:** (continue on back if desired)





# Long Form Survey Graphic Tally and Notes:

## CHAPEL/STATE INTERSECTION AND BRIDGE WORKSHOP QUESTIONNAIRE

April 13, 2019 | HOSTED BY TOWN GREEN DISTRICT AND ATELIER CUE



HOW DO YOU CURRENTLY INTERACT WITH THE CHAPEL/STATE INTERSECTION AND BRIDGE?  
(YOU MAY CIRCLE MORE THAN ONE)



WHICH BEST DESCRIBES YOUR CONNECTION TO THIS AREA OF NEW HAVEN?  
(YOU MAY CIRCLE MORE THAN ONE)



HOW WOULD YOU DESCRIBE YOUR EXPERIENCE OF THE CHAPEL/STATE INTERSECTION TODAY?

**Daunting to cross, Dirty, scary**  
**DESIGNED FOR CARS NOT PEDESTRIANS, Too wide-open,**  
**Boring but functional, Unremarkable, NO-MAN'S LAND**

HOW WOULD YOU DESCRIBE YOUR EXPERIENCE OF THE CHAPEL STREET BRIDGE TODAY?

**Dangerous, isolated, uncomfortable,**  
**Ugly buit functional, Dirty, gloomy, not fun**  
**DIVIDER RATHER THAN CONNECTOR**

WHICH DESIGN ASPIRATIONS FOR THE INTERSECTION ARE MOST IMPORTANT TO YOU?  
(CIRCLE AS MANY AS YOU FEEL ARE IMPORTANT)



Other Goals To Consider:

**memorable, instagrammable**

WHICH DESIGN INTERVENTIONS FOR THE INTERSECTION WOULD MOST IMPROVE YOUR EXPERIENCE?  
(CIRCLE AS MANY AS YOU FEEL ARE IMPORTANT)



Other Interventions To Consider:

**transparency of the railing**

WHAT DO YOU LOVE MOST ABOUT NEW HAVEN?

**people, diversity, architecture,**  
**scale, culture**

WHAT ASPECT(S) OF NEW HAVEN HISTORY OR CULTURE WOULD YOU MOST LIKE TO SEE COMMEMORATED IN THIS LOCATION?

**people, elm, trains, nature,**  
**chronology, past, heritage, culture of art**  
**none - let's look forward, new, place to be**



**Atelier Cue, LLC**

Ioana Barac & Marissa Dionne Mead

*Place-Making, Ornamentation, & Architectural Art*