



# MICHAEL MOREHOUSE, PE



SENIOR PROJECT MANAGER

## OVERVIEW

Mr. Morehouse is a Senior Project Manager with over 18 years of experience in multimodal transportation planning and has completed a wide variety of transportation planning and engineering studies including: corridor and region-wide multimodal plans, congestion management plans, and urban design master plans. He has extensive experience with estimating transportation benefits resulting from vehicular emission and greenhouse gas reduction, mobility and accessibility improvements, mode shift, travel demand and transportation system management, congestion pricing, and Smart Growth land use policies.

## TRANSPORTATION PLANNING

Mr. Morehouse has managed some of the largest multi-modal and multi-disciplinary transportation planning studies in the Northeast. From Major Investment Studies to Environmental Impact Studies, Mike has extensive experience dealing with complex technical issues while developing visionary and consensus-based solutions to each project. He has a thorough understanding of the relationships between land use and transportation, and is an advocate for sustainable transportation systems. With a broad background that includes travel demand modeling and GIS analysis, Mike has both technical proficiency and broad-based planning and decision-making skills to deliver reasonable and implementable solutions to transportation projects.

## TRAFFIC ENGINEERING

Mr. Morehouse has extensive background in traffic engineering analysis and design. Mike has analyzed a variety of transportation facilities including signalized and unsignalized arterial corridors, downtown networks, highway mainlines and ramps, rail grade crossings, toll plazas and bicycle/pedestrian facilities. He has also prepared numerous traffic impact assessments and peer reviews for municipalities and private developers. Mike offers a comprehensive perspective of traffic engineering as it relates to livable communities. This perspective values the relationship between vehicular mobility and place making.

## PUBLIC INVOLVEMENT

Mr. Morehouse specializes in bringing diverse interest groups together to address issues in consensus building efforts. His work has included identifying stakeholders, orchestrating and moderating public or stakeholder meetings, charrettes and public workshops, newsletters, leadership of stakeholder groups, and project websites, as well as a variety of other public outreach applications.

## PROJECT EXPERIENCE

### I-587 INTERSECTION STUDY | KINGSTON, NY | 2009-2011

Mr. Morehouse served as Project Manager on a study to solve the challenges of reduced mobility, positioning the community for future economic growth, improving neighborhood cohesiveness, and strengthening opportunities

## EDUCATION

- B.S. Civil Engineering, University of Connecticut, 1993

## PROFESSIONAL REGISTRATIONS

- Registered Professional Engineer – Connecticut 1999

## PROFESSIONAL AFFILIATIONS

- National Complete Streets Coalition Speakers' Bureau
- Institute of Transportation Engineers (ITE)
- Association of Pedestrian and Bicycle Professionals
- University of Connecticut CE Advisory Board
- ACEC Government Affairs Committee

## YEARS EXPERIENCE

- 3 Years with firm
- 18 Years in Industry





for non-motorized travel for the intersection of I-587 with Albany Avenue/Broadway in Kingston, NY. This study was ultimately about developing solutions that offer sustainability – in mobility, for the economy, and for the community. An outreach process was designed to be highly inclusive, transparent, cost effective, and respectful of peoples’ time. A three-day planning workshop was held to bring together transportation professionals, urban planners, project stakeholders, and the public to develop innovative solutions for this complex intersection. A modern roundabout was selected as the preferred improvement strategy, along with complementary bicycle, pedestrian, safety, and public realm enhancements.

#### **NEW ENGLAND HIGH SPEED RAIL | CONNECTICUT DOT | 2010**

The New England States of Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, and Vermont, have been engaged in re-establishing effective passenger service in New England. The Connecticut Department of Transportation (CTDOT), in cooperation with the States of Massachusetts and Vermont, has prepared a Programmatic Environmental Impact Statement (PEIS) or Tier 1 EIS. The PEIS covers the New Haven-Springfield-White River Junction-Montreal and Springfield-Worcester-Boston segments of the region and includes a system-wide impacts assessment that is intended to set the stage for several interrelated projects as part of a long-range service development plan for High Speed Rail. Mr. Morehouse managed the production of the Affected Environment section of the document.

#### **COMPLETE STREETS DESIGN MANUAL | NEW HAVEN, CT | 2009-2010**

Mr. Morehouse provided transportation consulting services to the City of New Haven and the Complete Streets Steering Committee on the development of a Complete Streets Design Manual. This document provides technical guidance on the building, rebuilding, repair and rehabilitation of city streets with the intent of balancing the needs of all users. It is guided by a set of principals appropriate for an evolving understanding of the importance of streets to the social and economic fabric of a community.

#### **ROUTE 7 TRANSPORTATION AND LAND USE STUDY | SOUTHWESTERN CT | 2009-ONGOING**

The purpose of the Route 7 Corridor Study is to develop a pro-active plan to address current and long-range travel needs and community quality of life issues along Route 7 in southwestern Connecticut and to build on opportunities to enhance them. The study recognizes and considers the regional significance of the Route 7 corridor as it traverses numerous communities and links them physically, socially, and economically. Route 7 is an indispensable asset, but it also presents challenges for this region of Connecticut. Mr. Morehouse is managing the transportation assessment for this study.

#### **EAST LIBERTY TRANSPORTATION REINVESTMENT DISTRICT PLAN | PITTSBURGH, PA | 2011-ONGOING**

FHI is part of a multi-disciplinary team that is developing detailed recommendations that focus on necessary infrastructure, integration of all travel modes, development scenarios and comprehensive project funding for the area surround the East Liberty Busway Station in Pittsburgh, PA. The goal for the project is to collaboratively build a strategy to revitalize the East Liberty Neighborhood through transit-oriented development. Mr. Morehouse is responsible for refining existing proposals to maximize walkability, transit service, smart mobility and transit-oriented development potential following “Livable Communities” principles, positioning projects for the creation of a Transit Reinvestment District and for possible future Federal funding streams from the Livable Communities Act.

#### **DOWNTOWN NORWALK CONNECTIVITY STUDY | NORWALK, CT | 2009-ONGOING**

The study area for this plan is two miles long and comprised of five districts: Wall Street, West Avenue, Heritage Park, Reed/Putnam, and SoNo. Taken as a whole this area will herein be referred to as Downtown Norwalk. The Downtown Norwalk area is anchored by two historic downtown districts - Wall Street Area to the north and SoNo to the south – which are connected by a span of West Avenue about a mile and half long. Recently completed, new, and prospective large-scale development along this mile and a half section of West Avenue will meaningfully transform the character of the area, making it both more urban, and, under the aegis of this plan, a more unified and cohesive Downtown. Mr. Morehouse is responsible for leading the transportation aspects of this study,





including a review of a circulator transit system, parking strategies, traffic and roadway enhancements, and bicycle and pedestrian opportunities.

## PUBLICATIONS

- TransAction 2011, Atlantic City, NJ – Complete Streets and Economic Development
- Woman’s Transportation Seminar, 2011 – Walkability Seminar
- NATPO 2004 Bar Harbor, ME – Connecticut Links Economic Development to Transportation Corridors
- NATPO 2003 Bartlett, NH Vision 2020 Congestion Mitigation Systems Plan
- TRB Planning Conference 2003, Baton Rouge, LA- Innovative Multimodal Evaluation Methodology
- NE ITE District Meeting 2001 – Southeastern CT Corridor Access Management Studies

## ADDITIONAL PROJECT EXPERIENCE

- Greenwich Safety Study (2010-Ongoing) Hamden Traffic Calming Plan (Ongoing)
- MovePittsburgh (Ongoing)
- Oakland (Pittsburgh, PA) Neighborhood Plan (Ongoing)
- I-84 Viaduct Alternatives Study (2009-Ongoing)
- Route 67 And 42 Corridor Study, CT (2008-Ongoing)
- Northern New Jersey Metro Mobility Study
- Waterbury-New Canaan Branch Line Study
- Stamford, CT Light Rail Feasibility Study
- CT Tolling Study
- Northern Tier Expressway Route 11 Corridor Study, NY
- Route 404 Corridor Study, NY
- Main Street South Corridor Management Plan, Southbury, CT
- Route 34 Municipal Development Plan, New Haven
- Washington Depot Master Plan, CT
- Route 34 Development Strategy, New Haven
- Greenwich Bicycle Master Plan, CT
- Ithaca Six Point Transportation Plan, NY
- I-84/Route 8 Interchange Needs and Deficiencies Study, CT
- I-84 West of Waterbury Needs and Deficiencies Study, CT
- Hartford West Major Investment Study, CT
- SWRPA Congestion Mitigation Study 2020, CT
- West Side Access Interchange Feasibility Study
- Gateway Community College Traffic Impact Study, New Haven, CT
- Downtown New Haven Two-Way Street Conversion Study, CT
- Town of Westfield, NJ Traffic Calming
- Bath Route 1 Feasibility Study, ME
- Route 85 Context Sensitive Design, CT
- Cove Road Improvement Study, CT
- Strawberry Hill Traffic Calming, Norwalk, CT
- SCRCOG Regional Transit Study, CT
- Sevier County BRT Study, TN
- Griffin Line BRT Feasibility Study, CT
- New Haven-Hartford-Springfield Commuter Rail Environmental Assessment
- CT Electronic Toll and Congestion Pricing Study
- Grand Parkway Market Valuation Study, Houston, TX
- Atlantic Beach Traffic and Revenue Study, NY

