

NEW HAVEN CITY PLAN COMMISSION ADVISORY REPORT

RE:

ORDER OF THE BOARD OF ALDERS authorizing the Mayor to apply for and accept funding from the Infrastructure Investment and Jobs Act (IIJA) of 2022 in a manner consistent with the Safe Routes for All (SRFA) citywide active transportation plan.

Submitted by: Director of Transportation, Traffic, and Parking

REPORT: 1613-03

ADVICE: Approve.

BACKGROUND

After more than three years of work by City of New Haven staff, partners at the Community Alliance for Research and Engagement (CARE), members of the New Haven community, consultants at Street Plans, the Steering Committee, and elected officials including those on the Board of Alders, the Department of Transportation, Traffic, and Parking is submitting for adoption by the Board of Alders the *Safe Routes for All Citywide Transportation Plan*.

The *Safe Routes for All Citywide Transportation Plan* is a document that will provide a blueprint and strategic vision for expanding and improving pedestrian, transit, and cycling facilities in the city of New Haven. Improving safety for those using the public right-of-way in New Haven is a central goal of the Department of Transportation, Traffic, and Parking, and this plan provides a framework to strengthen the work towards that goal. Relatedly, as climate change continues to threaten communities around the globe, in particular coastal communities like New Haven, a greater need exists for transportation options that decrease our collective carbon emissions.

As required by the Complete Streets Policy and Complete Streets Design Manual, adopted by the City of New Haven Board of Alders in 2010, all transportation facility designs consider and prioritize use by pedestrians, bicyclists and transit users of all ages and abilities. The City of New Haven sought and incorporated public feedback in the years 2019, 2020, 2021, and 2022 on the Plan.

With the adoption of the *Safe Routes for All Citywide Active Transportation Plan*, the City of New Haven can effectively prioritize and strategize improvements that will have the greatest impact to traffic safety and connectivity. This plan was created with a respect for the context of equity and recognizing that certain neighborhoods in New Haven have different current needs as it relates to public right-of-way improvements.

By adopting this plan, the City of New Haven will be eligible to apply for substantial federal funding opportunities, like those in the Infrastructure Investment and Jobs Act of 2022. Having opportunities to access infrastructure funding is crucial to ensuring that the City can fulfill the vision of a safer and more connected New Haven.

PLANNING CONSIDERATIONS

In accordance with Title I, Article XIII, Section 2(A) of the New Haven Code of Ordinances states, **"Every Ordinance or Resolution of the Board of Alders relating to the location and use of any street, bridge, boulevard, esplanade, square, park, playground, playfield, aviation field, parking space, public building, [grant funding], the facilities or terminals of any public utility, or the establishment or change in the boundaries of or regulations concerning zoning, shall be at once referred to the City Planning Commission and final action shall not be taken on any such Ordinance or Resolution until the commission shall have reported thereon, provided that the Board of Alders may establish by ordinance a period of not less than sixty (60) Days within which the commission shall file its report with the City Clerk and if no report is filed within such period the approval of the commission shall be presumed."** Accordingly, the Board of Alders seeks guidance regarding the proposed amendment.

The Board of Alder seeks guidance as to:

- Whether the proposal is aligned with the City’s Comprehensive Plan.
- The City’s Comprehensive Plan states, “The primary transportation goal is to encourage a modal shift in the city, from a population largely dependent on single-occupant vehicles to a population with a wide range of options including public transit, bike, and pedestrian systems. In general, transit and bike/pedestrian improvements must complement each other and accommodate needs of people of all ages and abilities.”

ADVICE

The proposal is aligned with the City’s Comprehensive Plan because it:

- Improves mobility for people of all ages and abilities.
- Increases pedestrian and bicycle connectivity for all i.e., from ages eight to eighty.
- Enhances public safety, particularly for the city’s most vulnerable users

ADOPTED: July 20, 2022
Leslie Radcliffe
Chair

ATTEST: 

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Laura E Brown
Executive Director, City Plan Department