

NEW HAVEN CITY PLAN COMMISSION ADVISORY REPORT

RE: [ORDER OF THE BOARD OF ALDERS](#) authorizing the City of new haven to apply for and accept a grant in the amount of eleven million forty thousand dollars and zero cents (\$11,040,000.00) from the U.S. Department of Transportation (“USDOT”) under the Safe Streets and Roads For All (SS4A) Grant Program, consistent with the city’s Safe Routes For All (SRFA) citywide active transportation plan.

Submitted by: Director of Department of Transportation Traffic & Parking

REPORT: 1681-12

ADVICE: Approval

BACKGROUND:

The City of New Haven is requesting authorization by the Board of Alders for the Mayor to apply and accept funding from the U.S. Department of Transportation (USDOT) as part of the Safe Streets and Roads for All (SS4A) grant under the Infrastructure Investment and Jobs Act (IIJA) of 2022. The City was able to apply for this implementation funding having previously adopted the Citywide Active Transportation Plan and was awarded \$11,040,000 for the design and implementation of the Chapel Street Safe Streets Project. This was made possible with the support of City staff, consultants at Street Plans, elected officials including the Board of Alders, State legislature, and numerous other City organizations.

The SS4A grant award will help fund safety improvements along a 1.6-mile segment of Chapel Street between Ella T. Grasso Blvd. and State Street in conjunction with ongoing New Haven access, mobility, and safety projects. This corridor was selected based on a review and analysis of crash data showing it accounts for the third-highest number of fatalities, the highest number of serious injuries, the highest number of crashes across all city-owned streets, and a fatal and serious injury rate higher than any city-owned street. Additionally, Chapel Street intersects various other high-injury network corridors and is one of just two that link multiple historically disadvantaged neighborhoods, with majority low-income, Black and/or Latino residents, of West River, Dwight and Edgewood to and through the City’s dynamic urban core.

The project includes safety countermeasures such as various traffic signal equipment, accessibility, and operations improvements, rectangular rapid flashing beacons, crosswalk enhancements, bike facility improvements, sidewalk replacements, sidewalk ramp accessibility upgrades, raised crosswalks, curb extensions, and one-way to two-way street conversions.

The Citywide Active Transportation Plan and the Chapel Street Safe Streets Project application/ proposal are attached in the application materials.

PLANNING CONSIDERATIONS

[Vision 2034](#), **New Haven’s Comprehensive Plan**, includes the following goals and strategies:

Move Together

Goal 1: Eliminate deaths and injuries caused by motor vehicles.

- Strategy 1.3: Continue to implement Complete Streets Plans to address neighborhood safety concerns.

Goal 2: Make the transportation system fully accessible to people with disabilities.

- Strategy 2.4: Improve roadway crossing facilities across the City to ensure accessibility for people with disabilities.

Goal 3: Make it easier and safer for people to walk, bike, and use mobility devices and public transportation.

- Strategy 3.1: Prioritize pedestrian, bicycle, and transit enhancements, in historically low-income communities, communities of color, and areas where a high share of households don’t have access to a car.
- Strategy 3.3: Improve and expand the City’s sidewalk network and pedestrian crossing facilities.

Approval of these funds from USDOT would help support much needed safety improvements on a hazardous stretch of Chapel Street. These improvements advance the City toward its goals of making New Haven’s transportation system accessible to people with disabilities, particularly with the addition of Accessible Pedestrian Signals at several intersections, as well as making it easier and safer to people to walk, bike and roll.

The Chapel Street Safe Streets Project application/proposal provides useful details about proposed improvements along the corridor, including the map below showing where 2-way conversion, intersection safety upgrades and signal upgrades will occur.



It remains unclear, however, whether dedicated bicycle infrastructure is included in the scope of work for this 1.6-mile segment of Chapel Street.

ADVICE

Authorization of this Order aligns with the City’s Comprehensive Plan and the State of Connecticut’s goals.

ADOPTED: April 15, 2026
Ernest Pagan
Chair

ATTEST: _____
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Laura E. Brown
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Laura Brown
Executive Director, City Plan Department