



# Citywide Active Transportation Plan

Board of Alders Leadership Presentation

June 30, 2022



**STREETPLANS**  
MIAMI NEW YORK





# Discussion

## Infrastructure Investment & Jobs Act of 2022

Transit	Safe Streets	DOT Programs	Reconnecting Communities
MOVE NEW HAVEN & BRT	Safe Routes for All	Rolling	Just Announced
Citywide Active Transportation Plan			

# What is Safe Routes For All (SRFA)?

New Haven's first Citywide Plan to advance active transportation.

## **Key Plan Components**

- Plan Goals
- Walk New Haven
  - ❑ Priority Intersections
- Ride New Haven
  - ❑ Tactical Bus Stop Improvements
- Bike New Haven
  - ❑ Proposed Network
- Implementation
  - ❑ Action Plan (5E's)
    - ✓ Equity
    - ✓ Engineering
    - ✓ Evaluation
    - ✓ Education & Encouragement
    - ✓ Enforcement
  - ❑ Funding Recommendations

# Plan Goals

## ■ **HOW NEW HAVEN MOVES**

Increase the bicycle mode share to 10% by 2032, and the walking mode share to 15%.

## ■ **SAFETY & SECURITY**

Reduce annual bicycle and pedestrian fatalities to 0 by 2032.

## ■ **EQUITY & ACCESS**

Decrease the unemployment rate for those without a car, closing the gap between the rates of those with and without a car, in New Haven by 10% by 2032.

## ■ **HEALTH**

Reduce the prevalence of asthma in New Haven's school district to below the statewide average by 2032.

# Public Outreach

a

## Two Public Workshops



- March, September 2021

b

## Handlebar & Walkabout Surveys



- April & May, 2021
- Walked and biked pre-planned routes in 13 different neighborhoods, half of which were Priority Neighborhoods.

c

## Steering Committee Meetings



- Regular Steering Committee meetings with representatives from other City Departments, Disability Commission, community leaders.

d

## SRFA SeeClickFix



- Ongoing digital feedback, 158 entries total

# Key Recommendations

- 1** **Consult the Intersection Database before undertaking routine maintenance and/or intersection upgrades** projects, and cross-reference with Priority Neighborhoods for equitable distribution.
- 2** **Prioritize street safety investments at the top 10 most dangerous intersections** for pedestrians by 2027.
- 3** **Adjust pedestrian signal timing** at intersection legs with four or more travel lanes **to provide more time to cross**; Prioritize Leading Pedestrian Intervals (LPIs) at high crash intersections.
- 4** **Prioritize pedestrian improvements wherever Bus Stop Type #1 is found**, especially when found at any of the locations identified in the Intersection Database.

# Buses & Bikes

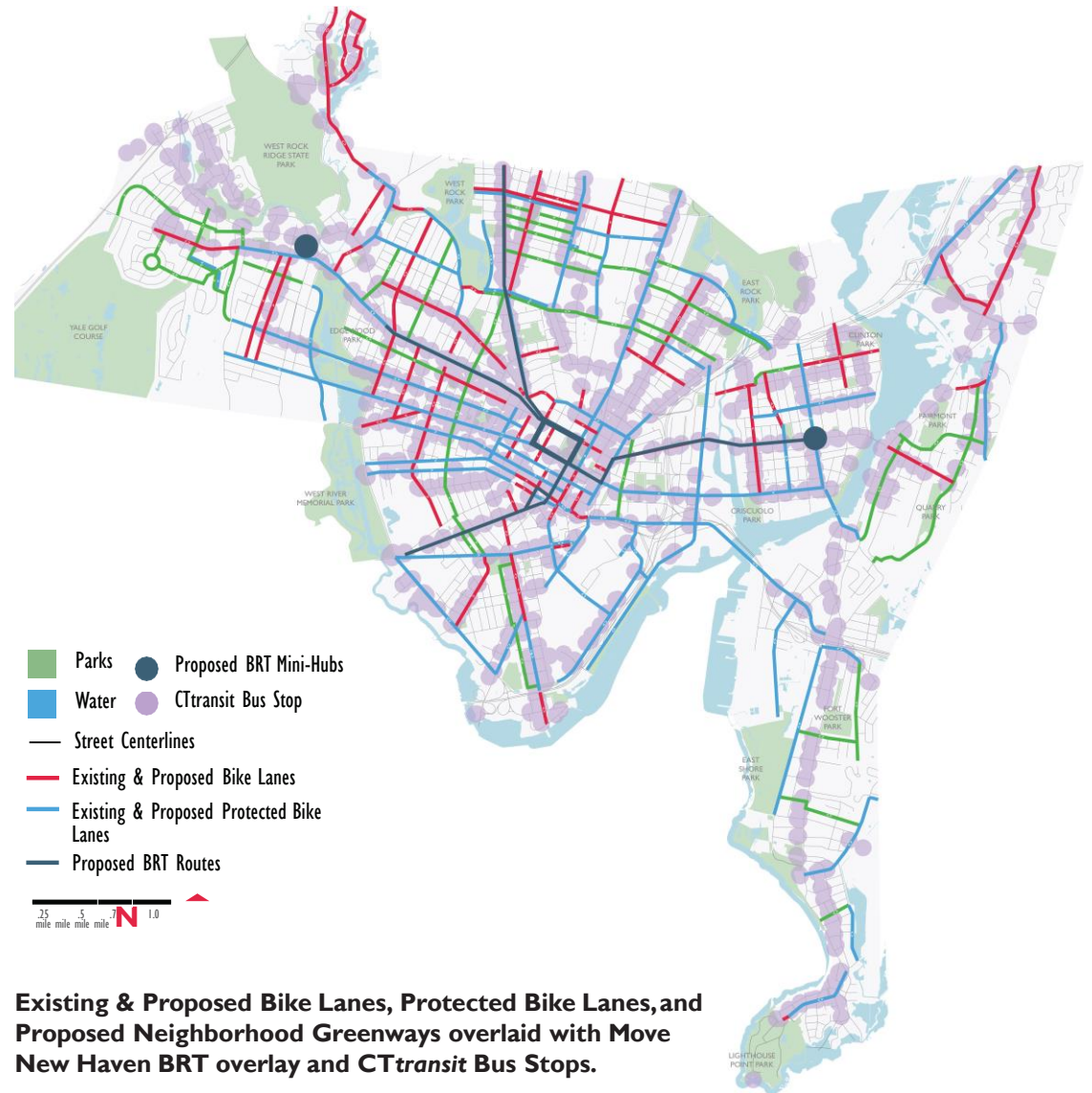
Approximately 85 % of New Haven bus stops will be connected to the city's proposed, dedicated bikeway network.



TACTICAL



PERMANENT





# Existing Bikeways

Approximately 37 miles of New Haven's street network (15%) has dedicated bicycle infrastructure or shared lane markings.

17 miles

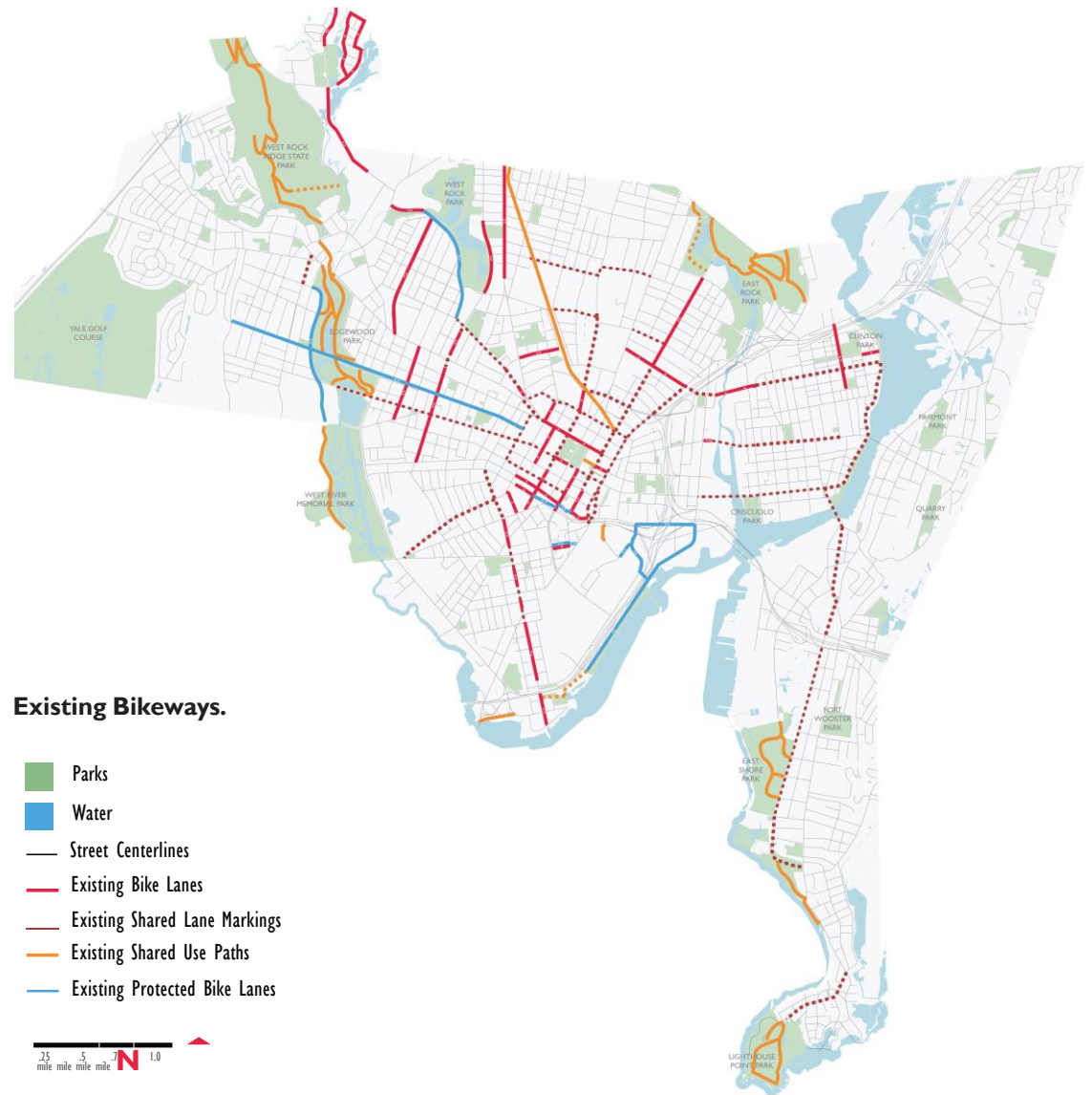
12 miles

10 miles

8 miles

- Shared Lane Markings
- Bike Lanes
- Shared Use Paths
- Protected Bike Lanes

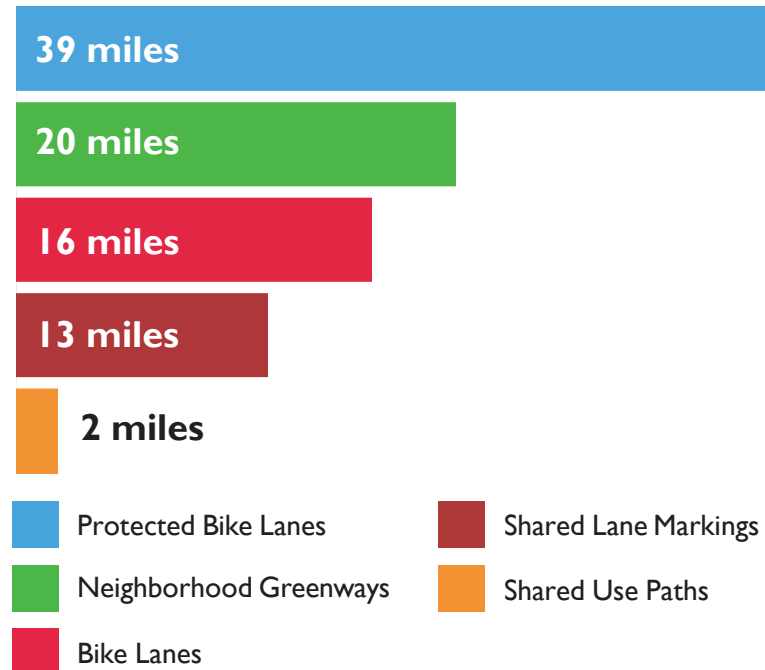
Street Mileage of Existing Bikeways by Type.





# Newly Proposed Bikeways

The proposed network adds a total of 90 new and enhanced street miles of bikeways.

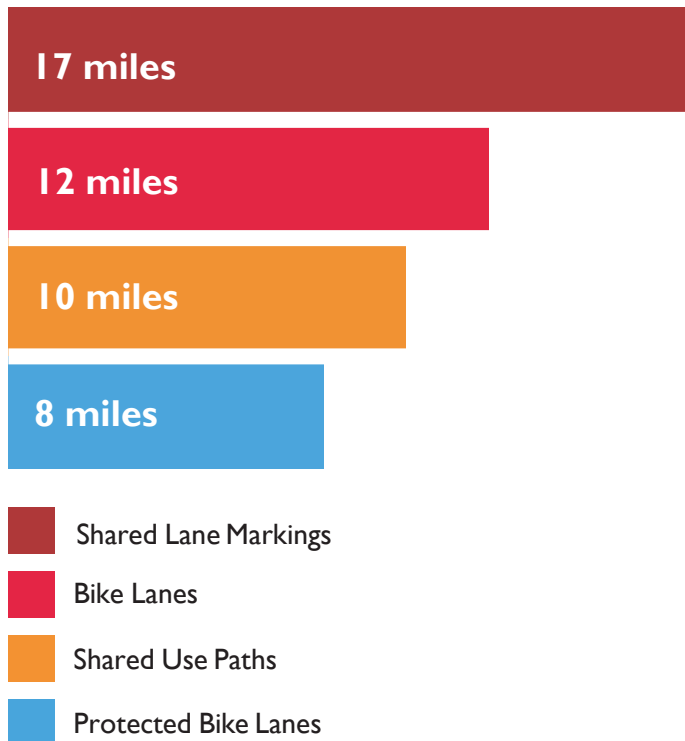


**Street Mileage of Proposed Bikeways by Type.**

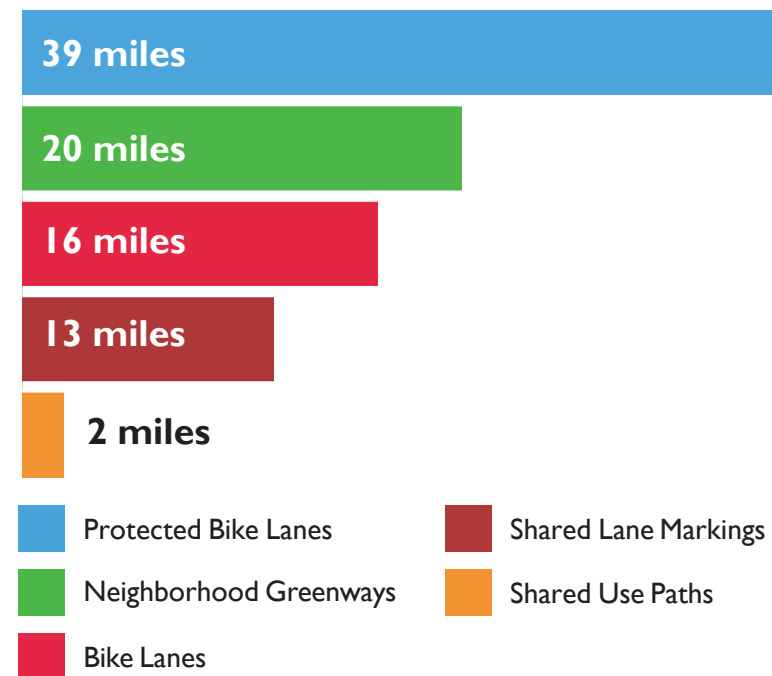


# Existing vs. Proposed

## Existing Network



## Newly Proposed Bikeways



The proposed network introduces a fifth facility type, the neighborhood greenway, includes nine miles of upgraded bikeways, and increases the street mileage of protected bikeways by 400%.

# Key Recommendations

- 1** **Add protected bike lanes wherever feasible**, especially along the most City's dangerous corridors. To minimize parking loss, use "floating parking" to protect cyclists.
- 2** **Incorporate bike boxes, two-stage turn boxes, bike signals, and protected intersections** in conjunction with "no right turn on red" and Leading Pedestrian Intervals (LPI's) at intersections.
- 3** **Focus on expanding network connectivity** when selecting new bikeway projects; Pay special attention to building out continuous "trunkline" east-west and north-south routes.
- 4** Enhance all existing shared lane markings with green-backed "super sharrows." **Introduce neighborhood greenways with traffic calming** as low-stress alternatives to dedicated bikeways.
- 5** Add dedicated bike lanes where feasible to **directly connect to more parks, schools, commercial centers, and transit.**



# Implementation Partnerships



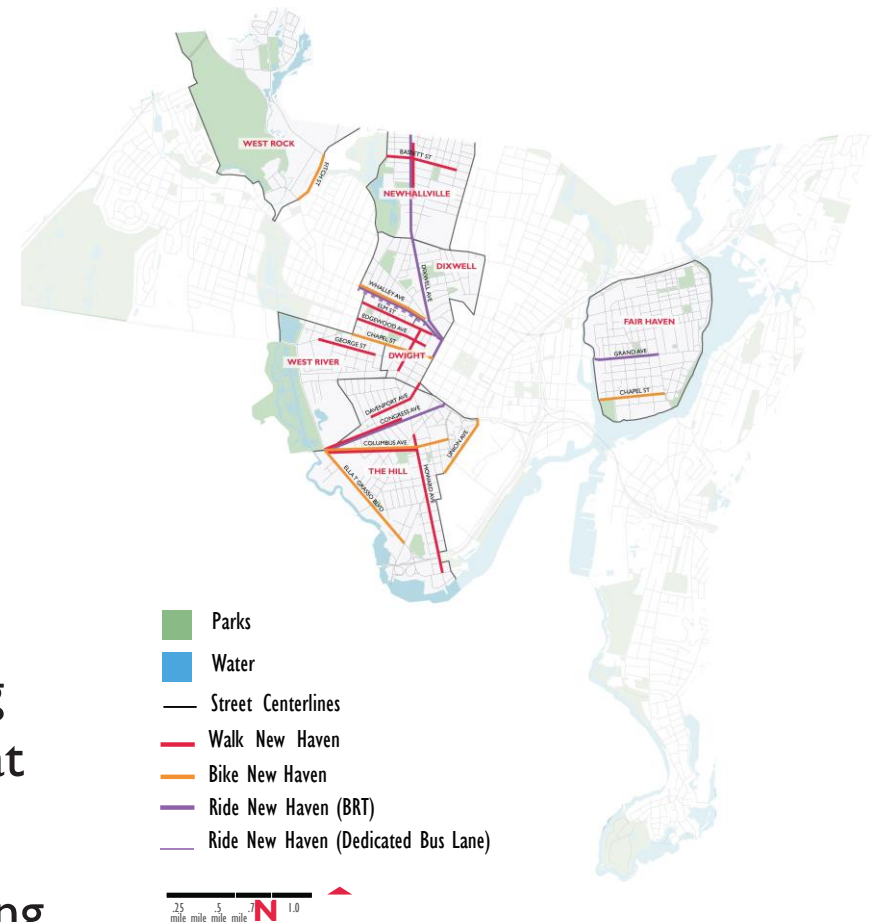
# Equity Action Plan

- 1** Work with OMB and Alders on a fixed amount of budget each fiscal year for pedestrian, transit access, and bicycle improvements in the City's Priority Neighborhoods.
- 2** Work together with New Haven's advocacy community to establish annual policy and legislative goals that improve transportation equity.
- 3** Document existing challenges specifically for the disabled and elderly communities in New Haven, and implement projects to increase ability equity.
- 4** Track and mitigate any potential displacement impacts associated with new and upgraded active transportation projects.
- 5** Ensure that information about active transportation improvements is available to residents with all native languages other than English.



# Engineering Action Plan

- 1 Implement pedestrian, bicycle, and/or transit improvements to one entire corridor segment from the map at right every year for the next ten years.
- 2 Implement half of the proposed bikeway network in this Plan by 2032.
- 3 Make pedestrian signal heads with Leading Pedestrian Intervals and standard policy at signalized intersections Citywide.
- 4 Improve transit-bike integration by installing more long-term bike parking at bus stops and BRT hubs.
- 5 Leverage grants and additional resources to augment City staff for individual project delivery, analysis, and monitoring.
- 6 Sign a proclamation committing the City of New Haven to Vision Zero.



Recommended Corridors for Near-Term Improvements.



# Evaluation Action Plan

- 1** Create an Implementation Task Force dedicated to cross-referencing current and planned active transportation projects with the Citywide Plan recommendations and analysis.
- 2** Adopt and internalize the Intersection Database as a working repository to track project implementation and need citywide.
- 3** Collect student travel information at the schools used in the Safe Routes to School studies to establish baseline data.
- 4** Collect and systematize pedestrian and bicycle count data on select corridors to establish a baseline to track trends over time.

# Education & Encouragement Action Plan

- 1** Develop and disseminate more information about the City's growing bicycle and pedestrian network.
- 2** Partner with community groups, non-profit organizations, and schools, to execute programming for bike and pedestrian safety education.
- 3** Create a Tactical Transit request and volunteer form to engage residents in improvements to their bus stops.
- 4** Pilot an Open Streets Program, and iterate on it annually in different sectors of the City.

# Enforcement Action Plan

- 1** Pass legislation to legalize the “Idaho Stop” law.
- 2** Implement “slow zones” in residential areas Citywide with the highest documentation of speeding.
- 3** Install more “smart” street lights with emergency call capacity.
- 4** Audit traffic stops and citations annually to ensure these actions do not cause undue harm to communities of color and low-income communities.
- 5** Expand bans on right turns on red traffic signals
- 6** Build on the recently passed state legislation H.B. 5429 to expand protections for pedestrians, and reduce the policing of pedestrians.



# Thanks, Everyone!

**A special thanks to the Safe Routes For All Steering Committee, and to the hundreds of New Haven residents, for participating in, providing guidance, and helping create this Citywide Plan.**



