

Comprehensive Plan of Development, New Haven, CT. October 15, 2003

“As part of ongoing street improvements, the Commission encourages the appropriate placement of bicycle facilities, including dedicated bike racks, bike lanes and signage.”

“Creative solutions will be necessary to create an integrated bicycle and trail system. Generally speaking these solutions will involve reduced on street parking and / or careful striping of new cycling lanes.”

Plan for Greenway and Cycling Systems, New Haven, CT. April of 2004

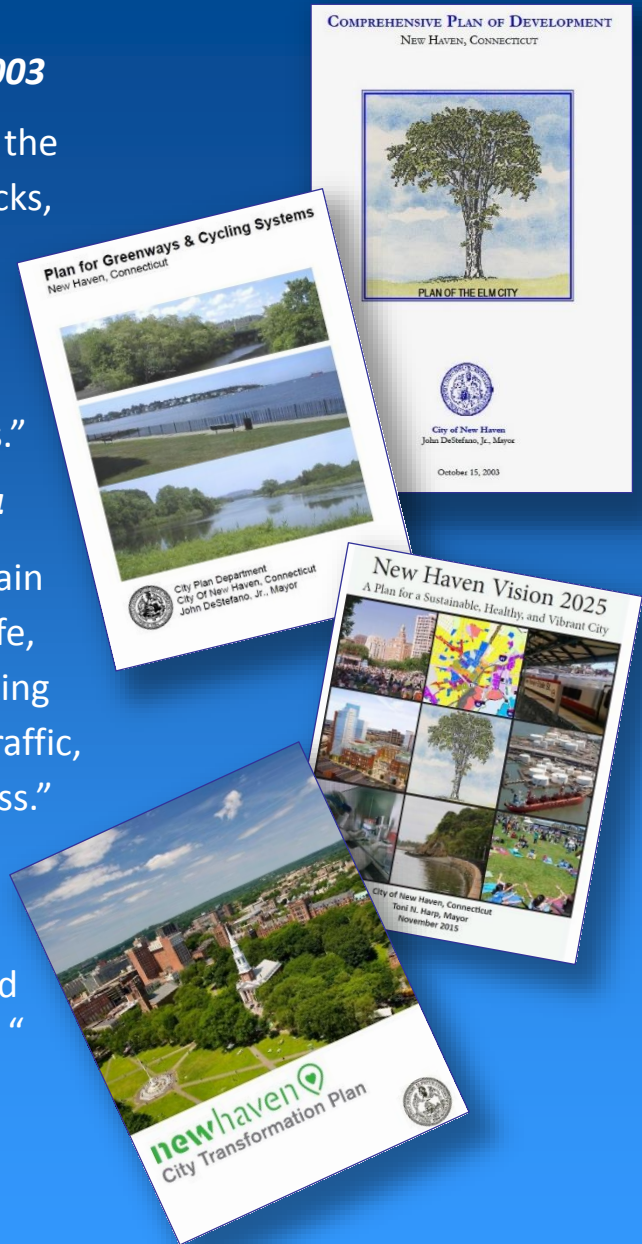
“Mission Statement: The City of New Haven seeks to create and maintain an integrated system of pedestrian and bicycle facilities...to provide safe, convenient travel for walkers and bicyclists throughout the city. ...Walking and bicycle use conserves energy, contributes to cleaner air, reduces traffic, reduces the need for automobile parking, and improves personal fitness.”

New Haven Vision 2025. November, 2015

“Build... Complete streets... and Dedicated and/or separated bike facilities on major arterials of the city, such as, Whalley Ave., Edgewood Ave., MLK Blvd., Grand Ave., Congress Ave., Forbes Ave., and Water St. “

New Haven, City Transformation Plan

“Implement the Complete Streets initiative to provide safe access for pedestrians, bikes, and cars.



Residents Want ‘Complete Streets’



Design for Everyone

Safe Street Crossings

Road Diet/Narrow Lanes

Create Many Linkages

Complete Streets & Sustainable Transportation

Slow Traffic



Multi-Use Streets w/ Bike Lanes

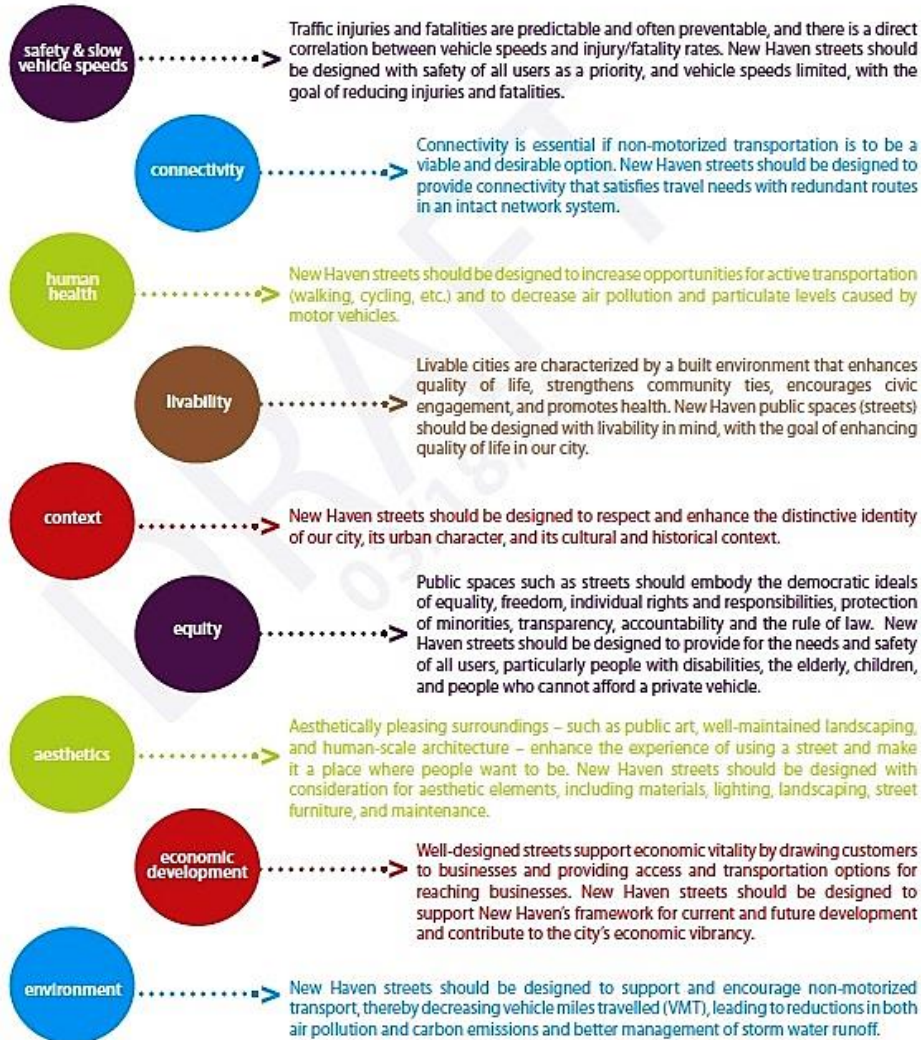
Integrated Transit

Vibrant Sidewalks



Why Create 'Complete Streets'?

4.3 GUIDING PRINCIPLES FOR NEW HAVEN COMPLETE STREETS



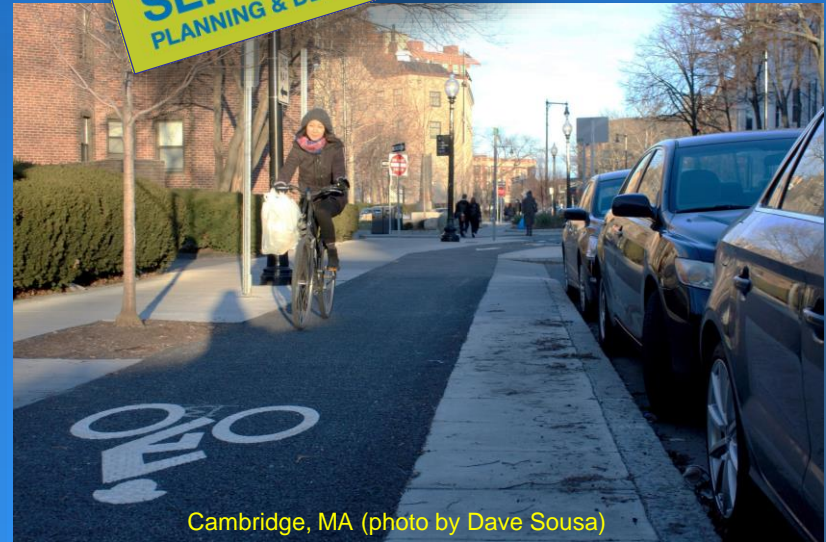
Complete Streets Principles



Chicago, Ill. (photo by Dave Sousa)



Cambridge, MA (photo by Dave Sousa)



Cambridge, MA (photo by Dave Sousa)

What Are Cycle Tracks?

Yonkers, New York City, NY (photo courtesy of Alta Planning)



NEED:

City streets should be designed for slower travel speeds to provide a more peaceful setting for homes, schools, businesses and shoppers and to improve safety, especially pedestrian and bicycle safety.

BENEFITS:

- ✓ Narrow traffic lanes serve to reduce motor vehicle speeds.
- ✓ Reducing lane widths allows roadway space to be repurposed for other modes of travel such as cycling and walking.
- ✓ Adding bike lanes and traffic calming measures help to create slow, shared streets that diminish the priority and dominance of vehicular drivers. The roadway is shared among all users including pedestrians and bicyclists.



“50% of adults age 50 and older reported they cannot cross main roads close to their home safely.”

(AARP poll May 2009)

Objective A: Traffic Calming

Chicago, IL (photo by Dave Sousa)



NEED:

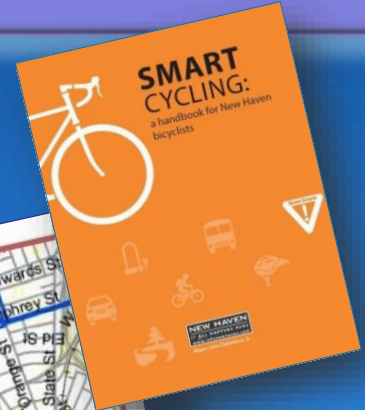
- Not all cyclists (especially families with children) feel comfortable or safe riding alongside motor vehicles, especially on higher speed, busy arterials.
- Bicycle travel is one of the most convenient, low-cost, and efficient forms of travel yet most people do not feel safe riding bikes on city streets.
- The presence of cyclists calms traffic and helps to make streets more walkable.

New 'Cycle Tracks' in Manhattan have significantly decreased injuries to all street users: 35% decrease on 8th Ave. & 58% decrease on 9th Ave.

October 2012, New York City DOT

BENEFITS:

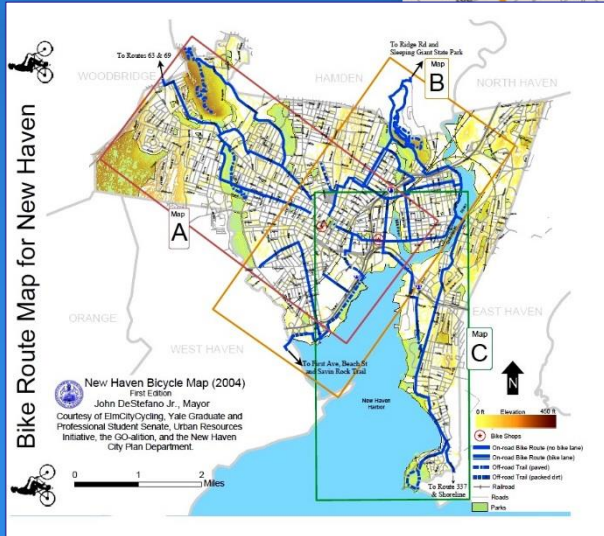
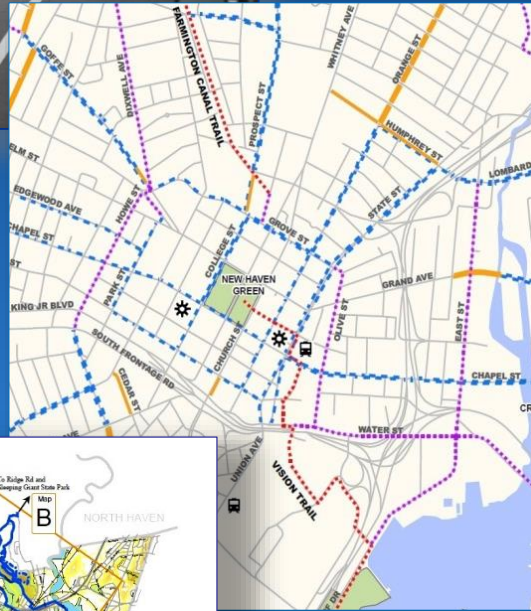
- ✓ Provides optimal separation between motor vehicles and cyclists.
- ✓ A recent study by the Harvard School of Public Health reveals that Cycle Tracks had a 28% lower injury rate vs. on-street bike lanes.
- ✓ Cycle Tracks are more attractive for bicyclists of all levels and ages and are preferred over on-street bike lanes.



Objective B: Bicycle Enhancements



New Haven, CT
(photo by Dave Sousa)



NEED:

City policy and planning documents consistently identify need to create an integrated trail and bicycle travel network.

Survey data from CT Data Haven point to multi-modal transportation as a key factor in quality of life, especially regarding access to healthy foods and jobs.

Nearly two-thirds (65%) of Americans who don't bicycle say they would like to ride more often.

National Highway Traffic Safety Administration, 2008.

BENEFITS:

Moving people via active transportation (cycling and walking) improves transportation choice and provides for "first-mile/last-mile" connectivity.

Objective C: Community Connectivity

Burlington, VT (photo by Dave Sousa)



BENEFITS:

Studies have shown a correlation between increased bicycle ridership and walking and improved economic viability.

Pedestrian-friendly, shared streets attract foot traffic which increases retail sales.

Bicycle accommodations cost much less than other transportation improvements.

“After the installation of a protected bike lane in New York City, retail sales increased by as much as 49% (compared to a 3% increase in sales citywide).”

Measuring the Street: New Metrics for 21st Century Streets, 2012

NEED:

Well-designed streets support economic vitality by drawing customers to businesses and providing access and transportation options for reaching businesses. New Haven's streets should be designed to support the city's framework for current and future development and contribute to the city's economic vibrancy.

“...customers that arrive by modes other than the automobile are competitive consumers, spending similar amounts or more, on average, than their counterparts using automobiles. They are also more frequent patrons on average, presenting perhaps a unique marketing opportunity for these businesses.”

Kelly Clifton, Portland State University, author of Consumer Behavior and Travel Choices: A Focus on Cyclists and Pedestrians. August 2012.

Objective D: Economic Benefits