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RESOLUTION STRONGLY URGING CITY AND STATE OFFICIALS AND STAFF TO GRANT EQUAL PLANNING PRIORITY TO PEDESTRIANS, CYCLISTS, VEHICLES, AND MASS TRANSIT IN THE REDEVELOPMENT OF ROUTE 34.

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WHEREAS: The City has secured approximately \$30 million in federal, state, city, and private funding to complete the first phase of the redevelopment of the route 34 corridor; and

WHEREAS: the City has described the Route 34 Downtown Crossing Project as a plan to transform Route 34 East, from Union Avenue to Park Street in downtown, from highway stub to slower speed city streets and to bridge the gap between New Haven's Downtown (its business, government, arts, and entertainment, and education centers) and its Medical District and Hill neighborhoods; and

WHEREAS: there is broad public support for advancing the Downtown Crossing Project; and

WHEREAS: the City desires to employ the policies and priorities stated in the Complete Streets manual in planning the Route 34/Downtown Crossing project; and

WHEREAS: one third of households in New Haven do not have access to an automobile, making the provision of pedestrian, bicycle and transit access a manner of social justice and moral necessity; and

WHEREAS: the redevelopment of the Route 34 corridor as a welcoming, vibrant, and safe destination will link New Haven's downtown, the Medical District, and Union Station, creating additional economic development opportunities and effectively expanding Downtown New Haven through the Medical District to Union Station.

NOW, THEREFORE, BE IT RESOLVED that the New Haven Board of Aldermen strongly urges city and staff officials and staff to grant equal planning priority to pedestrian, cyclist, vehicular, and mass transit accessibility and safety in the redevelopment the Route 34 Corridor.

BE IT FURTHER RESOLVED that the New Haven Board of Aldermen strongly urges the city and state to consider the following design aspects in the redevelopment of the Route 34 corridor:

- 1) Roadways designed for the slowest vehicular speeds as may be safely and reasonably accommodated;
- 2) Roadways designed for the narrowest land widths as may be safely accommodated;
- 3) Roadways that provide for the safest pedestrian experience, including crossing distances as narrow as possible, utilization of pedestrian refuge islands, raised crosswalks, and exclusive pedestrian walk phases that grant as much time for pedestrian crossing as can be reasonably accommodated; and
- 4) Utilization of excess travel lane capacity where possible for on street parking.

BE IT FURTHER RESOLVED that the New Haven Board of Aldermen strongly urges the city, state, and local employers to consider and encourage the expansion of shuttle services that take advantage of underutilized parking lots so as to reduce the volume of single occupant cars commuting into the city.