



April 2, 2014

To: Frank Douglass and Dolores Colon
Co-Chairs, Community Development Committee
New Haven Board of Alders

From: Elm City Cycling Board of Directors

By 2016, bicyclists riding into downtown from the East Shore will enjoy a seamless, two-way bike path across the Tomlinson Bridge, separated from traffic and suitable for riders aged 8 to 80. After passing a new mixed-use, urban addition to the 9th Square District at the former Coliseum site, families enjoying the new trail will navigate onto a 5-ft-wide bike lane, painted green, but regrettably only inches away from heavy traffic. Continuing through the Medical District, this bike lane will give way to a 4-ft shoulder, and after that? We must decide.

How downtown New Haven connects to the West River and neighborhoods in between will depend on a series of decisions before us today and over the coming months. We at Elm City Cycling envision a day when first-class dedicated bikeways link our city from end to end, providing residents of all ages, from all walks of life, a pleasant, affordable way to access jobs, healthy groceries, city services, schools, parks, transit hubs, friends, and neighbors. Rarely has New Haven encountered such an opportune moment to stride toward this vision.

Centerplan Development, the city administration, even the state DOT, have all recently expressed interest in developing complete streets with first-rate accommodations for people on foot, bicycle, or transit, not just the automobile-bound. So far, project renderings have, unfortunately, failed to depict this. We nevertheless believe that Centerplan Development and its design partners are capable of rising to the challenge if directly called upon.

We, Elm City Cycling, therefore ask that a provision be added to the proposed Land Disposition Agreement, making the sale of this city property contingent on Centerplan Development constructing a continuous, 10-ft-wide bikeway, designed to national standards for two-way bicycle facilities, fully open to the public and connecting Dwight St to Orchard St by the time the first phase of the development is completed.