

Misty Maza

Subject: FW: Testimony Re: LM 2025 0152

From: David Agosta <devaghost@gmail.com>

Sent: Tuesday, April 29, 2025 10:12 PM

To: Public Testimony <PublicTestimony@newhavenct.gov>; Eli Sabin <WARD7@newhavenct.gov>

Subject: Testimony Re: LM 2025 0152

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Greetings,

In the hope that we can make logical, equitable, data-driven decisions, I spent three days counting little red dots on a map and compiling the data you need to do that. According the UCONN's Crash Data Repository, from 1/1/2022 to 12/31/2024, excluding limited-access highways, there were about 19,000 crashes in New Haven. 280 of them caused fatalities or serious injuries,

The section of Orange St. that is under consideration is a little more than 1 km long. There were 90 crashes on it, none of which caused a serious injury or a fatality, not one. As you will see, it is already one of the safest 1 km stretches of roadway in the city. On the 1 km of Orange St. to the south of it, there were 127 crashes, 14 of which caused a serious injury and 1 that caused a fatality. Why is that much safer section of that street a priority over the very obviously more dangerous section of the same street just to the south of it?

One possible answer is that, according to DataHaven, the safer section of Orange St. is in a majority-White neighborhood (58%) while the more dangerous section of Orange St. is in a minority-White (48%)

neighborhood. That's not a huge difference but it is just one element of what is, in fact, a systemic pattern of discrimination against the Black, Hispanic and "other" (mostly Asian) residents of New Haven in our transportation systems.

The need to serve "underserved neighborhoods" was noted in the Safe Routes for All plan and then ignored. It is noted in the Vision 2034 plan and is again being ignored. We're planning for and claiming to care about A and doing B....again. Those underserved neighborhoods will continue to be underserved until we stop underserving them. This project is antithetical to two other key elements of the Vision 2034 plan, Vision-zero, which seeks to eliminate traffic fatalities, we can't do that if we prioritize safe streets over dangerous ones, and reviving the dormant Safe Routes to School plan that this Board approved many years ago. Some of the fatalities and serious injuries noted below were a couple of hundred feet from or directly in front of a public school. There are no schools on that section of Orange St. There are two public schools on the Downtown section of Orange St. Both are a block away from the Trumbull St. exit, where most of the serious accidents occurred.

Comparative Data:

On Sherman Ave., which passes through three minority-White neighborhoods, there were 202 crashes, 10 of which caused serious injuries. There were 162 crashes, 4 serious injuries and 4 fatalities on Middletown Ave. in a neighborhood that is 20% White.

There were 165 crashes on Grand Ave., 8 of which caused serious injuries, 135 crashes on Lombard St., 3 of which caused serious injuries and 184 crashes on Ferry St.. 5 of which caused serious injuries. Those are all in a neighborhood that is 18% White.

On a 1 km section of Whalley Ave. that is also in an 18% White neighborhood, there were 226 crashes, 5 of which caused serious injuries and 3 that caused fatalities. On the three other 1 km sections of Whalley Ave., all but a small section of which are minority-White neighborhoods, there were 811 crashes, 22 serious injuries and 6 fatalities. On Congress Ave., in a neighborhood that is 19% White, there were 152 crashes, 3 that caused serious injuries and 1 that caused a fatality. Do Black lives matter here or not?

On the section of Dixwell Ave. that is in a 27% White neighborhood, there were 107 crashes, 3 of which caused serious injuries and in the Newhallville section, in a 3% White neighborhood, there were 118 crashes, 6 of which caused serious injuries.

On two streets, Blatchley Ave and Howard Ave., the total number of crashes is about the same as that section of Orange St., 86 and 92, but 6 crashes on each street caused serious injuries. Something about those roads in those 18% and 19% White neighborhoods, makes crashes there more serious than on other roads.

One street in a majority-White neighborhood also had an unusually high percentage of crashes that have caused serious injuries. On Prospect St., there were only 20 crashes but 4 of them caused serious injuries. The only other dangerous road in a majority-White neighborhood is Forest Rd., where there were 100 crashes, 1 fatality and 3 serious injuries.

That section of Orange St. isn't even the most dangerous street in that 58% White neighborhood. There were nearly 20% more crashes on Willow St. and 3 of them caused serious injuries. Residents of that neighborhood didn't lobby for safety improvements on Orange St.

The residents of those two wards are concerned about Willow St. - because it's more dangerous than Orange St. The section of State St. that is in 58% White East Rock doesn't reflect the demographics of the neighborhood, but that's where it is. There were 187 crashes, 1 of which caused a fatality and 7 of which caused serious injuries.

What all that data means is that no Alder, not even the ones whose wards include that section of Orange St, are serving your constituents by voting to approve this illogical and inherently discriminatory project.

If you do vote to approve this, what are you going to tell your constituents? Are you going to tell them "More White people on that street so it's a higher priority?" That is what you are saying if you approve this project. Black lives don't matter here. Neither do Hispanic lives.

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