



Fw: Orange Street bike lane redesign

From Public Testimony <PublicTestimony@newhavenct.gov>

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Subject: Orange Street bike lane redesign

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Dear Chair, Vice Chair, and members of CSEP,

I am writing to express strong concerns about the proposed Orange Street redesign. I base this on my experience walking, biking, and recently driving along Orange street within the last 10 years.

Unless the project undergoes significant design changes to address fundamental issues, I urge you not to approve the use of state dollars for this project. I won't be able to attend the hearing in person; I hope you will consider my written testimony in place of in-person testimony.

I didn't own a car for over 10 years and biked everywhere in New Haven. This makes me quite familiar with road designs that create risks and solutions which feel comfortable as a bike rider.

The proposed neighborhood greenway, or "bike boulevard," design conflicts with best practices in key ways and would actually make cycling on the street more dangerous than the previous narrow bike lanes or even as currently striped by using cyclists themselves as a traffic calming tool, which is neither effective nor safe. Anyone who has biked in the travel lane on a fast moving and narrow street knows that this would create unnecessary and dangerous conflicts beyond current conditions. This would also dramatically slow traffic and create conflict points with existing bus routes.

The best way to help bike traffic would be to create extra lanes where streets get narrow and complicated car traffic patterns occur, e.g. on Orange St between Pearl and Trumbull. I prefer to jump with my bike on the sidewalk between Trumbull and Elm to feel safe on Orange St. while I don't have too many issues on the broad parts of Orange. Pick-up delivery drivers tend to be the worst when it comes to space allocation, but this comes finally down to local businesses enforcing rules or offering

space for pick-up drivers. The same is true for much of downtown - people are doing business and the city has to come up with creative solutions for this.

Curb elevations are one of the main issues when it comes to accessibility for bikes, wheelchairs, disabled people and it is wild to see how the city is ignoring the simplest measures but spends excessive amounts on putting in more roadblocks, discontinuing walk and bike paths e.g. on State and Grove or on the entrance to the Canal Trail, while wasting money on upper Orange St.

Thanks for reading my testimony,
Fabian Menges