



Fw: May 1 Hearing Testimony

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From: Cancelmo <caracancelmo@gmail.com>

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To: Public Testimony <PublicTestimony@newhavenct.gov>

Subject: May 1 Hearing Testimony

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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 am a member of [Families for Safe Streets](#) in NYC as a result of a traffic crash 10 years ago that left me with a permanent injury and a lifetime of chronic pain. I moved to Connecticut to feel and hopefully to be more safe when I am a pedestrian. 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. The proposed plan is unsafe for cyclists and pedestrians. My main concern is SPEED. My injuries were caused by a speeding driver and this plan does not address the need for slowing cars down on orange street.

Based on NACTO's guidelines there are two key issues, both of which stem from the fact that Orange street, as currently used, is not a local road but an arterial:

Speed: A shared street on which cyclists of all ages and abilities can ride safely requires an average traffic speed of 12-15 mph (see NACTO table), not 20 as in the proposed design limit (or 25-30 as the proposed design infrastructure may realistically set).

There are many speed management tools, all of which the city already has experience implementing elsewhere, that could be added to address this concern (speed humps or speed tables with sufficient grade on each block south of Willow, raised intersections wherever possible, chicanes, traffic circles)

Traffic volume: neighborhood greenways, or bicycle boulevards, are recommended for streets with 1,500 vehicles per day or fewer, while Orange street currently has 2800 to 3800. It also has a number of buses between CT Transit and Yale shuttle services.

I raise this as a question: has the city considered how this design would work with current traffic volumes? Is the intention to divert significant traffic onto other streets? Or to

drastically reduce traffic in the short term? How would bus movement work? None of these questions have been answered by alders or city staff since the plan's release despite numerous requests from residents.

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. Please do not approve a plan that puts us all in danger as we traverse Orange Street.

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