



April 16, 2024

Testimony submitted to the Joint Legislation/Public Safety Committee of the New Haven Board of Alders re: OR-2024-14 (establishing the use of automated traffic enforcement safety devices in the City of New Haven)

We appreciate the recognition of the New Haven Board of Alders that traffic safety should be a top priority and the efforts of the Transportation, Traffic and Parking Department to bring down the number of crashes and injuries. Red light and speed cameras have the potential to make City streets safer, and AAA Northeast supports authorizing their use in New Haven and the hiring of staff to manage the program.

As we testified last year in front of the state legislature's [Transportation Committee](#), AAA is supportive of red light and speed cameras, which research shows can improve safety outcomes – provided they are administered thoughtfully, fairly, and equitably, and supplemented with engineering measures, educational campaigns, and traditional law enforcement efforts. However, we have also seen examples of poorly implemented camera programs that served more as a municipal revenue generator than a genuine safety initiative and undermined support for automated enforcement generally.

For that reason, AAA has worked with road safety partners, including Advocates for Highway and Auto Safety, the Governors Highway Safety Association, the Insurance Institute for Highway Safety, and the National Safety Council, to create an [automated enforcement checklist](#) that lists best practices for local governments. Many of the suggestions have been incorporated in the state legislation, but we would recommend including several more in the local ordinance:

Empower the Automated Traffic Enforcement Safety Devices Working Group to meet regularly: Section 29-143 of OR-2024-14 makes reference to the "ATESD Working Group as designated by the City." This Working Group should be directed to meet quarterly to ensure that any trends in the camera program are quickly noted. While we are not necessarily recommending a prescriptive approach to who must be a part of this group, the checklist suggests that municipalities "consider including law enforcement, transportation department employees, victim advocates, equity and civil rights advocates, school officials, community residents, first responders, health officials and the courts."

Require or encourage the use of video: Section 29-138 of OR-2024-14 describes an automated traffic safety enforcement device as "recording images that capture the number plate, date, time, and location of a motor vehicle" that is speeding or runs a red light. We would amend this to require that video be captured as well, to provide the best evidence to skeptical drivers that their violations did indeed occur. Mobile speed cameras may not be able to provide video, but video is generally an option for stationary cameras. Red light cameras inherently require video if they are placed at locations where right-on-red is allowed, since a car could legally be in the intersection when the light is red if they have previously stopped for the signal.

Evaluate the cameras' effectiveness frequently and publicly: Section 29-143 of OR-2024-14 requires the Transportation, Traffic and Parking Department to biannually "provide the ATESD Working Group...with a written report that gauges the effectiveness of the ATESD Program." This is a smart provision: state law requires municipalities to submit a report to CTDOT 18 months after the devices become operational, but that's a long time to wait to see data from the cameras. While 6 months is too soon to make a final determination of whether a camera is effective, it's an appropriate time to analyze preliminary data. To align with the recommendation that the

Statement on traffic safety cameras

mark neuro <markneuro203@gmail.com>

Tue 4/16/2024 3:44 PM

To:Public Testimony <PublicTestimony@newhavencnt.gov>

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I am writing in support of authorizing the use of automated traffic cameras — they will enhance road safety, and to some degree, ensure compliance with traffic laws, which are not currently enforced. Although speeding in New Haven seems to be ubiquitous, I feel most strongly about using traffic light cameras. Daily, I see vehicles going through red lights in New Haven; sometimes multiple cars going serially through the same red light. As demonstrated elsewhere, cameras serve as an effective tool in deterring red light running, a behavior that poses significant risks to both motorists and pedestrians, and disrupts traffic flow.

Traffic light cameras provide an objective means of monitoring intersections, capturing real-time violations, and issuing citations to offenders. This not only promotes accountability among drivers, but also frees up law enforcement resources to focus on other critical tasks. The argument against traffic cameras because they deny one "due process" seems somewhat misguided given the issuance of parking tickets and the use of toll road cameras. Additionally, the argument that cameras are an invasion of privacy is a decade too late, given the ubiquity of public facing cameras in our modern society. Lastly, the objectivity of using cameras, when placed equitably, obviates the argument that they are biased against some communities.

In conclusion, the authorization of traffic light cameras is a necessary step towards enhancing road safety, enforcing traffic laws, and promoting responsible driving habits. By leveraging technology to monitor intersections and hold violators accountable, we can work towards creating safer and more efficient roadways for everyone.

Mark Yeckel

New Haven resident

Working Group meet quarterly, we would suggest that these reports be conducted quarterly as well – and be required (though not limited) to include the number of violations at each intersection on a weekly or monthly basis, and speed data (either average speed or the percentage of cars traveling above certain speed thresholds) for speed camera locations. These reports should also be made public on the City’s website.

Authorize open data: OR-2024-14 should explicitly authorize the creation of an open data portal that lists the date, time, and location of each violation; the speed of the vehicle; the applicable speed limit; and the vehicle’s state of registration. This will allow safety advocates to analyze trends in camera enforcement and uncover particularly unsafe roads or times of day where additional measures may be needed to maximize safety while protecting the privacy of drivers.

Allow for hearings online or by mail: Section 29-141 of OR-2024-14 delineates the appeal process for a camera fine. In our view, given that camera tickets can be received weeks after the offense and that violators may be from out-of-state or the other side of the state, online hearings and hearings-by-mail should also be allowed, so that personal appearance is not required to contest a ticket.

Don’t budget for camera revenue in FY 2025: The [proposed budget](#) laudably creates a new *Vision Zero* revenue account that includes fine revenue from automated enforcement cameras. The account includes \$700,000 in projected revenue into this account for FY 2025. AAA Northeast is supportive of creating a separate revenue account for camera fines that is dedicated to traffic safety-related expenses as a way to ensure that the program remains focused on safety rather than revenue. However, we would caution against expecting that revenue in the coming fiscal year. The vendor contracting process and camera installation process may take longer than expected, and we have seen examples of municipalities expecting revenue and not getting it. Nearly a decade ago, [Albany \(NY\)](#) began a red light camera program and budgeted \$1.9 million of revenue for 2016, but ended up with no revenue; while the structure of the contract impacted that result, there are many ways that revenue can fall short of anticipated. Ultimately, the goal of the program should be to earn no money because no violations are issued. While we recognize that it is not typical budgeting practice to allocate zero dollars of revenue even when fines are expected to be issued, a conservative approach is wise for the first few years of the program – and it would be ideal if budgeted revenue was consistently zero or at least less than the actual revenue, so that effective deterrence of violations does not impose a budgetary hardship on the City.

Thank you for your time and consideration. Please do not hesitate to contact me if I can provide any additional information related to automated enforcement or other traffic safety measures.

Alec Slatky
Managing Director, Public and Government Affairs
AAA Northeast
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Hamden, CT 06518
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Voicing Support For Speeding and Red Light Cameras

Christopher Cadden <cadden.cs@gmail.com>

Tue 4/16/2024 2:27 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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Hello,

My name is Chris Cadden and I have lived in and around New Haven for the past 10 years. I'm writing today to voice my support for the Speeding and Red Light cameras proposed by the mayor.

In my time living in New Haven I have almost been hit on my bicycle and as a pedestrian at several of the intersections set forth in the proposal due to reckless drivers. These include Orange/Edwards, Prospect/Highland, and College/George.

I would also suggest the intersection of Whitney and Huntitngton as a potential site for a Red Light Camera. I lived in that area for about a year and saw people daily turn right on red during crosswalks in front of Worthington Hooker School and nearly hit several pedestrians. I find it unconscionable that people would drive so dangerously around a school.

I now have two young children, with a third on the way and I would like to see more enforcement of traffic laws across New Haven. I would feel more comfortable as a pedestrian, cyclist, and a father if I knew people who blew through red lights would face real consequences for their actions. New Haven clearly does not have the resources to enforce traffic laws by other means, and this seems like a step in the right direction to making our city a safer place to live for those not travelling in cars.

Thank you for taking the time to go through my feedback.

Chris Cadden
138 Mansfield St
Apt 2
New Haven, CT, 06511

Written Testimony in Support of Legislation for Red Light and Speed Cameras in New Haven

Amanda Levi <amanda.levi@yale.edu>

Tue 4/16/2024 2:20 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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Dear Members of the Alder Legislation and Public Safety Committees,

My name is Amanda Levi, and I am a resident of New Haven. I am writing to express my strong support for the proposed legislation to authorize the use of red light and speed cameras in our city. This initiative is not only a matter of improving traffic management but also a crucial step toward safeguarding our community.

In recent years, New Haven has experienced tragic consequences due to vehicles excessively speeding and disregarding red lights. Since 2019, our community has mourned the loss of 94 lives in crashes involving motor vehicles, including 48 pedestrians and 4 cyclists. These numbers are not just statistics; they represent our family members, friends, and neighbors whose lives were cut short. The proposed locations for the cameras have been selected based on stringent criteria, and I trust that their implementation will be both thoughtful and effective.

The need for automated traffic enforcement is evident. Traditional police enforcement is not only resource-intensive but often fails to yield long-term behavioral changes and carries the risk of bias and escalation. In contrast, the automated system focuses purely on the infraction, recorded impartially. This method has proven effective in other cities like New York, where automated enforcement significantly reduced repeat offenses. Moreover, the proposed system includes numerous safeguards to ensure privacy and fairness, such as limits on the number of cameras in economically disadvantaged areas, strict data handling protocols, and a requirement that all camera locations be approved by the CT DOT. Additionally, any revenue generated will be reinvested into our city's transportation infrastructure, further contributing to public safety and mobility improvements.

While I understand some residents have reservations about automated enforcement, I believe the proposed guardrails adequately address these concerns, balancing enforcement with fairness and privacy protection.

Lastly, I would like to highlight the disproportionate impact of traffic violence on Black Americans. Our commitment to equity should make us particularly attentive to solutions that can alleviate these disparities. Red light and speed cameras are a step in the right direction, offering a fair and unbiased enforcement mechanism that will contribute to the safety of all New Haven residents.

Thank you for considering my testimony. I urge the committees to move forward with this legislation, reinforcing our shared commitment to a safer and more equitable New Haven.

Sincerely,

Amanda Levi
89 Nicoll Street, Floor 2
New Haven, CT 06511

Red Light & Speed Cameras in New Haven

Jordanna Packtor <jordanna.k.packtor@gmail.com>

Tue 4/16/2024 2:07 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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Dear Alder Legislation & Public Safety Committees,

I am writing to express my strong support in favor of installing red light and speed cameras at the designated locations in New Haven.

I have lived here for three decades and witnessed dozens of drivers run red lights with impunity and hundreds speed 10 or more miles above the speed limit. I have a two-year-old and a four-year-old, and even though I practice extreme precaution while walking and biking around New Haven, it feels increasingly difficult to navigate as a pedestrian, especially as anti-social driving trends worsen.

Currently, we do not have the police resources to consistently enforce safe driving practices; moreover, having an automated ticketing system would reduce negative police-civilian interactions and ensure accountability for traffic violators. While ideally the city will continue to improve roadways, alternative methods of public transportation, and traffic patterns, this is a crisis that cannot wait for longer term solutions. Thankfully, there are numerous guardrails in place to both protect privacy *and* keep people safe.

I ask the committees to imagine that they live and walk and bike in these neighborhoods; to imagine that their children will come of age living and walking and biking in these neighborhoods. I hope that the committees will do the right thing and install these safety measures.

Sincerely,
Jordanna Packtor

Red Light / Speed Camera Legislation

William Kurtz <william.v.kurtz@gmail.com>

Tue 4/16/2024 1:45 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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Dear Alders,

I am strongly **IN SUPPORT** of legislation enabling automated enforcement of speed limit and red-light violations in the city of New Haven. While I live in Hamden, I visit New Haven several times a week, often by bicycle. I also spend about two hours a week driving around the city delivering groceries to homebound residents as a volunteer for FISH, and the amount of reckless and inattentive driving I witness weekly is staggering. In my opinion, speed and red light cameras will go a long way towards reducing these problems and making New Haven streets safer for all.

Thank you,

William Kurtz
109 Wakefield St.
Hamden CT 06517

Support for red light and speed cameras

Elise Granata <elisegranata@gmail.com>

Tue 4/16/2024 1:32 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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Good afternoon all! Hope you are taking care and enjoying this gorgeous day.

My name is Elise Granata, and I've been a New Haven resident in the Edgewood neighborhood for five years after growing up nearby. I'm currently on the board of the Bradley Street Bicycle Co-op where I also lead several working groups around fundraising, strategy, and volunteer development.

I'm an avid cyclist and pedestrian, and also drive around town several times a week. Whether I'm on foot, on my bike, or in a car, I am constantly terrified of drivers running red lights. On the short ride from Edgewood to East Rock, it is a near guarantee that at least one car will run a red light. It makes me feel unsafe and on edge moving around New Haven no matter the time of day or place, and for good reason – since 2019, 94 people have been killed in crashes involving a motor vehicle in town — 48 of those killed were pedestrians, and 4 were people on bicycles.

This issue places everyone in danger when simply moving around our town.

While the longer term solutions include better design of our roads themselves, we need something in the short term to save lives and make getting around New Haven a desirable, safe activity. The answer is not police, as this is an inefficient and often biased way of penalizing drivers.

For now, approving the 19 red light cameras will support behavior change and show that the city is committed to creating safer conditions for anyone using our streets.

Thank you for your support on this. Let me know if you'd like to talk this through any further.

All my best,
Elise

In support of OR-2024 – 0014

Kai Addae <addaekai@gmail.com>

Tue 4/16/2024 11:38 AM

To:Public Testimony <PublicTestimony@newhavenct.gov>;Eli Sabin <elisabinward7@gmail.com>

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Dear Alder Sabin and the Board of Alders,

I am writing in strong support of the ordinance to establish red light and speed cameras in New Haven and implement the recommendations of the vision zero council.

Evidence shows that that speed and red light cameras:

- **Reduce fatalities:** In a metastudy of automated speed cameras, they reduced the [number of people killed or seriously injured by as much as 50 percent](#), with
- **Effectively deter speeding and red-light running:** During NYC's use of speed cameras in school zones from 2014-17, [81% of drivers who received a ticket](#)
- **And are widely used:** Over [340 U.S. communities in 22 states use speed cameras, red-light cameras, or both](#).

The state legislature has done an incredible job of crafting a policy for use of automated speed enforcement that is equitable, data-driven, and respects the privacy of residents, and I deeply urge the board of alders to support this ordinance and make our streets safer!

Warmly,

Kai Addae

Pearl Street, Ward 7

AUTOMATED SPEED AND RED-LIGHT CAMERAS IN NEW HAVEN

Gerald Gaab <geraldgaab@sbcglobal.net>

Thu 4/11/2024 3:10 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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Dear Alders,

My name is Gerald Gaab and I reside at 391 Temple Street in New Haven. I have been a resident of New Haven for the past 34 years.

New Haven, much like many U.S. cities, has a serious problem with traffic violence. Speeding and red-light running is regularly killing people. I am in full support of the installation of automated speed and red-light cameras in New Haven in order to help reduce the carnage.

Automated enforcement systems to address speeding and red-light running are in use across the United States. Many states have established laws allowing for the implementation of technologies to address one or both of these high-risk behaviors. The need for the use of these technologies in New Haven should be self-evident, given the fact that 94 people have been killed in crashes involving motor vehicles since 2019. Forty-eight of those casualties were pedestrians and 4 were bicyclists.

The establishment of automated speed management and red-light programs in New Haven is supported by a demonstrated need through problem identification. These systems must be used to support traditional law enforcement, given the very limited police resources available – i.e., the New Haven Police Department has been understaffed for many years. It is self-evident that -- even if given full staffing -- law enforcement officers simply can't be everywhere at a given time. The automated systems can provide valuable supplemental support for traffic enforcement and could be deployed at locations where enforcement may be unsafe or impractical for officers to make traffic stops, as well.

Therefore, it is incumbent for all of us to support these programs in both concept and with the necessary funding to ensure their proper implementation. I hope that you will support these programs in order to make the streets of New Haven safer.

Sincerely,

Gerald Gaab

Red Light & Speed Cameras

Jeremy Erdreich <jcerdreich@gmail.com>

Fri 4/12/2024 11:31 AM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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We are writing to support the legislation enabling red light and speed cameras in New Haven.

As new residents in New Haven, my husband and I have enjoyed walking and biking through this city's beautiful neighborhoods. We have also become very aware of cars speeding and running red lights on a regular basis. We've lived in New York City and have noticed the difference this technology makes for everyone's safety.

We wholeheartedly urge the City to adopt this legislation. We are 100% comfortable with all the safeguards in place to prevent discrimination, abuse or privacy invasion.

Best,

Jeremy Erdreich + Larry Slater
630 Chapel Street Apt 542

Jeremy C. Erdreich, LEED AP
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Red light and speed cameras

Mary Barnes <mfjhbarnes@gmail.com>

Sat 4/13/2024 3:33 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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I am writing to encourage you to implement the proposed red light and speed cameras throughout New Haven as soon as possible. As a city resident who drives or walks through many neighborhoods, I am appalled at the number of drivers who totally ignore traffic lights. It is not unusual for drivers to drive through lights, often at high speeds, even though they have plenty of time to stop. Some drivers stop, get tired of waiting for the light to turn green, and proceed through the red light even if they have to pass one or two cars ahead, often veering into the oncoming lanes.

New Haven doesn't have enough policemen to properly control this traffic issue to better ensure the safety of drivers, pedestrians, and cyclists. Cameras are color blind and the proposed locations are distributed throughout New Haven so there are no target neighborhoods.

Cameras should save lives, change driving behavior, and reduce driving speed and red light violations. Please install the cameras NOW and make New Haven a safer city for drivers and pedestrians.

Thank you for considering our comments.

Mary and Jim Barnes
54 Lincoln St.

Dear Alders,

My name is **Carmen Pajarillo**, and I live at **7 Hughes Place**. I am writing this letter to voice my **support** for the proposed New Haven legislation for red light and speed cameras as well as the 19 proposed locations.

Red light cameras offer a critical solution to the alarming number of fatalities resulting from traffic collisions for our city, with a staggering 94 deaths since 2019. Implementing such measures is a crucial step towards enhancing traffic safety and calming chaotic roadways. It's essential for New Haven to recognize that the primary cause of traffic-related harm to pedestrians often stems from inadequate transportation infrastructure and design. Thus, red light cameras can provide a proactive approach to addressing this issue in our city, potentially saving countless lives in the process.

I also endorse this legislation for its equitable and non-profit-oriented strategy. The proposal incorporates several safeguards: restricting cameras to economically-disadvantaged areas, requiring reinstallation every three years, and limiting data capture to license plates. Its aim is not revenue generation but rather implement behavioral change in driving habits. With these protective measures in mind, we can equitably implement this program and save lives.

Finally, I would like to copy and paste a personal experience that I have previously written about in support for the financial budget for this program:

In February 2024, while cycling from YNH after a clinical rotation on York St, I narrowly avoided a potentially life-threatening collision when a motorist ran a red light and nearly struck me. This incident underscores the urgent need for enhanced safety measures at this intersection and throughout our city.

Unfortunately, my experience is not an isolated incident. It serves as a stark reminder of the dangers faced by cyclists, pedestrians, and motorists alike on our streets. As members of the New Haven community, we have a collective responsibility to prioritize traffic safety and implement measures to protect the lives and well-being of all residents.

I am also deeply troubled by the current "unqualified" status of the South Frontage and York intersection for red light cameras. Despite its known hazards, this intersection does not meet the city's criteria for intervention, leaving countless individuals vulnerable to potential harm. **I understand that in my letter above, I have praised this program's equity-driven approach. This sentiment does not change, as I fully support New Haven analyzing this program's implementation in low-socioeconomic/ racial/ethnic minority neighborhoods. My concern is that this necessity of two collisions related to redlight running in the past three years is reactionary instead of preventative – there are many redlight running near-misses that go undocumented, and New Haveners should not have to suffer in order for the city to instill preventative change.**

It is unacceptable that our city's safety protocols necessitate tragedy before action is taken. We cannot afford to wait for further accidents or injuries to prompt change. We must act decisively and allocate resources to address this pressing issue.

Thank you for your attention to this matter, and I look forward to your swift action in addressing these concerns.

Carmen Pajarillo

John Pescatore
242 Bradley Street
New Haven, CT 06510

Dear New Haven Board of Alders,

Traffic violence has been a significant problem for a long time in New Haven. Speeding and red light running kills people on a regular basis around our city.

In this budget we have the opportunity to take advantage of a system that has been adopted successfully for decades in cities around the country and the world, automated traffic enforcement. Having police issue traffic citations is a poor use of their time, and opens up the possibility of biased policing and escalation, so even if we could afford to hire 100 more police officers, that would not be a good solution.

What we can do instead is follow in the footsteps of [340 other U.S. communities](#) that use automated traffic enforcement, including our neighbor New York City. In New York, there are 2500 speeding cameras and 150 red light cameras, which they started implementing in 1994. The majority of tickets are issued to people who are visiting but don't live in NYC, but locals get the benefit of safer streets and infrastructure improvements from the revenue. We could have the same system here. In [New York](#), over 50% of drivers who received a ticket from a speed camera did not receive a second one, and speeding violations at camera locations dropped by 70%.

The automated enforcement legislation that was passed by the State legislature was written by New Haven delegates with the input of many advocacy groups, including the NAACP. It makes sure that the implementation is equitable by only allowing cameras where there is a history of crashes, not allowing more than 1 or 2 devices in any census tract, making sure that data is deleted after a short period of time and that faces are not captured by the cameras. The first ticket someone gets will always be a warning, and there will be signs and meetings to let people know where the devices will be implemented. The goal of this program is to make the city safer, so revenue from speeding and red light running tickets, which are much less expensive than if they were issued by a police officer, will go towards making the streets safer in the area where the tickets were issued. Additionally, the efficacy and equity of the program will be monitored by the State, and the City will need to reapply for each location every 3 years.

I hope that you will support this program, so that we can work to make the streets of New Haven Safer!

Kindly submitted,



John Pescatore

April 16, 2024

Dear Members of the New Haven Board of Alders:

As a pediatric emergency medicine physician, I have seen firsthand the devastating toll of motor vehicle crashes in our community. The urgency of this issue compels me to write to you, urgently requesting your support for the mayor's proposal to install red light and speed cameras in New Haven.

Motor vehicle crashes are a significant issue in our state, particularly in New Haven. Since 2019, we have seen over 32,000 crashes, resulting in 94 deaths and numerous injuries. This year alone, we have already experienced 422 crashes. These statistics underscore the urgent need for change. The installation of red light and speed cameras, as proposed by the mayor, could significantly improve our streets' safety, which are currently designed primarily for cars and their speeds, posing risks to other road users like pedestrians and cyclists.

We do not have the police resources for the consistent traffic enforcement needed to change driver behaviors such as speeding or red lights. Additionally, traffic enforcement by the police increases the risks of bias and escalation during the encounter.

State law enabling municipalities to enact their automated enforcement ordinances includes necessary guardrails to protect privacy and prevent cameras from having a disparate impact on communities of color. It is important to note that this legislation has the full support of all State New Haven delegation members, further underscoring its legitimacy and importance.

The cameras are not just a solution, they are a proven method to change behavior, reducing speed and red-light violations. As New York City has demonstrated, automated enforcement does change behavior; more than half of all drivers in New York City who received a first violation never received another, and speeding violations at camera locations dropped by 70%. This is a strategy that works, and we need it in New Haven.

Sincerely

Kirsten Bechtel MD
New Haven CT

http://pediatrics.yale.edu/people/kirsten_bechtel.profile

Support for the Traffic Safety Cameras Plan

Anne Peters <annepeters@msn.com>

Mon 4/15/2024 11:52 AM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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Dear Alder Legislation and Public Safety Committees,

I have been both a pedestrian and a motorist in New Haven for many years, first as someone who worked in this city and, more recently, as a resident. While New Haven has done a lot in recent years to make the streets safer for both pedestrians and motorists, there continues to be a problem with motorists running red lights and speeding on certain streets. The Traffic Safety Cameras Plan has potential to mitigate the problem and I would therefore like to see the Plan implemented and succeed.

To succeed, the city will have commit the financial, managerial and technical resources to properly operate the program, including the maintenance of the equipment, the processing of citations and the handling of appeals. Residents of New Haven also need to trust that the program is enforced fairly and equitably.

In that regard, I have some questions about the issuance of citations and the appeals that I hope will be answered through the public hearing process and/or in the posted materials, including:

- Will the net fees collected by the city, after deducting the 3rd party O&M costs, cover the cost of operating the program, including any added staff, equipment, software, hearings on appeals, etc.?
- How difficult will it be for the city to comply with the requirement that a citation be mailed not more than 30 days after ascertaining the identity of the owner and not later than 60 days after the incident?
 - Will the city hire and train additional, dedicated staff to review the images (rather than add the task of reviewing images to existing job descriptions)?
 - How quickly can CT DOT provide information about the identity and address of an owner?
 - How quickly can other states provide the name and address of the owner of a car registered out of state?
- How difficult will it be for car owners who believe they have been cited in error to obtain the information needed to vacate the citation?
 - Will the Traffic Camera photos be readily, publicly available (not simply through a written FOIA request that may not yield copies of the photos quickly)?
 - Will the camera maintenance and calibration records be readily, publicly available?
- Will the city devote additional resources to citing motorists whose license plates are not legible? And, can this be done in an equitable manner that does not target one part of the community over another?

Thank you for your consideration. I look forward to learning more about this proposal, and to seeing this and other traffic safety and traffic calming programs adopted in town.

Respectfully,

Margaret Anne Peters
223 Bradley Street, New Haven CT 06510
annepeters@msn.com

We live, and have lived for 50 years, at 415 Orange Street on the SE corner of Orange and Trumbull streets, at the base of I-91's Exit 3. During this time there have been at least two fatalities, countless injuries, and property damage on 3 of the 4 corners of the intersection. At this extraordinarily busy intersection vehicles speed, run red lights, make U-turns, and drive through walk lights.

The most recent fatality occurred in the middle of the night in December 2022. We believe the case remains unsolved: there were no witnesses. A box truck collided with the side of a Volvo. The truck was stopped by a street tree, bouncing back into the street. The Volvo was stopped by backing into the large green traffic light pole and remained up on the sidewalk. Our house shook and limbs were thrown off the tree at our house, even cracking a window. The passenger in the Volvo did not survive. Without the cameras, we don't know who was speeding or who ran a red light.

We are a block away from both ECA and the New Academy. We are flummoxed as to why our intersection was not included for this pilot program. We urge you to quickly adopt this initial plan and to expand the program to include this dangerous intersection for red light/speed limit cameras at the earliest opportunity.

There is virtually no enforcement of traffic violations at this intersection. Lives are at stake. People need to slow down and to respect the traffic laws. They are not doing it now. They will not do it on their own. Red-light/speed limit cameras are a step in the right direction.

Sincerely,

Elaine Piraino-Holevoet and Donald F. Holevoet

To: New Haven Alder Legislation and Public Safety Committees

From: Thomas Broderick, Trumbull

Re: Support for red light and speed cameras

Date: April 15, 2024

To the New Haven Alder Legislation and Public Safety Committees,

My name is Thomas Broderick, and I am writing in strong support of the legislation enabling red light and speed cameras in New Haven. Although I am not a New Haven resident (I live in Trumbull), I am submitting this testimony because I am a frequent New Haven visitor. The city is my favorite in the state, and my wife and I love to visit its world-class museums, beautiful parks, incredible restaurants, transportation nodes, and local shops. Red Light and speed cameras—along with changes to the built environment—will make the city safer for pedestrians, bikers, drivers, and visitors, and I sincerely hope you pass the legislation authorizing them..

Traffic violence has killed dozens in New Haven since 2019, and altering the built environment to slow down cars and increase safety for those outside of vehicles takes time, and New Haven cannot afford to wait. Fortunately, the evidence is strong in favor of red light and speed cameras; for example, over half of all New York City drivers that received an automated ticket never received another, indicating they changed their behavior.

Why am I writing in support of these measures as a non-resident? When I visit New Haven I help its economy by spending money there, but I also impose costs on its residents. Trumbull is a car-centric suburb, and my wife and I typically drive to New Haven, and our car pollutes the city's air (through both exhaust and particulate matter), alters its built environment and land-use by incentivizing wide roads and too much parking, and runs the risk of injuring a

pedestrian or cyclist as we drive to our destination. The very least New Haven's residents should expect is that they can walk and bike safely around their own city, and I should expect to receive a consequence should I speed, run a red light, or drive dangerously within its limits.

Additionally, I will benefit as a visitor because it will be safer to drive within the city (red light running is remarkably dangerous whether you are in or out of a car), and it will be safer for me to walk around once I park.

Red light and speed cameras are an evidence-based part of the solution to traffic violence, and the city should take every step it can to ameliorate that violence. This policy is a win-win for residents and visitors like myself. Thank you for your time, consideration, and dedicated public service to one of the best small cities in the United States.

Sincerely,

Thomas Broderick
Trumbull

Support of speed and red light cameras

Daphne Geismar <daphne.geismar@gmail.com>

Mon 4/15/2024 4:47 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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I am writing to testify that I am in support of speed and red light cameras in New Haven. The frequency with which cars speed and run red lights is extremely dangerous. Cameras are the best deterrent at this time to change behavior.

Thank you,

Daphne Geismar

159 Bradley Street

New Haven CT 06511

Dear Committee members,

My name is Elias Estabrook. I live at 380 Winthrop Ave in New Haven.

I would like to submit my testimony in favor of the ORDINANCE OF THE NEW HAVEN BOARD OF ALDERS ESTABLISHING THE USE OF AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES IN THE CITY OF NEW HAVEN PURSUANT TO THE AUTHORITY GRANTED IN PUBLIC ACT 23-116, AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE VISION ZERO COUNCIL.

I want to live in a city where people travel along our streets and sidewalks without the same level of fear of crashes at high speeds that might happen. I think we'll improve the well-being of your constituents if kids can get to and from school more safely. I see the students walking through my neighborhood in the mornings and afternoons, I know they could be at risk when they cross an intersection.

I trust that the State's Public Act was carefully crafted by legislators, like Senator Gary Winfield, who are sensitive to the history and continued trends of unjust and problematic policing in our country. I think that the required protocols will help to make sure that automated traffic enforcement affects driving behavior, but does not have any significant, negative impacts on our New Haven community.

At the Ward 24 Democratic Committee meeting this March, I observed that pedestrian safety and traffic calming was the #2 issue raised by several committee members. They shared my concern about speeding through intersections and injuries to drivers and pedestrians along fast roads like Whalley Ave and Ella T. Grasso Blvd. Housing was the #1 issue raised.

These 19 automated enforcement locations are a good start. Continuing to improve traffic safety, by using automated enforcement, redesigned streets, and other measures, will require more resources. It's not going to be cheap. But it will be worth the lives saved, worth the greater feeling of freedom, and worth the mental health and cardiovascular health improvements. So I think it's important that the City and our community press on large entities like Yale University and Yale-New Haven Hospital to increase their contributions.

Thank you for your time and consideration.

I support automated enforcement with speed and red light cameras

Robert Narracci <rnarracci@gmail.com>

Tue 4/16/2024 10:18 AM

To:Public Testimony <PublicTestimony@newhavenct.gov>

Cc:Eli Sabin <WARD7@newhavenct.gov>;Anna Festa <WARD10@newhavenct.gov>;Alder Caroline Tanbee Smith <WARD9@newhavenct.gov>

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To Whom it May Concern,

I vigorously support the bias-free use of automated enforcement with speed and red light cameras throughout the city and welcome them in my neighborhood of East Rock.

Traffic calming is a major issue for me and I look forward to the city proceeding with their implementation.

Robert Narracci
678 Orange Street
New Haven, CT
06511

Support for red light cameras in New Haven

jenniferbriggs@gmail.com <jenniferbriggs@gmail.com>

Tue 4/16/2024 11:27 AM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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To whom it may concern my husband, Derek Briggs and I, Jennifer Briggs wish to submit written testimony in support of red light cameras in New Haven

- Vehicles routinely speed on roads across the city and frequently run red lights. 8 vehicles went through 3 red lights when I was on Route 80 recently, if they knew there were cameras they might slow down.
- This behavior has tragic consequences. Since 2019, 94 people have been killed in crashes involving a motor vehicle in New Haven—48 of those killed were pedestrians, and 4 were people on bicycles. I live just off Trumbull Street and cars are so focused on getting through lights they don't stop on the pedestrian crossings. If they knew there were cameras perhaps they would slow down for the junction of Trumbull and Orange.
- The root cause of this traffic violence is decades of poor city and road design. But, even under the best circumstances, addressing street design, housing density and affordability, zoning, and other root causes will take many years. Until then, we need to take immediate steps to protect people who have no choice but to walk, bike, and drive on dangerous streets. I moved here 20 years ago from the UK where they have cameras on buildings, traffic lights and highways and speed is enforced successfully with city wide limits being 25mph and in some areas 15mph. We need to make New Haven a safer place to walk and cycle and drive
- We do not have the police resources for the consistent traffic enforcement needed to change behavior, nor is it particularly effective. Police enforcement also creates risks of bias and escalation.

Thank you

Jennifer and Derek Briggs

10 Lincoln Street
New Haven, CT
06511
+1 203-804-6532 C

Speed and red light cameras

Paul Garlinghouse <garlinghouselaw@yahoo.com>

Tue 4/16/2024 11:36 AM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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Dear Alders of the City of New Haven,

I am a bicycle rider, pedestrian and motorist who has lived in New Haven for 25 years. I am also an attorney with a strong commitment to civil rights. The speeding and red light running I observe daily as I walk bike or drive around New Haven is out of control. While many motorists will chafe at the invasion of privacy rights they perceive from these cameras, I urge you to weigh in the balance the death and injury that these reckless driving habits wreak. Please vote in favor of the cameras.

Paul A. Garlinghouse, Esq.
746 Quinnipiac Avenue

NHCM - Strong Support for Speed and Red Light Cameras

Chris Schweitzer <cschweitzer@newhavenleon.org>

Tue 4/16/2024 5:16 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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Hi,

On behalf of the New Haven Climate Movement we strongly support red light cameras as a way to decrease road danger and enable car free families the opportunity to get to school/ work with less chance of injury death.

The climate emergency demands a significant shift in public road use to a model that is safer, healthier, and more equitable.

Thank you.

Chris Schweitzer

New Haven Climate Movement

--

New Haven/Leon Sister City Project works to promote social justice, education and sustainable development in Nicaragua and Connecticut. For more information see www.newhavenleon.org; www.facebook.com/newhavenleon; email nh@newhavenleon.org; or call (203) 479-0298.

Red light / speed cameras

Alex Kleiner <alex.m.kleiner@gmail.com>

Wed 4/10/2024 8:57 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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Hello,

My name is Alex Kleiner and I live in the East Rock neighborhood. I grew up in New Haven and am a local business owner and parent of two young children. I have witnessed many instances of unsafe driving in the city, including the running of red lights. I am highly supportive of the plan to install red light and speed cameras in general, and specifically in the 19 locations identified in the proposed plan. There is strong supporting evidence to indicate the installation of these devices would make our streets safer for everyone.

Thank you,
Alex

Alex Kleiner
203-824-3308
38 Lincoln St,
New Haven, CT 06511

Frontage road and York Street

Clark, Brian <brian.j.clark@yale.edu>

Wed 4/10/2024 9:47 AM

To:Public Testimony <PublicTestimony@newhavenct.gov>

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Hi,

I have worked at YNHH for about 10 years, in my time there, at least 3 people have been killed at the York and Frontage intersection. It is one of the first things I tell my trainees about when I orient them. I fully support the placement of a red light camera there as a deterrent to running the red light. However, I would implore you to also consider the placement of speed bumps/humps before the intersection in both directions to prevent people from going a speed that would make it difficult to stop for the red lights. It seems like this would be an additional low-cost intervention that could save multiple lives.

Thank you

Brian Clark

Please support funding for red light/speed cameras

Melinda Tuhus <melinda.tuhus@gmail.com>

Thu 4/4/2024 6:11 PM

To: Public Testimony <PublicTestimony@newhavenct.gov>

Cc: Adam Marchand <WARD25@newhavenct.gov>; Sal DeCola <WARD18@newhavenct.gov>; Rose Santana <WARD13@newhavenct.gov>; Jeanette Morrison <WARD22@newhavenct.gov>; Tyisha Walker-Myers <WARD23@newhavenct.gov>; Evette Hamilton <WARD24@newhavenct.gov>; Anna Festa <WARD10@newhavenct.gov>; Richard Furlow <WARD27@newhavenct.gov>; Ron Hurt <WARD3@newhavenct.gov>; Honda Smith <WARD30@newhavenct.gov>; Sal Punzo <WARD17@newhavenct.gov>

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April 4, 2024

Dear Alders Marchand (Chair), DeCola (Vice Chair), Ferraro-Santana, Morrison, Walker-Myers, Hamilton, Festa, Furlow, Hurt, H. Smith, and Punzo.

My name is Melinda Tuhus. I live in Hamden but have been bike commuting into New Haven for the past 36 years. I am now an elder and, post-the Covid shutdown, have encountered the most dangerous drivers in all the time I've lived here. I am literally afraid to ride on many of the streets where I used to fearlessly "take the lane," as is my right if I don't feel safe on the edge of the roads. The increase in fatalities of pedestrians and cyclists back up my justified fear.

In this budget we have the opportunity to take advantage of a system that has been adopted successfully for decades in cities around the country and the world, automated traffic enforcement. Having police issue traffic citations is a poor use of their time, and opens up the possibility of biased policing and escalation, so even if we could afford to hire 100 more police officers, that would not be a good solution. What we can do instead is follow in the footsteps of 340 other U.S. communities that use automated traffic enforcement, including our neighbor New York City. In New York, there are 2500 speeding cameras and 150 red light cameras, which they started implementing in 1994. The majority of tickets are issued to people who are visiting but don't live in NYC, but locals get the benefit of safer streets and infrastructure improvements from the revenue. We could have the same system here. In New York, 81% of drivers who received a ticket from a speed camera did not receive a second one, and speeding was reduced by over 60 percent.

The automated enforcement legislation that was passed by the State legislature was written by New Haven lawmakers with the input of many advocacy groups, including the NAACP. It makes sure that the implementation is equitable by only allowing cameras where there is a history of crashes, not allowing more than 1 or 2 devices in any census tract, making sure that data is deleted after a short period of time and that faces are not captured by the cameras. The first ticket someone gets will always be a warning, and there will be signs and meetings to let people know where the devices will be implemented. The goal of this program is to make the city safer, so revenue from the speeding and red light running tickets, which are much less expensive than if they were issued by a police officer, will go towards making the streets safer in the area where the tickets were issued. Additionally, the efficacy and equity of the program will be monitored by the State, and the City will need to reapply for each location every 3 years.

I hope that you will support this program, so that we can work to make the streets of New Haven Safer!

Sincerely,

Melinda Tuhus
103 Carmalt Rd.
Hamden, CT 06517

AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES IN THE CITY OF NEW HAVEN

Christopher Mordecai <chris@restorationrealtyllc.com>

Tue 4/9/2024 1:17 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>;Anna Festa <WARD10@newhavenct.gov>;Alder Caroline Tanbee Smith <WARD9@newhavenct.gov>

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Dear Public Safety and Legislation Committees:

My name is Chris Mordecai, and I reside on Orange St. I write to express my concern regarding the urgent need for stronger traffic safety measures on Willow St. Pedestrian and traffic safety issues have persisted for decades on Willow.

I grew up in New Haven and spent significant time all over our neighborhood. Even as someone who does not live on Willow Street, Willow stands out as having consistent speeding and reckless driving. It is an exit and entry for the highway and with no speed tables/deterrents, drivers are not prompted to slow down and may be attempting to beat the traffic lights.

Including Willow Street on the list of candidates for red-light and/or speed cameras would make the neighborhood streets safer for everyone - walkers, cyclists, and drivers. I think it is especially important considering the many families who live on Willow, and its proximity to the Worthington Hooker School and East Rock Community Magnet School.

From what I understand, the decision to install a red-light camera is based on prior car accidents linked to running of the red lights. While I understand there may be statutory requirements for red-light cameras, reasonable observations will likely show that Willow would benefit from a speed camera or other speed deterrents. The current state of traffic safety in the Willow St. corridor is unacceptable, and immediate action is needed to prevent further accidents.

I hear of accidents on Willow St., I have seen them, and just recently, there was an accident on Willow and Orange.

To deter drivers from putting neighborhood safety at risk, I strongly advocate for the implementation of:

- Speed tables on Willow Street, specifically between Orange St and Livingston St, and near Foster St and Nicoll St.
- Speed cameras with clear signage to deter reckless driving.
- Increased enforcement of existing parking and traffic safety laws.
- Measures to prevent double parking on the street.
- Improvements to the uneven sidewalks on Willow St as they are a liability to the City. Our City should be more walking friendly, which helps lower traffic and improves safety by having more eyes on the street.

I understand that emergency vehicles may use Willow, but I believe that the safety measures above will prevent accidents and prevent people from being harmed.

I appreciate your attention to this matter. Please feel free to reach out with any questions.

Sincerely,
Chris Mordecai

Testimony on USE OF AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES IN THE CITY OF NEW HAVEN

Grace D <gracedann@gmail.com>

Tue 4/9/2024 12:18 AM

To:Public Testimony <PublicTestimony@newhavenct.gov>;Anna Festa <WARD10@newhavenct.gov>;Alder Caroline Tanbee Smith <WARD9@newhavenct.gov>

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To whom it may concern,

My name is Grace Dann, and I reside at 276 Willow St, New Haven. As an avid walker, driver, and an expectant parent, I write to express my concern regarding the urgent need for stronger traffic safety measures on our street. Pedestrian and traffic safety issues have persisted for years on Willow Street.

I have spent significant time walking and driving around the neighborhood, including on Whitney Avenue, Edwards Street, Livingston Street, and Willow Street. Willow Street stands out in the neighborhood as having consistent speeding and reckless driving. It is an exit and entry corridor for the highway and as there are no speed tables/deterrents, drivers are not prompted to slow down and may be attempting to beat the traffic lights. The stretch between Orange and Livingston feels especially unsafe as drivers speed to make the lights and often don't slow down for pedestrians trying to exit and enter their cars after parking on the street.

Including Willow Street on the list of candidates for red-light and/or speed cameras would make the neighborhood streets safer for everyone - walkers, cyclists, and drivers. I think it is especially important considering the many families who live on Willow Street and its proximity to the Worthington Hooker School.

From what I understand, the decision to install a red-light camera is based on prior car accidents linked to running of the red lights. While I understand there may be statutory requirements for red-light or speed cameras, reasonable observations will likely show that Willow would benefit from a speed camera or other speed deterrents. The current state of traffic safety in the Willow St. corridor is unacceptable, and immediate action is needed to prevent further accidents.

To deter drivers from putting neighborhood safety at risk, I strongly advocate for the implementation of:

- Speed tables on Willow Street, specifically between Orange St and Livingston St, and near Foster St and Nicoll St.
- Speed cameras with clear signage to deter reckless driving.
- Increased enforcement of parking fines.
- Measures to prevent double parking on the street.
- Improvements to the uneven sidewalks on Willow St as they are a liability to the City. Our City should be more walking friendly, which helps lower traffic, helps our health, and improves safety by having more eyes on the street.

We appreciate your attention to this matter. Please do not hesitate to reach out with any questions.

Sincerely,
Grace Dann
276 Willow Street

Testimony re: USE OF AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES IN THE CITY OF NEW HAVEN

Yoon Lee <lee@roomunity.com>

Mon 4/8/2024 11:11 PM

To:Public Testimony <PublicTestimony@newhavenct.gov>

Cc:Anna Festa <WARD10@newhavenct.gov>;Alder Caroline Tanbee Smith <WARD9@newhavenct.gov>

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To whom it may concern,

My name is Yoon Lee, and I reside at 276 Willow St, New Haven. I am writing to express my deep concern regarding the urgent need for stronger traffic safety measures in our neighborhood.

I strongly believe in the judgment of the alderpeople in Ward 9 and Ward 10. I also strongly believe that most neighbors acknowledge Willow St as a more urgent need of traffic calming, than Edwards St. We hope the decision does not have to come down to an either or. But the number of car accidents on Willow St., while not meeting the statutory requirement that the State may have for red light cameras, certainly imply that clearly-marked speeding camera can only deter and slow down the traffic.

This is a street that affects schoolchildren. Willow Street is near Wilbur Cross High School, and prominently on most routes to East Rock Community Magnet School.

I have spoken to 10 neighbors thus far, and all neighbors believe that Willow Street seems to have the most speeding. We do not need an expensive consulting study, but rather, need to trust our Alderpeople, who are elected for their judgment and neighborhood reach.

I have one of many examples of lack of street safety on Willow Street, a street with no speed table, as far as I know. On February 6th, a severe accident involving three cars occurred on Willow Street, resulting in the total loss of two vehicles. One of these vehicles belonged to my downstairs neighbor, a family with a young child. Thankfully, they were not in the car at the time, but the incident could have easily resulted in a tragic outcome.

This is not the first time our community has faced such dangers. The previous owner of 276 Willow St. shared a heartbreaking story of

losing multiple pets to traffic accidents on this very street and the persistent speeding on this street for decades. These incidents serve as a stark reminder of the risks posed to both human and animal life in our area.

I understand that the City has chosen Edwards and Orange Streets for red light camera enforcement device based on prior accidents. However, many neighbors all over East Rock and I believe there is a more urgent need regarding the safety needs of Willow Street. Having lived on both Edwards and Willow Streets and observed the traffic behavior, I can attest that Willow Street experiences a higher rate of speeding and reckless driving, posing a greater risk to residents and pedestrians. The fact that the highway exit is on Willow Street, unfortunately inspires drivers to speed through the red lights to "make the light" to get on the highway.

As a taxpayer, resident, and citizen, I urge the City to reconsider the location and prioritize or at least include Willow Street for red light and speed camera measures. The current state of traffic safety in the Willow-Orange St corridors is unacceptable, and immediate action is needed to prevent further incidents.

I strongly advocate for the implementation of the following measures:

Speed tables on Willow Street, specifically between Orange St and Livingston St, and near Foster St. and closer to East Rock Community Magnet School.

Speed cameras with clear signage to deter reckless driving.

Increased enforcement of parking fines.

Improvements to the crumbling and heaving sidewalks on Willow St and Orange St. The sidewalks are a liability to the City. The condition is discriminatory towards the elderly and the less able-bodied. Our City should be more walking friendly, which helps everyone's health and keeps the streets safer as well

We appreciate your attention to this matter and look forward to working together to ensure the safety and well-being of our neighborhood.

Best,
Yoon Lee
276 Willow Street