

Misty Maza

Subject: FW: Pubic Testimony - LM-2025-0315

From: David Agosta <devaghost@gmail.com>
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Greetings,

There are a number of large, complicated projects downtown that are in various pre-implementation stages. I wanted to make you aware of some things that should be addressed more expeditiously, including concerns expressed by Ms. Knauff and Lt. Borer.

There is currently no fully ADA-compliant access route from any direction to the Green, any of the bus stops that make up the main Public Transportation hub, City Hall, the US Attorney's Office or the US District Courthouse where the lawsuits would be filed.

The reason for zero accessibility is the lack of audible pedestrian warnings. Ms Knauff has noted that the City of Chicago recently lost a lawsuit over the lack of APWs. For reasons that should be obvious, in the wake of that decision, not having APWs on the access routes to the US District Courthouse is problematic. The remedy ordered by the Court in that case would be, in my opinion, an undue burden on a city with a much lower population density and budget like New Haven and could detract from other, more important accessibility initiatives.

The rest of the violations all present an elevated risk of injury to all pedestrians in high-traffic locations. Lt. Borer has expressed safety concerns over the hazards created by some of those violations of federal law, particularly the structure that sort of almost resembles a curb ramp on the SW corner of Church and Chapel.

None of the curb ramps that provide access to the Green are ADA-compliant. The compliance/safety level of temporary patches has improved since Mr. Siciliano became Dir. of Public Works but they are temporary and degrade quickly on heavily-traveled routes. Coupled with the lack of APWs, the lack of tactile-feedback pads on those curb ramps creates a "denial of access" to blind or visually-impaired pedestrians.

The loose paving blocks on the corners of the Green are not and cannot be "firm, stable and slip-resistant" (ADA 302.1). They become loose and wobbly or become dislodged, go missing and leave holes for people to step into. There are also loose blocks in the boarding area and inside shelters at some of

the stops on Temple St. Again, some are missing, leaving holes for people to step into.

There are several vertical level change violations in the boarding areas of the stops on Chapel and Church (south of City Hall). Frankly, the hazards caused by the ADA violations are more of a concern than the ADA violations, however they are on access routes to the US District Courthouse.

Ground surfaces at the stops on Church (north of City Hall) and on Elm St. are fine.

I hope you find this information helpful.

David Agosta
431 Orange St., #2
New Haven, Ct 06511