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Testimony of the City of New Haven  
Before the Transportation Committee

*In Support of*

Proposed S.B. No. 502 AN ACT CONCERNING BICYCLE SAFETY AND TRANSPORTATION  
OPTIONS.

Proposed H.B. No. 5929 AN ACT CONCERNING MUNICIPAL AUTOMATED TRAFFIC ENFORCEMENT  
SAFETY DEVICES.

Proposed H.B. No. 5450 AN ACT CONCERNING A REPORT CONSIDERING A BAN ON TRUCK  
TRAFFIC ON ROUTE 122 IN THE CITY OF NEW HAVEN.

Proposed H.B. No. 6368 AN ACT ALLOWING TOWNS TO ESTABLISH TWO-WAY PROTECTED  
BICYCLE LANES.

*Submitted by*

Doug Hausladen, Director Transportation Traffic and Parking  
February 11, 2015

Senator Maynard, Representative Guerrera and members of the Transportation Committee, my name is Doug Hausladen and I am the Director of the Transportation, Traffic & Parking Department for the City of New Haven. I appear before you to respectfully request your support for a number of bills which will further the progress of alternative transportation in Connecticut as well as improve safety.

Of the 10 largest cities in New England, New Haven has the highest percentage of residents who walk and/or bike to work. More than one in four households in New Haven (>13,000) are "zero car" households, with no car available. This trend is growing as there is a continual shift in transportation modes; our residents' choose to commute to and from work, school, and daily errands without the need for a personal automobile. While a car is the easiest way to get from A to B, the average annual cost of owning a car is burdensome for many of New Haven's residents. Thankfully in New Haven our city is fairly dense giving our residents that ability to meet many of their daily needs by walking, biking, or taking a short transit trip to a local business. Our current statutes and standards are preventing local transportation engineers from designing roads that prioritize all users to make these daily trips as safe as they can be.

In the past 7 years, the City has undertaken many steps to advance the goals of safer roads for all users. In October 2008 the New Haven Board of Aldermen passed Complete Streets legislation that led to the completion and publication of the 2010 Complete Streets Manual which "promotes a safe, context-sensitive transportation network that serves all users and integrates the planning and design of complete streets that foster a livable, sustainable and economically vibrant community." This strategy has included a Street Smarts education program, traffic enforcement campaigns and traffic calming solutions.

Thousands of New Haveners that are taking transit, walking, and biking to work each day share the road with thousands of motor vehicles. These proposed bills will greatly enhance our engineers' abilities to better design our streets to meet the demand of these alternative transportation modes. Currently, we are trying to design two projects that are being hampered by state statutes that prevent our City and State from designing 21<sup>st</sup> century facilities for bikes, pedestrians, and transit. I hope these bills will properly address these design concerns.

In our designs, the following issues have arisen which prevent the State of Connecticut from meeting Governor Malloy's priorities of a true Complete Streets program. Our first project is a 2.1 mile on-street protected "cycle track" on Edgewood Avenue. The design is a six-foot bike lane next to the curb, a four-