



Transportation, Traffic and Parking

# City of New Haven

200 Orange Street, G3

New Haven, CT 06510

Justin Elicker

*Mayor*

Sandeep Aysola

*Director*

April 27, 2024

Honorable Tyisha Walker-Myers  
President, New Haven Board of Alders  
City of New Haven  
165 Church Street  
New Haven, CT 06510

**RE: ORDER OF THE NEW HAVEN BOARD OF ALDERS APPROVING THE CITY OF NEW HAVEN'S AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES (ATESD) PLAN FOR SUBMISSION TO AND APPROVAL BY THE CONNECTICUT DEPARTMENT OF TRANSPORTATION (CTDOT) IN ACCORDANCE WITH AN AMENDMENT TO CHAPTER 29 OF THE NEW HAVEN CODE OF ORDINANCES AND PURSUANT TO THE AUTHORITY GRANTED IN PUBLIC ACT 23-116, AN ACT IMPLEMENTING THE RECOMMENDATIONS OF THE VISION ZERO COUNCIL.**

Dear President Walker-Myers:

I wish to sincerely thank you and members of the Board of Alders for their time at the recent public hearing concerning automated traffic enforcement. For the project to move forward, per Public Act 23-116 (the "Act"), Board approval is required for both the Ordinance and the Automated Traffic Enforcement Safety Devices (ATESD) Plan, which is the subject of this Order.

Over the years, I am grateful for the Board's support of traffic safety initiatives put forth by the New Haven Police Department and our office. Still traffic safety for all road users remains a serious issue across all neighborhoods. Over a three-year period between 2020 and 2022, there were more than 5,000 red-light crashes state-wide with a majority of them (604 crashes) occurring in New Haven. Additionally, the city experienced more than 700 speeding-related crashes during the same three-year period, that included more than 200 crashes with fatalities and serious injuries. Studies have shown that both speeding and red-light running crashes have a significantly large impact on fatal and serious injury crashes, with particularly destructive impacts on economically and socially disadvantaged communities.


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Last year, the State of Connecticut passed the aforementioned Act which included more tools to support our collective traffic safety efforts. Automated enforcement is one such enforcement tool that can be utilized by the City of New Haven (the “City”) to reduce the prevalence of excessive speeding and running red lights, as well as to improve roadway safety for all users. The Act establishes a framework by which the City may adopt the use of ATESDs at locations within school zones, pedestrian safety zones, and other places within the city following the adoption of a municipal ordinance and approval of an operations plan by the Connecticut Department of Transportation (CTDOT). More importantly, this vision of significantly reducing and eventually eliminating serious roadway injuries and deaths aligns with the City’s long-term safety vision plan, known as Safe Routes for All, and the United States Department of Transportation’s (USDOT) National Roadway Safety Strategy (NRSS).

The Act sets forth the parameters and framework for a local ATESD program. In addition to requiring New Haven to create an enabling ordinance allowing ATESDs across the city, the Act also requires the Board of Alders to adopt an operations plan for submission to and approval by the CTDOT’s Office of State Traffic Administration (OSTA). Of note, the operations plan identifies any proposed camera locations and include justification for installation in accordance with the Act and published CTDOT guidance.

Thank you in advance for your support of this very important traffic safety initiative and I look forward to working with you on the responsible implementation of an ATESD program for our community.

Sincerely,



Sandeep Aysola

Director, Transportation, Traffic & Parking

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