

DRAFT

CHECK LIST FOR ALDERMANIC SUBMISSIONS

<input checked="" type="checkbox"/>	Cover Letter
<input checked="" type="checkbox"/>	Resolutions/ Orders/ Ordinances (NOTE: If you are submitting any item to the State you must write a Resolution)
<input checked="" type="checkbox"/>	Prior Notification Form
<input checked="" type="checkbox"/>	Fiscal Impact Statement - Should include comprehensive budget
<input checked="" type="checkbox"/>	Supporting Documentation (if applicable)
<input type="checkbox"/>	E-mailed Cover letter & Order

IN ADDITION [IF A GRANT]:

<input type="checkbox"/>	Notice of Intent
<input type="checkbox"/>	Grant Summary
<input type="checkbox"/>	Executive Summary (not longer than 5 pages without an explanation)

Date Submitted: March 8, 2024

Meeting Submitted For: March 18, 2024

Regular or Suspension Agenda: Regular

Submitted By: Sandeep Aysola, Director for Transportation,
Traffic and Parking.

Title of Legislation:

*Chapter 29 (New)Article VII – Automated Traffic Enforcement Safety Devices.
Sec 29-137 to 29-146 (inclusive)*

Comments: _____

Coordinator's Signature: MPL

Controller's Signature (if grant): _____

Mayor's Office Signature: _____

Call (203) 946-7670 or email bmontalvo@newhavenct.gov with any questions.



Transportation, Traffic and Parking

City of New Haven

200 Orange Street, G3

New Haven, CT 06510

Justin Elicker
Mayor

Sandeep Aysola
Director

March 8, 2024

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

RE: Proposed Amendment to the New Haven Code of General Ordinances Chapter 29 (New) Article VII – Automated Traffic Enforcement Safety Devices. Sec 29-137 to 29-146 (inclusive)

Dear President Walker-Myers:

Please accept this request to amend the New Haven Code of General Ordinances to add Chapter 29 Article VII – Automated Traffic Enforcement Safety Devices. Sec 29-137 to 29-146 to allow use of Automated Traffic Enforcement Device (ATESD) in accordance with Public Act 23-116 An Act Implementing the Recommendations of the Vision Zero Council. The Act establishes a framework by which the City of New Haven 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).

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 the 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 destructive impacts on economically and socially disadvantaged communities.

NEW HAVEN MAKE IT HAPPEN HERE

Last year, the State of Connecticut General Assembly passed Public Act 23-116 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. 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).

Public Act 23-116 sets forth the parameters and framework for a local ATESD program. The proposed ordinance follows the framework and includes by way of example the conditions under which a motor vehicle may be cited for speeding or running a red-light and the associated fine. The ordinance also details various operational protocols such as permissible uses of the technology, privacy, alleged violation adjudication and available recourse for appeal.

Of note, adoption of this ordinance will not immediately result in installation of ATESDs in New Haven. This ordinance and its accompanying operations plan (the “operations plan”) is the first step necessary to begin the process of implementation. To fully effectuate an ATESD program, the Board of Alders-approved operations plan must be submitted and approved by CTDOT. Of note, the operations plan identifies any proposed camera locations and include justification for installation in accordance with the Public Act 23-116 and CTDOT guidance. I have included the proposed locations in this communication along with the research and analysis leading to these recommendations and I look forward to presenting the operations plan at the Board’s committee hearing.

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,

A handwritten signature in red ink that reads "A. Sandeep".

Sandeep Aysola

Director, Transportation, Traffic & Parking

NEW HAVEN MAKE IT HAPPEN HERE

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

WHEREAS, speeding and red-light running are significant problems in New Haven with respect to roadway safety and traffic violations; and

WHEREAS, studies have shown that both speeding and collisions involving red light violations have a significantly large impact on fatal and serious injury motor vehicle accidents, with particularly destructive effects on economically and socially disadvantaged communities ; and

WHEREAS, both driving behaviors can be greatly mitigated by improved enforcement; and

WHEREAS, automated traffic enforcement is one such enforcement tool that can be utilized by the City of New Haven (the “City”) to reduce the prevalence of excessive speed and the running of red lights, thereby improving roadway safety for all users; and

WHEREAS, the State of Connecticut on June 27, 2023 enacted Public Act No. 23-116, providing in section 11 thereof that “any municipality may authorize the use of automated traffic enforcement safety devices (“ATESD”) at locations within school zones, pedestrian safety zones and other places in such municipality, provided (1) the municipality adopts an ordinance in accordance with the provisions of this section, and (2) the locations of such devices are identified in a plan approved by the Department of Transportation pursuant to section 17 of this act”; and

WHEREAS, The City’s vision of significantly reducing and eventually eliminating serious roadway injuries and deaths, known as “Vision Zero” aligns with the City’s long-term safety vision plan (“Safe Routes for All”) and the United States Department of Transportation’s National Roadway Safety Strategy; and

WHEREAS, it is in the interest of the City to create an ATESD program as a tool for more effectively prioritizing those enforcement resources and strategies that have the greatest impact on traffic safety, while keeping equity and fair distribution of the program throughout the City at the forefront; and

WHEREAS, by adopting the ordinance and ultimately implementing an ATESD program, the City will move closer to fulfilling the goal of eliminating deaths and serious injuries resulting from motor vehicle collisions; and

WHEREAS, the City's ATESD program shall be implemented, administered, and overseen by the City's Transportation, Traffic and Parking Department; and

WHEREAS, the "New Ordinance" (as defined below) expressly contains the various requirements of Public Act 23-116, including stipulating the conditions under which a motor vehicle may be cited for speeding or running a red light and the associated fine as well as various operational protocols such as permissible uses of the technology, privacy, alleged violation adjudication and available recourse for appeal all as set forth in the New Ordinance or companion Operational Plan.

NOW THEREFORE BE IT ORDAINED, that there shall be permitted within the City the use of ATESD pursuant to the authority granted in Public Act 23-116, An Act Implementing The Recommendations Of The Vision Zero Council in accordance with an amendment to Chapter 29 of the New Haven Code of Ordinances in the form attached hereto (the "New Ordinance") and Operational Plan.

TITLE III - CODE OF GENERAL ORDINANCES

CHAPTER 29 – TRAFFIC AND MOTOR VEHICLES

(NEW) Article VII – Automated Traffic Enforcement Safety Devices

(NEW) Sec. 29-137. Use of automated traffic enforcement safety devices.

Pursuant to the authority granted in Public Act 23-116, Section 11, of the 2023 Session of the Connecticut General Assembly (the “Public Act”) as may be amended from time to time, the City of New Haven (the “City”) hereby authorizes the use of automated traffic enforcement safety devices at locations within school zones, pedestrian safety zones, and other places within the boundaries of the City, provided that the locations of such devices are identified in a plan submitted to and approved by the Connecticut Department of Transportation, together with any other requirements of the Public Act (the “ATESD Program”). The ATESD Program shall be implemented, administered, and overseen by the City’s Transportation, Traffic and Parking Department.

(NEW) Sec. 29-138. Definitions.

The following words, terms, and phrases, when used in this ordinance, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Automated traffic enforcement safety device (“ATESD”) means a device designed to detect and collect evidence of alleged traffic violations by recording images that capture the number plate, date, time, and location of a motor vehicle that (i) exceeds the posted speed limit by ten (10) or more miles per hour, or (ii) fails to stop such vehicle when facing a steady red signal on a traffic control signal.

Automated traffic enforcement safety device operator (“ATESD Operator”) means a person who is trained and certified to operate an automated traffic enforcement safety device.

"Driver," "motor vehicle," "number plate," and "owner" have the same meanings as provided in C.G.S § 14-1 of the general statutes.

Pedestrian safety zone means an area designated by the Office of State Traffic Administration or the traffic authority of the City pursuant to C.G.S. § 14-307a.

Personally identifiable information means information obtained, created or maintained by the City or a vendor as part of the ATESD Program that identifies or describes an owner and includes, but is not be limited to, the owner’s name, address, social security number, telephone number, email address, number plate, photograph, bank account information, credit card number, debit card number, or the date, time, location, or direction of travel on a highway.

School zone means an area designated by the Office of State Traffic Administration or the traffic authority of the City pursuant to C.G.S. § 14-212b.

1 *Traffic authority, traffic control sign, and traffic control signal* shall all have the same meanings
2 as provided in C.G.S. § 14-297.

3
4 *Vendor* means a person or entity that (i) provides services to the City under this ordinance and the
5 ATESD Program; (ii) operates, maintains, leases, or licenses an ATESD; or (iii) is authorized to
6 review and assemble the recorded images captured by an ATESD and forward such recorded
7 images to the City.

8
9 **(NEW) Sec. 29-139. Contractual Services.**

10 The City may enter into agreements for contractual services including vendors for the design,
11 installation, operation, or maintenance, or any combination thereof, of ATESDs. If a vendor
12 designs, installs, operates, or maintains an automated traffic enforcement safety device, the
13 vendor's fees may not be contingent on the number of citations issued or fines paid pursuant to
14 this ordinance.

15
16 **(NEW) Sec. 29-140. Operation of automated traffic enforcement safety device.**

17 All ATESDs shall be operated by an automated traffic enforcement safety device operator.

18
19 **(NEW) Sec. 29-141. Violation.**

20 (a) An owner of a motor vehicle commits a violation of this ordinance if the person operating the
21 motor vehicle:

22
23 (1) Exceeds the posted speed limit by ten (10) or more miles per hour and such operation
24 is detected by an ATESD; or

25
26 (2) Fails to stop such motor vehicle when facing a steady red signal on a traffic control
27 signal and such failure is detected by an ATESD.

28
29 (b) ATESD shall be used solely for identifying violations of this ordinance.

30
31 (c) For the first thirty (30) days after a location is equipped with an operational ATESD, the owner
32 of a motor vehicle that allegedly violates this ordinance that is detected by such device shall receive
33 a written warning instead of a citation.

34
35 **(NEW) Sec. 29-142. Penalty for violation.**

36 (a) Whenever an ATESD detects and produces recorded images of a motor vehicle allegedly
37 committing a violation of this ordinance, a sworn member or employee of the City's Police
38 Department or an employee of the City's Transportation, Traffic and Parking Department, as
39 designated by the Local Traffic Authority ("ATESD Official"), shall review and approve the
40 recorded images provided by such device. If, after such review, the ATESD Official determines
41 that there are reasonable grounds to believe that a violation occurred, the City may issue by first
42 class mail a citation to the owner of such motor vehicle pursuant to Section 11, subsection (i) of
43 the Public Act.

44
45 (b) A citation under this ordinance shall include the following:
46

- (1) The name and address of the owner of the motor vehicle;
- (2) The number plate of the motor vehicle;
- (3) The violation charged;
- (4) The location of the automated traffic enforcement safety device and the date and time of the violation;
- (5) A copy of or information on how to view, through electronic means, the recorded images that captured the alleged violation;
- (6) A statement or electronically generated affirmation by the sworn member or employee who viewed the recorded images and determined that a violation occurred;
- (7) Verification that the automated traffic enforcement safety device was operating correctly at the time of the alleged violation and the date of the most recent calibration check performed pursuant to the Public Act;
- (8) The amount of the fine imposed and how to pay such fine; and
- (9) The right to contest the violation and request a hearing pursuant to C.G.S. § 7- 152c.

(c) In the case of an alleged violation involving a motor vehicle registered in Connecticut, the citation shall be sent by first class mail not later than thirty (30) days after the identity of the owner is determined and shall be mailed to the address of the owner that is in the records of the Department of Motor Vehicles. In the case of an alleged violation involving a motor vehicle registered in another jurisdiction, the citation shall be sent by first class mail not later than thirty (30) days after the identity of the owner is determined and shall be mailed to the address of the owner that is in the records of the official in the other jurisdiction issuing such registration.

(d) A citation shall be invalid unless mailed to an owner not later than sixty (60) days after the alleged violation.

(NEW) Sec. 29-141. Fine for violation.

(a) The City shall impose a fine against the owner of a motor vehicle who commits a violation of this ordinance.

(b) The fine for a first violation of this ordinance shall be not more than fifty dollars (\$50.00). The fine for each subsequent violation of this ordinance shall be not more than seventy-five dollars (\$75.00). These fines shall be imposed against the owner of the motor vehicle committing a violation of this ordinance.

(c) Payment of a fine and any associated fees may be made by electronic means.

(d) A reasonable fee, not to exceed fifteen dollars (\$15.00), may be imposed for the costs associated with the electronic processing of the payment of a fine.

(e) Any funds received by the City from fines imposed pursuant to this ordinance shall be used for the purposes of improving transportation mobility, investing in transportation infrastructure improvements, traffic safety or paying the costs associated with the ATESD Program within the City.

(NEW) Sec. 29-141. Appeal.

(a) In accordance with C.G.S. § 7-152c, any owner issued a citation for violating the provisions of this ordinance may, within ten (10) days of the date of the citation, deliver or mail an appeal in writing requesting a hearing to the ATESD Official, in care of the City's Transportation, Traffic and Parking Department.

(b) Any person who timely requests a hearing pursuant to subsection (a) of this section shall be given written notice of the date, time and place for the hearing. The hearing shall be held not less than fifteen days nor more than thirty days from the date of the mailing of the citation, provided the hearing officer shall grant upon good cause shown any reasonable request by any interested party for postponement or continuance. An original or certified copy of the citation issued by a sworn member or employee of the City's Police Department or ATESD Official shall be filed and retained by the City, and shall be deemed to be a business record within the scope of C.G.S. § 52-180 and evidence of the facts contained therein. The presence of the sworn member or employee of the City's Police Department or ATESD Official shall be required at the hearing if the person so requests. A person wishing to contest the person's liability shall appear at the hearing and may present evidence. A designated municipal official, other than the hearing officer, may present evidence on behalf of the municipality. If the person fails to appear, the hearing officer may enter an assessment by default against the person upon a finding of proper notice and liability under this ordinance. The hearing officer may accept from the person copies of police reports, investigatory and citation reports, and other official documents by mail and may determine thereby that the appearance of such person is unnecessary. The hearing officer shall conduct the hearing in the order and form and with such methods of proof as the hearing officer deems fair and appropriate. The rules regarding the admissibility of evidence shall not be strictly applied, but all testimony shall be given under oath or affirmation. The hearing officer shall announce the decision at the end of the hearing. If the hearing officer determines that the person is not liable, the hearing officer shall dismiss the matter and enter this determination in writing accordingly. If the hearing officer determines that the person is liable for the violation, the hearing officer shall forthwith enter and assess the fines, penalties, costs or fees against the person as provided by this ordinance.

(NEW) Sec. 29-142. Defenses.

The defenses available to the owner of a motor vehicle that is alleged to have committed a violation of this ordinance shall include, but are not limited to, any one or more of the following:

(a) The operator was driving an emergency vehicle in accordance with the applicable provisions of C.G.S. § 14-283.

(b) The traffic control signal was inoperative, which is observable on the recorded images.

(c) The violation was necessary for the operator to comply with an order or direction from a law enforcement officer, which is observable on the recorded images.

(d) The violation was necessary to allow the passage of an authorized emergency vehicle, which is observable on the recorded images.

(e) The violation took place during a period of time in which the motor vehicle had been reported as being stolen to a law enforcement unit, as defined in C.G.S. § 7-294a, and had not yet been recovered prior to the time of the violation.

(f) The ATESD was not in compliance with the annual calibration check required pursuant to the applicable provisions of subsection (h) of Section 11 of Public Act 23-116.

(NEW) Sec. 29-142. Disclosure of personally identifiable information.

(a) No personally identifiable information shall be disclosed by the City or a vendor to any person or entity, including any law enforcement unit, except where the disclosure is made in connection with the charging, collection, and enforcement of the fines imposed pursuant to this ordinance.

(b) No personally identifiable information shall be stored or retained by the City or a vendor unless such information is necessary for the charging, collection, and enforcement of the fines imposed pursuant to this ordinance.

(c) The City or a vendor shall destroy all personally identifiable information and other data that specifically identifies a motor vehicle and relates to a violation of this ordinance not later than thirty (30) days after any fine is collected or the resolution of a hearing conducted for the alleged commission of such violation, whichever is later.

(d) Any information and other data gathered from automated traffic enforcement safety devices shall be subject to disclosure under the Freedom of Information Act, as defined in C.G.S. § 1-200, except that no personally identifiable information may be disclosed.

(NEW) Sec. 29-143. Reporting.

In addition to the reporting requirements set forth in Section 13 of Public Act 23-116, the Transportation, Traffic and Parking Department shall, on a biannual basis, provide the ATESD Working Group as designated by the City with a written report that gauges the effectiveness of the ATESD Program.

(NEW) Sec. 29-144. The Public Act.

To the extent of applicability, any provisions of Public Act 23-116 that are necessary to further and/or effectuate this ordinance are hereby incorporated and adopted in toto, herein.

(NEW) Sec. 29-145. Severability.

If any section, subsection, sentence, clause or phrase of this ordinance is for any reason held to be invalid or unconstitutional by any decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this ordinance.

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(NEW) Sec. 29-146. Repealer.

All City ordinances, bylaws, orders, resolutions, or parts thereof, inconsistent herewith are hereby repealed only to the extent of such inconsistency. This repealer shall not be construed to revive any ordinances, bylaws, orders, resolutions, or parts thereof, heretofore repealed.

This ordinance shall take effect upon adoption.

PRIOR NOTIFICATION FORM

NOTICE OF MATTER TO BE SUBMITTED TO THE BOARD OF ALDERS

TO (list applicable alders of):

ALL ALDERS

WARD # All Wards

DATE: **March 8, 2024**

FROM: Department/Office Transportation, Traffic and Parking
Person Sandeep Aysola, Director Telephone 203-946-8075

This is to inform you that the following matter affecting your ward(s) will be submitted to the Board of Alders in the near future:

Chapter 29 (New)Article VII – Automated Traffic Enforcement Safety Devices. Sec 29-137 to 29-146 (inclusive)

Check one if this an appointment to a commission

☐

Democrat

☐

Republican

☐

Unaffiliated/Independent/Other _____

INSTRUCTIONS TO DEPARTMENTS

1. Departments are responsible for sending this form to the alder(s) affected by the item.
2. This form must be sent (or delivered) directly to the alder(s) **before** it is submitted to the Legislative Services Office for the Board of Alders agenda.
3. The date entry must be completed with the date this form was sent the alder(s).
4. Copies to: alder(s); sponsoring department; attached to submission to Board of Alders.

FISCAL IMPACT STATEMENT

DATE:	March 8, 2024		
FROM (Dept.):	Transportation, Traffic and Parking		
CONTACT:	Sandeep Aysola, Director	PHONE	203-946-8075

SUBMISSION ITEM (Title of Legislation):

Chapter 29 (New)Article VII – Automated Traffic Enforcement Safety Devices. Sec 29-137 to 29-146 (inclusive)

List Cost: *As proposed in the Mayor's FY25 budget submission, the operation of Automated Traffic Enforcement Safety Devices (ATSED) involves the creation of a new division within Transportation, Traffic and Parking. This new division will require four (4) new positions, focused on the operation of the ATSED systems, public outreach and education about the systems and street safety for all road users. Notably, the State of Connecticut set clear guard rails to ensure that ATESD programs are not used for general government operations or revenue enhancements. Any revenue derived from ATESD enforcement is required to be used to operate the ATESD systems and traffic /street safety programs as per State PA 23-116 and the proposed ordinance.*

	GENERAL	SPECIAL	BOND	CAPITAL/LINE ITEM/DEPT/ACT/OBJ CODE
A. Personnel				
1. Initial start up	\$0	\$0	\$0	
2. One-time	\$0	\$0	\$0	
3. Annual	\$277,274.00	\$0	\$0	Dept 704 Activity Obj code to be assigned
B. Non-personnel				
1. Initial start up	\$0	\$0	\$0	
2. One-time	\$0	\$0	\$0	
3. Annual	\$525,000.00	\$0	\$0	Dept 704 Activity Obj code to be assigned

List Revenues: Will this item result in any revenues? If Yes, please list amount and type.

NO
YES X

1. One-time		
2. Annual	Estimated \$700,000	Dept 704 Activity Obj code to be assigned

Other Comments:



Automated Traffic Enforcement Safety Device (ATESD) Program
Draft Plan
March 8, 2024

CITY OF NEW HAVEN
JUSTIN ELICKER, MAYOR
BOARD OF ALDERS

TOGETHER
NEW HAVEN

Program Overview

- ❖ Vision Zero Program Goals
- ❖ ATESD Advisory Committee
- ❖ Data Collection
 - ❖ Red Light and Speeding Related Crashes
- ❖ Public Act 23-116 Requirements + CTDOT ATESD Installation Guidance (as per Statute)
- ❖ City Process: Red Light and Speed Cameras Selection Methodology
- ❖ Draft TT&P Recommended List of ATESD Locations

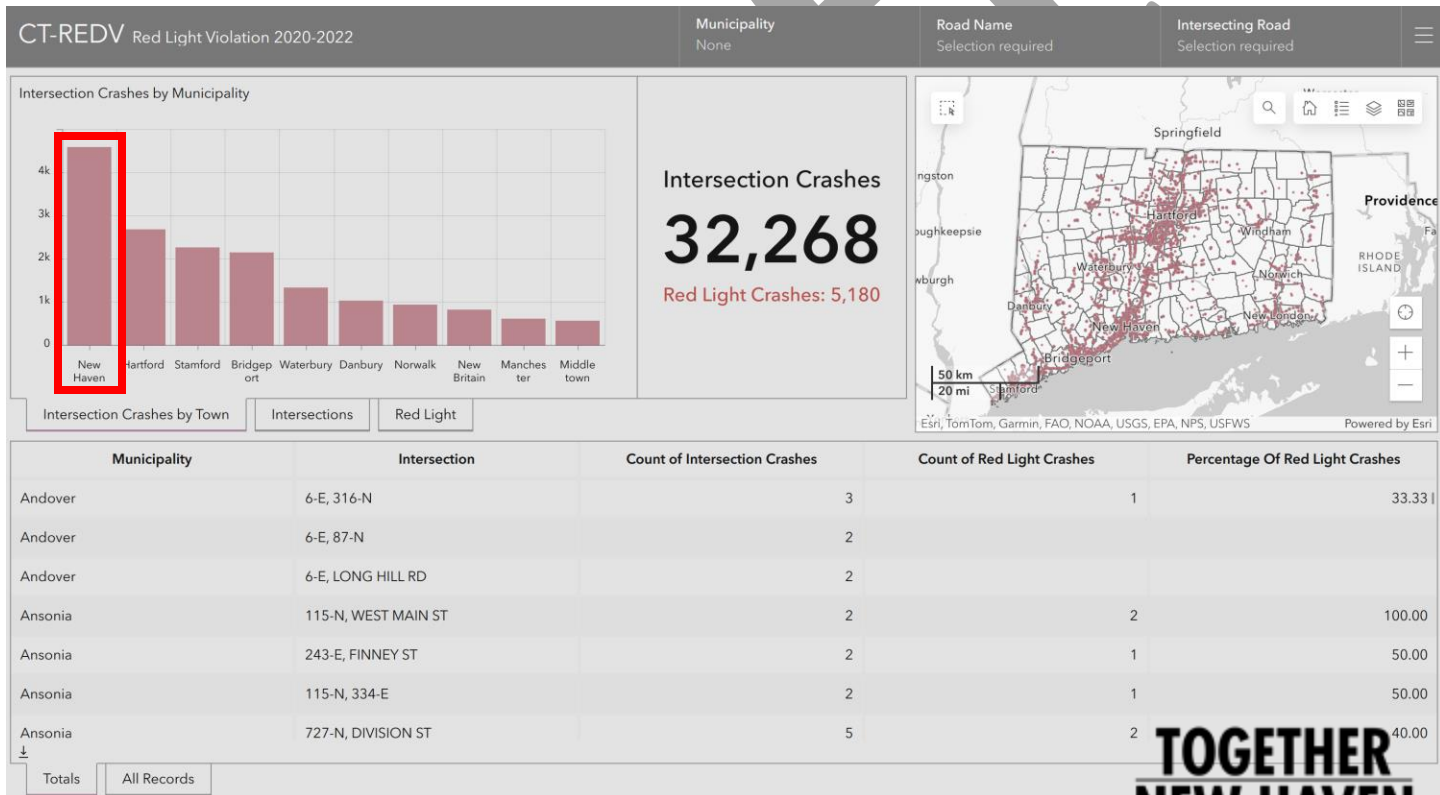
Program Goals

Eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

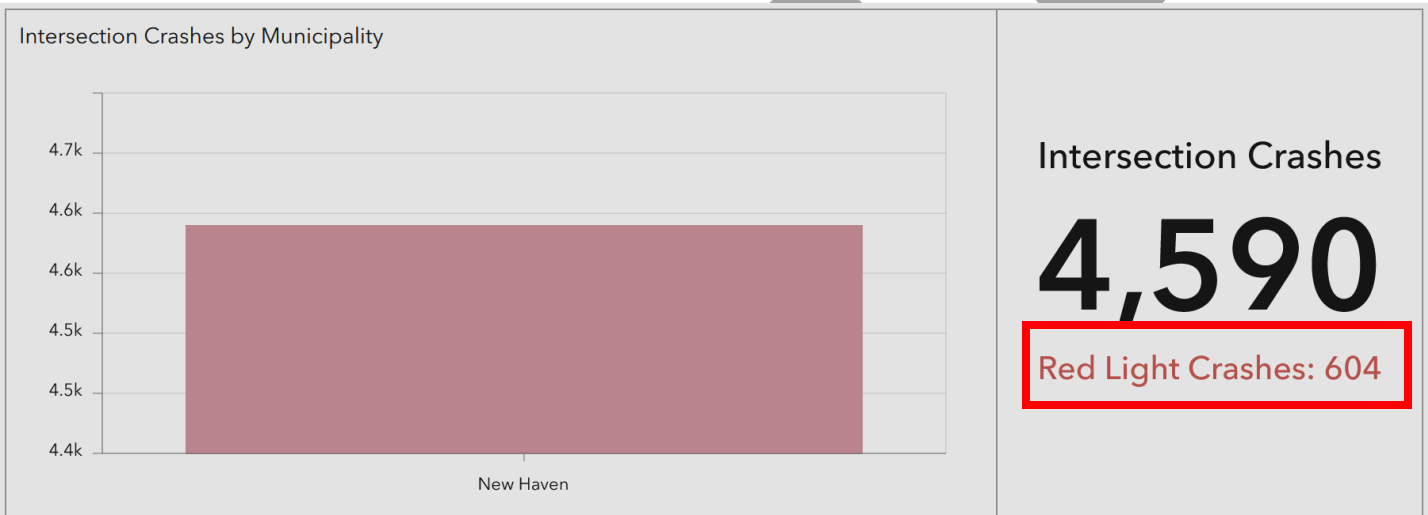


**TOGETHER
NEW HAVEN**

Red Light Violation Crashes- Statewide (2020-2022)



Signalized Intersection and Red Light Violation Crashes (2020-2022)



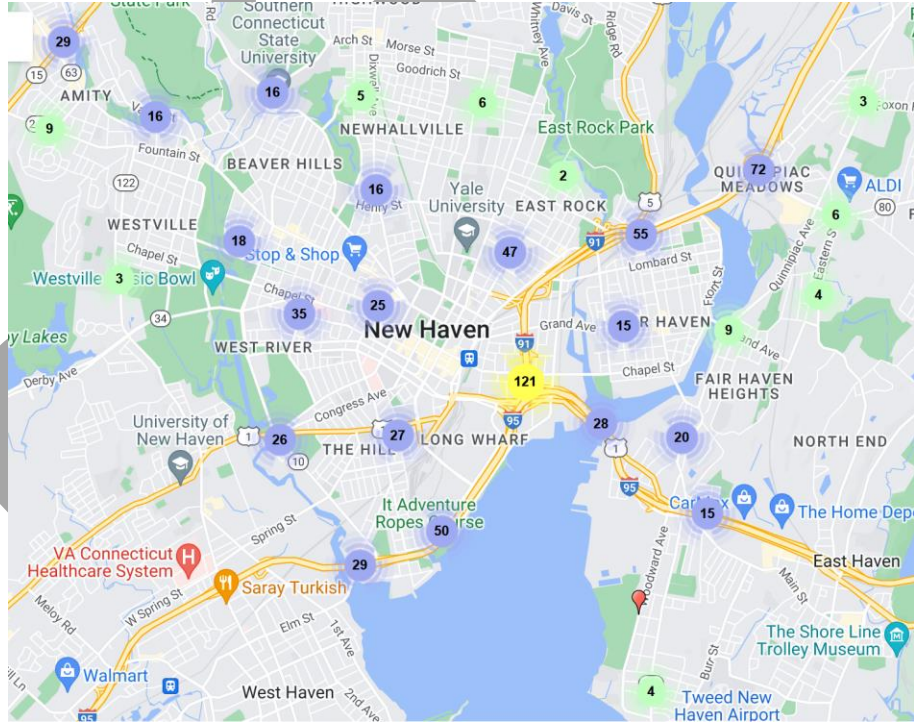
Source: CT-REDV Connecticut Red Light Violation Tool, Connecticut Crash Data Repository

Speeding Crashes New Haven (2020-2022)

All crashes= 19,465

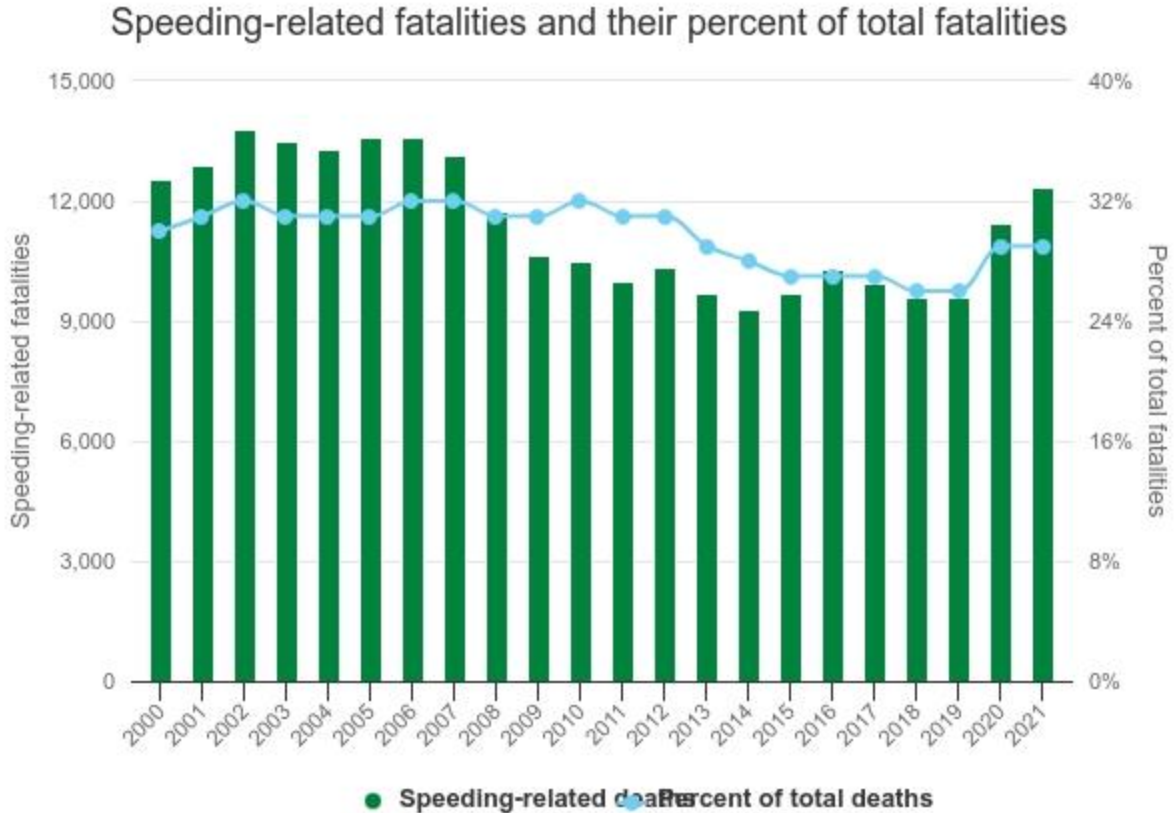
Speed= 717

Fatal/Injured= 204 (29%)



**TOGETHER
NEW HAVEN**

Speeding (Nationally)



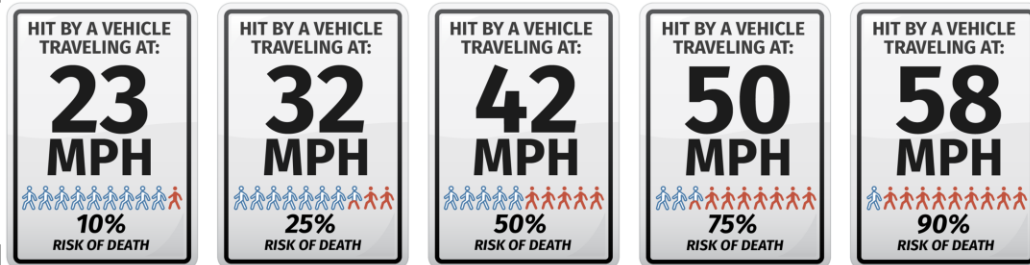
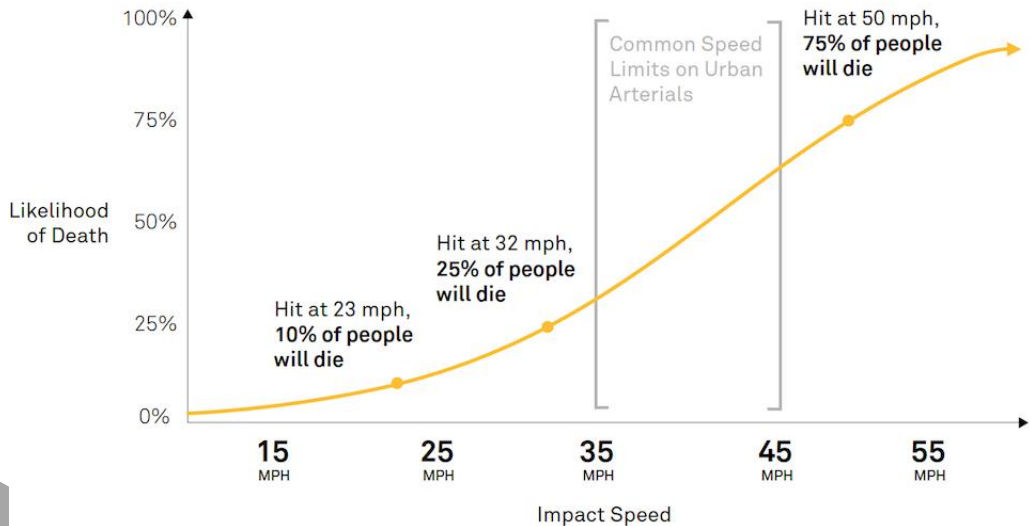
© 2023 National Safety Council. All rights reserved.

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NEW HAVEN

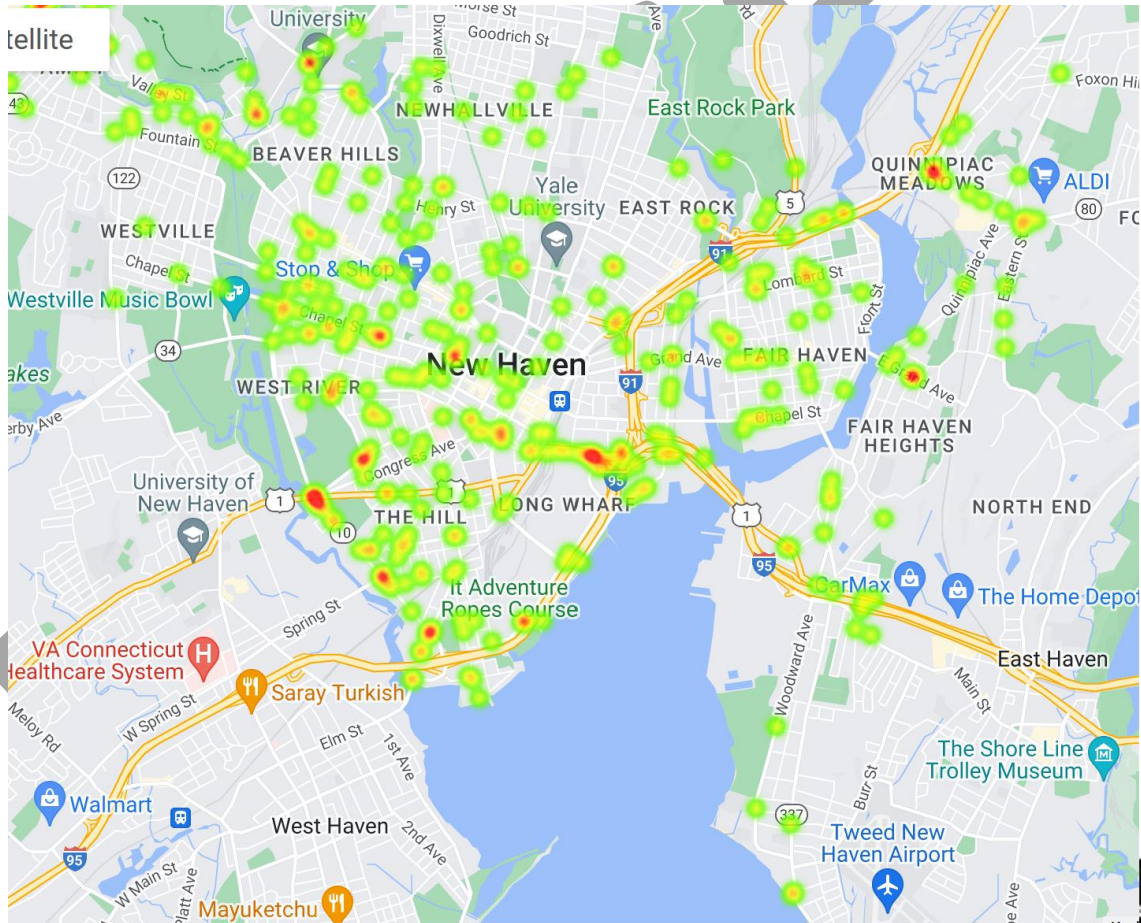
Safe Systems Approach (Safer Speeds)

THE LIKELIHOOD OF FATALITY INCREASES EXPONENTIALLY WITH VEHICLE SPEED³²

“Prevent speeding by studying and piloting the equitable application of enforcement strategies, including automated enforcement.”- National Roadway Safety Strategy



Speeding Crashes New Haven (2020-2022)



Source: UConn Crash Repository

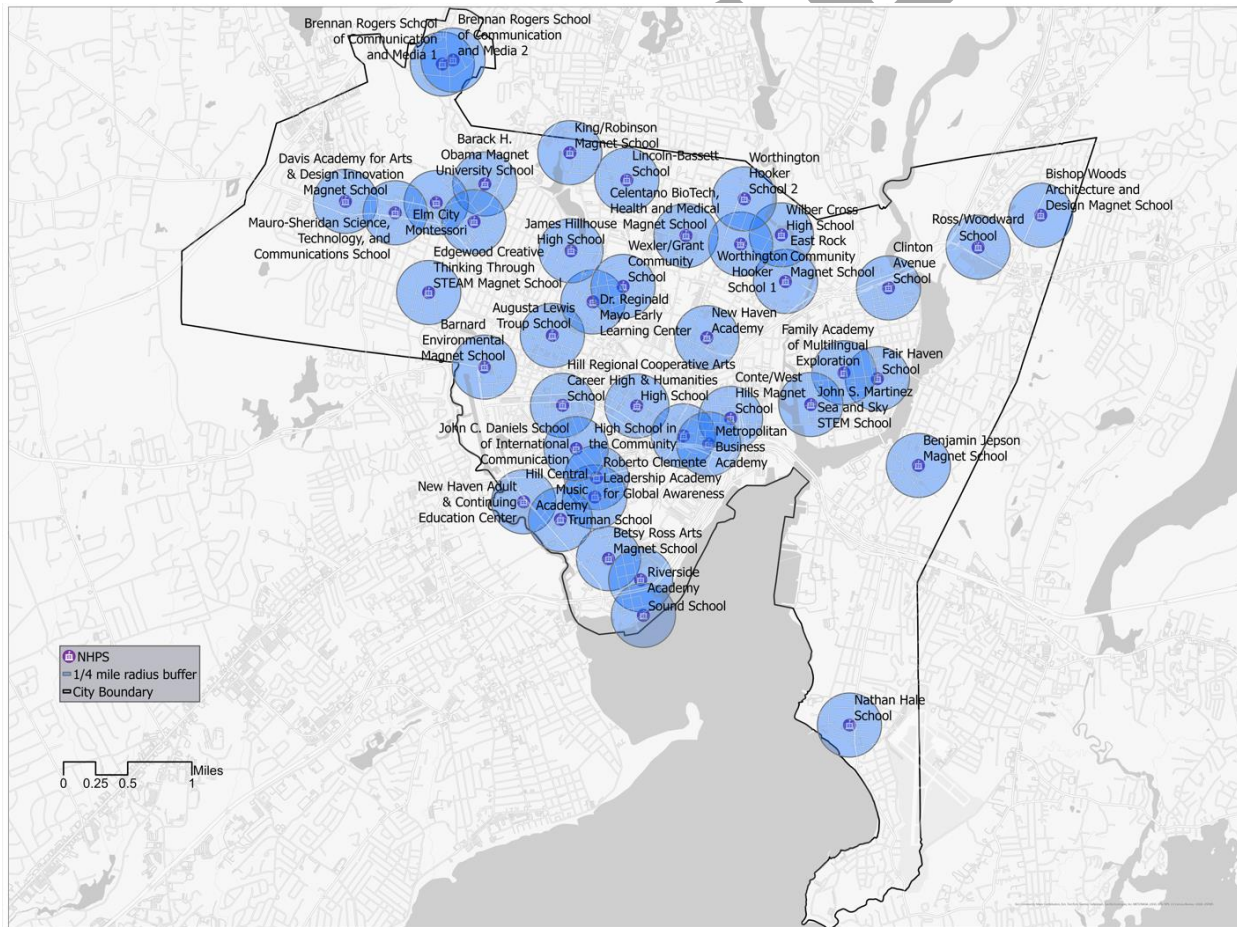
THE
NEW HAVEN

Speeding-related Fatal & Serious Injury Crashes (2020-2022)



Source: UConn Crash Repository

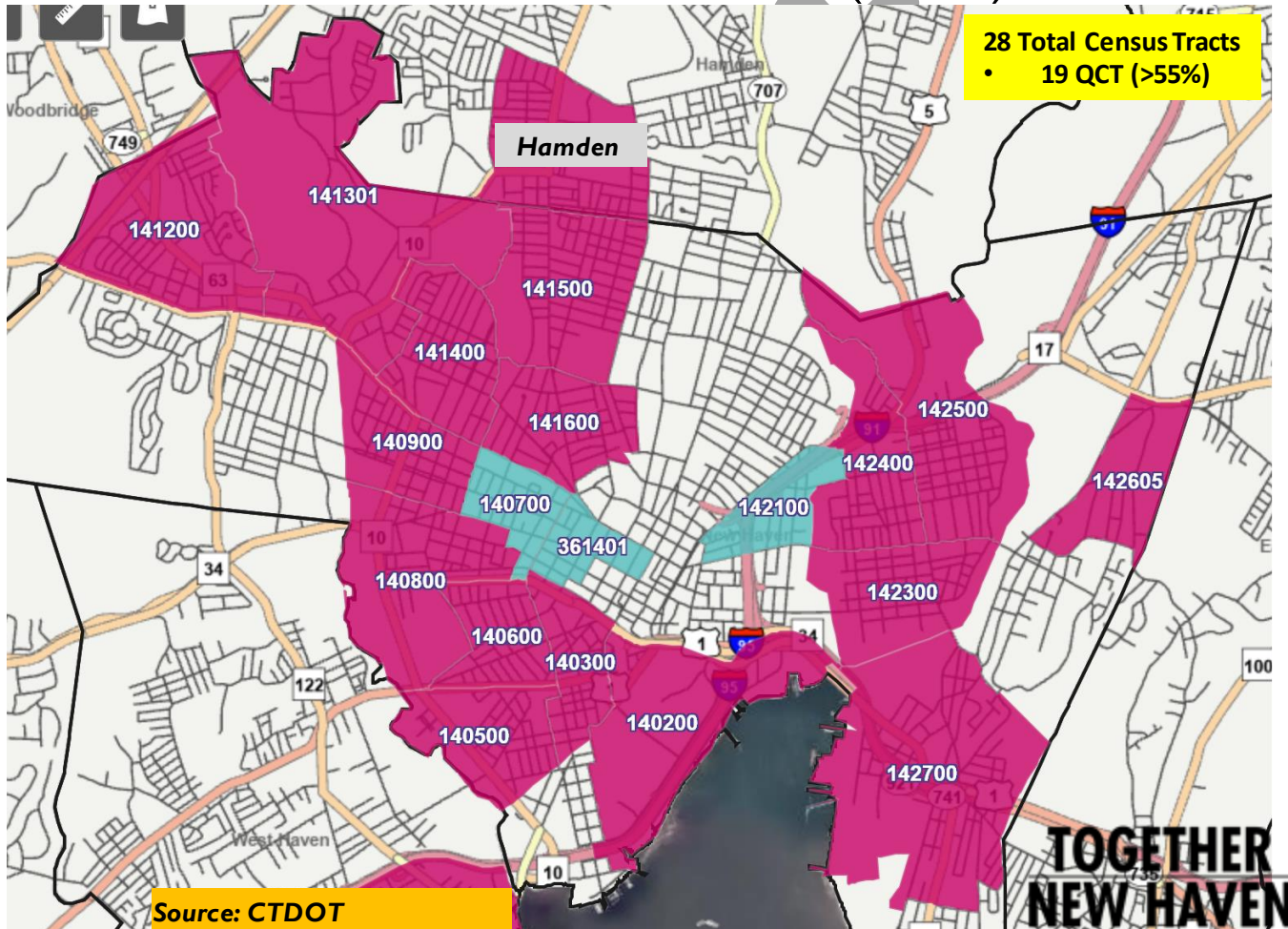
School Zones



CTDOT ATESD Installation Guidance (Overview)

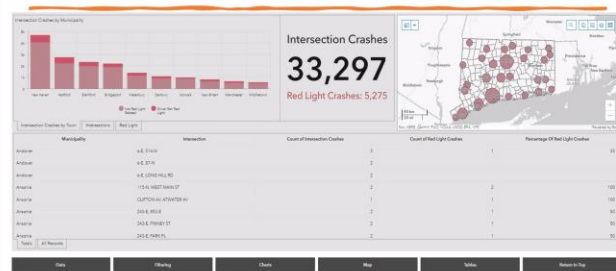
- ❖ Final document published on Jan 2, 2024
- ❖ Installation allowed in-
 - Traffic control signal (Red light running);
 - School zones, Pedestrian Safety Zones (Speeding); and
 - Other locations
- ❖ Factors to consider
 - Average Daily Traffic, Geometry, History of traffic stops, Red-light/Speeding crash data
 - Equity (US Census)- Qualified Census Tract (QCT)
 - 50 percent of households with incomes below 60 percent of the Area Median Gross Income (AMGI); or
 - Poverty rate of 25 percent or more.
- All installation requires written justification

Qualified Census Tracts (QCT)

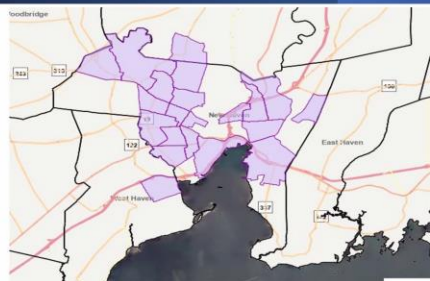


Red Light Cameras Installation Requirements

CT Red Light Violation Tool



QCTs - New Haven Area



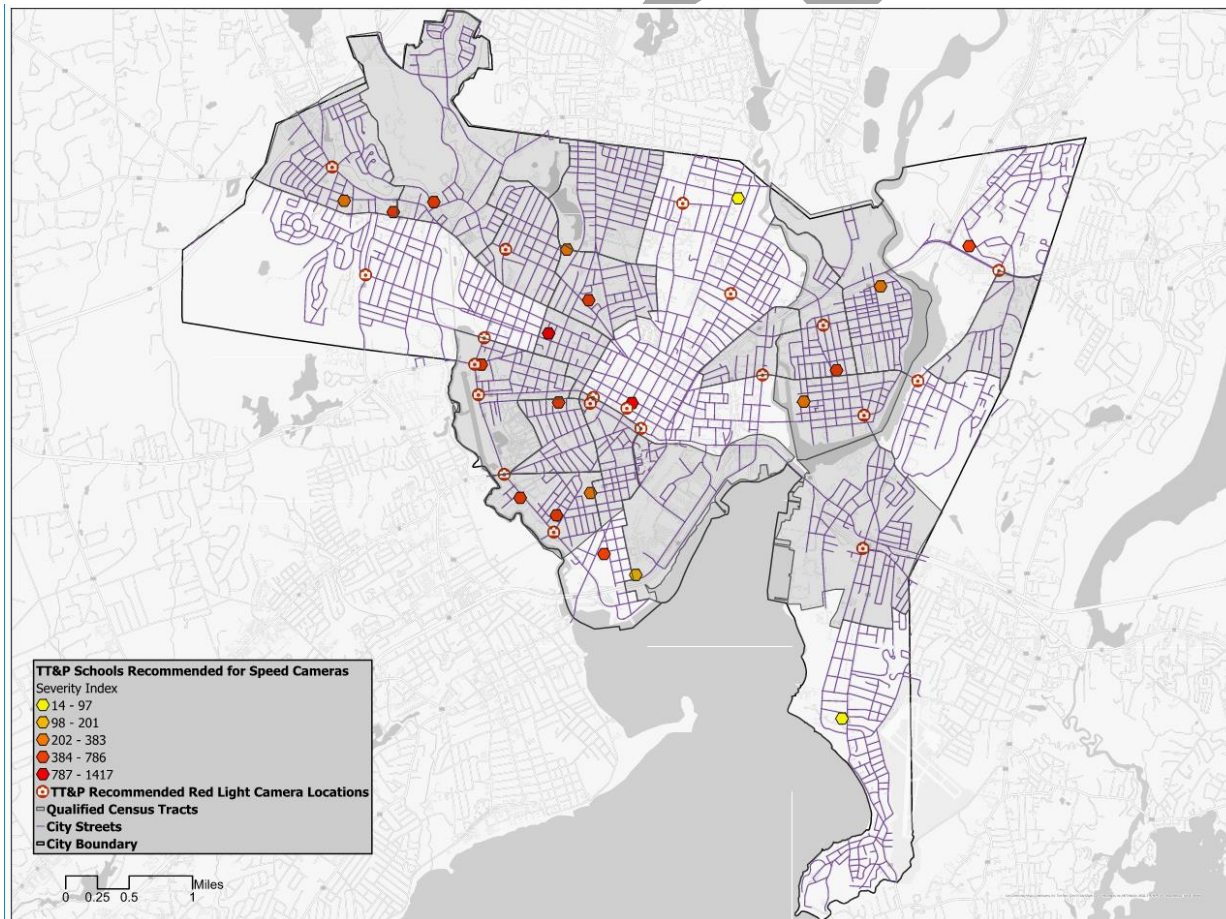
Speed Cameras Installation Requirements

- ❖ School Zone- roadway adjacent to school property or sufficiently close to school property “as to constitute a risk to the public safety under all the circumstances”- CGS 14-212b
 - ☐ On State Highway- requires OSTA approval
 - ☐ On Local Roadway- requires LTA approval only
 - Typically, 20mph- requires OSTA approval
- ❖ Pedestrian Safety Zone- any municipal roadway, defined downtown district, community center frequented by pedestrians or adjacent to hospital property- CGS 14-307a
 - ☐ On Local Roadway- requires LTA approval only
 - ☐ Speed Limit cannot be less than 20mph
- ❖ Other Locations- “roadways adjacent to CBDs, Community Centers, Parks, Hospitals”
 - ☐ Roadways with history of Crashes
 - ☐ Segment cannot exceed 0.5 miles

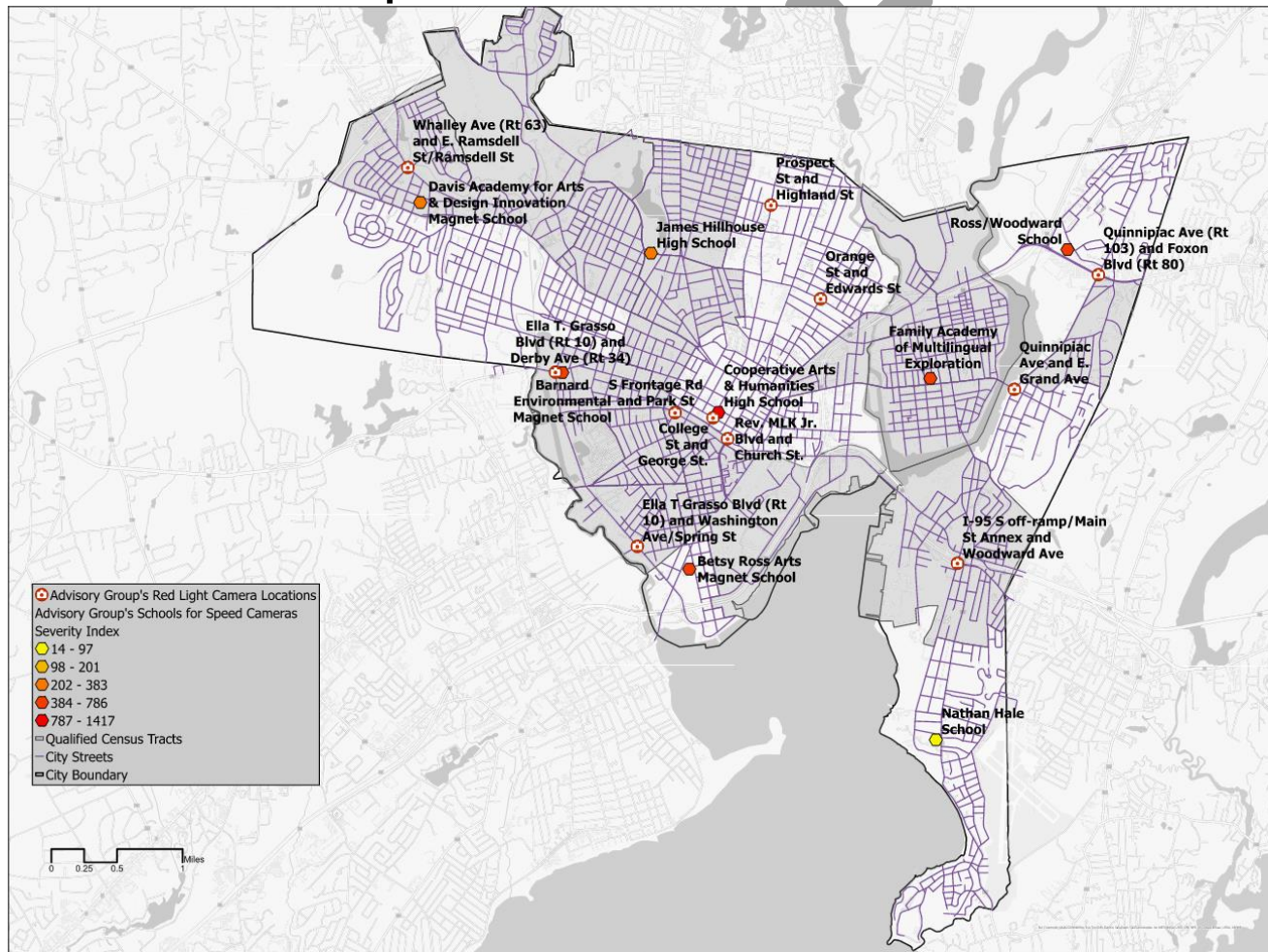
ATESD Locations- Selection Methodology

Requirements	Red Light Cameras	Speed Cameras
1. CTDOT Requirements	<ul style="list-style-type: none"> Red Light Violation Crashes (min. 2 over a 3-yr period) No Ongoing or Planned signal upgrade projects (within 12-month period) Age and Condition of Signal and Controller 	Allowed in School zones, Pedestrian Safety Zones and other locations
2. Equity Considerations	<ul style="list-style-type: none"> Concentration of Sites across the City Qualified Census Tracts and Area of Census Tracts <ul style="list-style-type: none"> ≤ 2 ATESD in a QCT Max 1 in QCT ≤ 0.25 mi. No. of QCTs (New Haven $> 55\%$ Census tracts in QCT) 	
3. Additional considerations	Total no of Crashes including Fatal and Serious injury crashes	<ul style="list-style-type: none"> <u>Focus on School Zones ONLY- 0.25 mile buffer radius</u> Total no of Crashes Speeding-related crashes Fatal and Serious injury crashes (KSI index) Speeding Violations

City-wide List of Potential ATESD Locations (based on OSTA Guidance)



Proposed ATESD Locations



Proposed ATESD Locations

Red Light Camera

No.	Intersection Name	Workshop #4 Consensus
1	Lombard St. and Blatchley Ave.	-
2	Ella T Grasso Blvd (Rt 10) and Chapel St.	-
3	Rev. MLK Jr. Blvd and Church St.	Yes
4	College St and George St.	Yes
5	Ella T Grasso Blvd (Rt 10) and Columbus Ave (Rt 1)	-
6	Ella T. Grasso Blvd (Rt 10) and Derby Ave (Rt 34)	Yes
7	Quinnipiac Ave and E. Grand Ave	Yes
8	Whalley Ave (Rt 63) and E. Ramsdell St/Ramsdell St	Yes
9	Grand Ave and East St	-
10	Orange St and Edwards St	Yes
11	Ella T Grasso Blvd and Goffe Terr	-
12	Rev MLK Jr and Ella T Grasso Blvd (Rt 10)	-
13	Ella T Grasso Blvd (Rt 10) and Washington Ave/Spring St	Yes
14	Quinnipiac Ave (Rt 103) and Foxon Blvd (Rt 80)	Yes
15	Prospect St and Highland St	Yes
16	I-95 S off-ramp/Main St Annex and Woodward Ave	Yes
17	Rev MLK Jr Blvd and Park St	-
18	S Frontage Rd and Park St	Yes
19	Forest Rd (Rt 122) and Edgewood Ave	-
20	Ferry St and Chapel St	-

Speed Camera

No.	School Name	Address	Workshop #4 Consensus
1	New Haven Adult & Continuing Education Center	580 Ella T Grasso Blvd	-
2	Augusta Lewis Troup School	259 Edgewood Ave	-
3	Barnard Environmental Magnet School	170 Derby Ave	Yes
4	Betsy Ross Arts Magnet School	150 Kimberly Ave	Yes
5	Clinton Avenue School	293 Clinton Ave	-
6	Cooperative Arts & Humanities High School	177 College St	Yes
7	Davis Academy for Arts & Design Innovation Magnet School	35 Davis St	Yes
8	Dr. Reginald Mayo Early Learning Center	185 Goffe St	-
9	Elm City Montessori	495 Blake St	-
10	Family Academy of Multilingual Exploration	255 Blatchley Ave	Yes
11	Hill Central Music Academy	140 Dewitt St	-
12	Hill Regional Career High School	140 Legion Ave	-
13	James Hillhouse High School	480 Sherman Parkway	Yes
14	John S. Martinez Sea and Sky STEM School	100 James St	-
15	Mauro-Sheridan Science, Technology, and Communications School	191 Fountain St	-
16	Nathan Hale School	480 Townsend Ave	Yes
17	Riverside Academy	103 Hallock Ave	-
18	Ross/Woodward School	185 Barnes Ave	Yes
19	Truman School	114 Truman St	-
20	Worthington Hooker School 2	691 Whitney Ave	-

Next Steps

- I- Committee Hearing & Operations Plan
- II- CT DOT Review and Approval
- III- System Development
- IV- Implementation
- V- Ongoing Monitoring