

Speed Cameras in Stamford



Photo: Max Touhey

Board of
Representatives
Transportation
Committee

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**CITY OF
STAMFORD**



What is an Automated Traffic Enforcement Safety Device (speed/red light camera)

- Under the act, an “automated traffic enforcement safety device” is a device designed to detect and collect evidence of alleged violations of ordinances adopted under the act by recording images that capture the license plate, date, time, and location of a vehicle that (1) exceeds the posted speed limit by 10 miles per hour or more or (2) runs a red light.
- Can only be installed in four types of locations:
 - Traffic signal for red light running
 - School zones for speeding
 - Pedestrian Safety Zones for Speeding
 - Other locations for speeding
- Municipalities are responsible for establishing enforcement ordinances, selecting locations for cameras, and establishing protocols for maintenance and enforcement.
- Applications for an enforcement cameras (aka Plan) must be submitted to the CTDOT Office of the State Traffic Administration (OSTA) for review and approval.

Speed/Red Light Enforcement Camera Operations

- Municipality must adopt an ordinance to impose a fine for citations.
- Municipalities can enter into agreements with vendors for the design, operation, or maintenance of an Enforcement Camera. Vendors' fees cannot be contingent on the number of citations issued or fines paid.
- Enforcement Camera operators shall complete training and obtain a signed certificate by the manufacturer.
- Annual calibration of an Enforcement Camera is required.
- At least 30 days before an Enforcement Camera is operational, the municipality shall develop and implement a public awareness campaign for the following:
 - Educating the public about the importance of
 - obeying speed limits and traffic signals; and,
 - The imminent use of an Enforcement Camera in the municipality
- Funds received from fines must be used for:
 - Investing in transportation infrastructure; or,
 - Pay for costs associated with an Enforcement Camera

Camera Location Criteria

- Transportation Safety Consideration
 - Average Daily Traffic
 - Roadway Geometry
 - History of traffic stops conducted and reported to CT Office of Policy and Management (OPM)
 - History of crashes caused by speeding or red light running
- Equity
 - Municipal poverty rate
 - Percentage of occupied housing units with vehicles
- A Qualified Census Tract (QCT) is any census tract where either 50% or more of the households have an income less than 60% of the Area Median Gross Income (AMGI) or have a poverty rate of at least 20%.
- No more than 2 ATESD will be allowed in a QCT.
- The OSTA will reject any ATESD location if it determines that the location would violate the equity principles established in PA 23 116.

- All of this information gets included in Camera Operations Plan

Camera Enforcement

- Police Department employee or person designed by the Local Traffic Authority shall review and approve recorded images from the AETSD before a citation is mailed to the vehicle owner.
- For the first 30 days after an AETSD device is operational, the owner shall receive a written warning.
- Citations shall include:
 - Name/address of owner and plate number of motor vehicle
 - Violation charged
 - Location of the AETSD and date/time of violation
 - Copy of or information on how to electronically view any recorded images
 - Statement from the reviewing official who determined that the motor vehicle violated the ordinance
 - Verification that the AETSD was operating correctly at the time of the alleged violation
 - Amount of the fine imposed and how to pay fine
 - The right to contest the violation and request a hearing
- Citation shall be mailed via 1st class mail not later than 30 days after owner's address has been confirmed by CT DMV or from another jurisdiction.
- Fines are violations of the ordinance and cannot be more than:
 - \$50 for 1st offence; or,
 - More than \$75 for 2nd and subsequent offenses.
 - A fee of up to \$15 can be charged for electronic processing of payment for the fine.

Camera Reporting Requirements

- No later than 18 months after the ATESD becomes operational, the municipality must submit a report to OSTA and the General Assembly containing:
 - Number of violations for failing to comply with a red light indication and/or speeding that occurred at each location before and after an AETSD was installed.
 - Number and type of crashes that occurred at each location before and after an ATESD was installed.
 - Number of crashes and violations at similar locations that do not have an ATESD
 - Descriptions of situations where recorded images could not be used.
 - Number of leased, rented, and out of state vehicles where enforcement efforts were unsuccessful.
 - Amount of revenue from the fines and associated fees retained by the municipality
 - Cost to the municipality for the use of an ATESD
- Not later than 1 year after the municipality submits its initial report, and every year thereafter until the ATESD no longer is operational, a report must be submitted to OSTA and the General Assembly containing:
 - Number of motor vehicles that were subject to one (1), two (2), three (3), or four or more (4+) citations.
 - For red light running violation, the number of citations at each locations where the motor vehicle was making a right turn, proceeding through the intersection, or making a left turn.
 - List of engineering and educational measures taken by the municipality to improve safety in locations where an ATESD is operational.
 - Data regarding how many citations were issued, how many hearings were requested, and the results of any such hearings.

Action Steps and Process for implementation

- CTDOT to provide municipalities with guidance for speed/red light cameras by 1/1/2024
- City to develop internal framework for camera program in concert with BOR and community (3-6 months)
 - Staffing
 - Budgeting
 - Vendors
 - Operational procedures
 - Privacy policies
- City to develop draft ordinance for the use of speed/red light cameras and BOR approval (3-6 months)
- City to develop Operations Plan in concert with community. (3-6 months)
 - Location of devices and written justification as to why
 - History of crashes and traffic stops in area.
 - Engineering plan showing location of cameras and required signage.
 - Copy of ordinance
 - Copy of public hearing notice
- BOR to review and approve Operations Plan (3 months)
- Operations Plan sent to CTDOT for review and approval. (2 months)
- Vendor agreements and potential staff hiring and training (12 months)

Wrap Up and key points

- Implementing an automated enforcement camera program will take time (24-36 months)
- Violations are considered to be civil offenses. Like a parking ticket. No points or insurance violations.
- New staff and new vendor contracts may be required
- Multiple local legislative changes are required
- Community engagement and transparency is vital
- Creating an equitable program that does not negatively impact communities of concern is essential
- Demonstratable safety benefits must be made as a result of the program. This is not just another tax, but rather a key tool in the Vision Zero Toolbox.
- Need to address scofflaws, dangerous drivers, and license plate covers

- This will be a benefit to the City and will increase safety for all roadway users



Thank You

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