

City of Middletown - Connecticut
Automated Traffic Enforcement Safety Device
Municipal Plan



City of Middletown ATESD Municipal Plan
Mayor Ben Florsheim
Submitted/Prepared By: Chief Erik Costa
Date: May 22, 2025

Joseph Ouellette
Executive Director - State Traffic Administration
Connecticut Department of Transportation
2800 Berlin Turnpike
Newington, CT 06131



Dear Joe Ouellette,

Please accept this comprehensive Automated Traffic Enforcement Safety Device (ATESD) Municipal Plan for the City of Middletown. Our ATESD plan aligns with Connecticut Public Act 23-116 as well as the Connecticut Department of Transportation's traffic safety goals and initiatives. It is designed to reduce the dangerous conditions within our community overall, and at the selected locations specifically. These dangerous conditions contribute to traffic collisions, serious injuries, and deaths involving pedestrians, bicyclists, motorists and vulnerable roadway users on our roads.

To prepare this Municipal Plan, we have both followed the recommended guidelines and completed the required traffic assessments. These efforts helped to determine the specific roadway locations that we believe will benefit most from automated traffic enforcement. The justification, traffic assessment data, and methodology for each site selection is attached herein. For each location, you will note additional imagery and relevant information that identifies the intended applications of the ATESDs. This City of Middletown ATESD Municipal Plan contains all the required elements.

We hope that you will agree this plan is equitable and that it is likely to improve traffic safety at the proposed locations and warrants approval. We do, however, recognize that this is a City of Middletown collaboration and therefore, we look forward to any feedback the Office of the State Traffic Administration may have with regards to revisions that may be needed prior to permitting these important ATESD devices. If there are any questions we may answer, or additional documentation we may provide, please do let us know.

Sincerely,

Chief Erik Costa
City of Middletown
222 Main Street
Middletown, CT 06457

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ATESD OVERALL PROGRAM - REQUIRED DOCUMENTS

A. ATESD Municipal Ordinance

ORDINANCE No. 12-24
DATE: July 26, 2024

BE IT ORDAINED BY THE COMMON COUNCIL OF THE CITY OF MIDDLETOWN:

That Chapter 99 of the Middletown Code of Ordinances be added as follows:

CHAPTER 99—AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES

99-1. 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 Middletown (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.

99-2. 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 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.

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

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

99-3. Contractual Services.

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

99-4. Operation of automated traffic enforcement safety device.

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

99-5. Violation.

- A. An owner of a motor vehicle commits a violation of this ordinance if the person operating the motor vehicle:
 1. Exceeds the posted speed limit by ten (10) or more miles per hour and such operation is detected by an ATESD; or
 2. *Fails to stop such motor vehicle when facing a steady red signal on a traffic control signal and such failure is detected by an ATESD.*
- B. *ATESD shall be used solely for identifying violations of this ordinance.*
- C. For the first thirty (30) days after a location is equipped with an operational ATESD, the owner of a motor vehicle that allegedly violates this ordinance that is detected by such device shall receive a written warning instead of a citation.



Sec. 99-6. Penalty for violation.

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

Sec. 99-7. 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.

Sec. 99-8. Appeal.

- A. Any person who is aggrieved because of the imposition of a fine under this article may appeal to the Chief of Police or his/her designee in writing, within 10 days of the imposition of such fine. Any person requesting a hearing shall be given written notice of the date, time, and place of the hearing. Such hearing shall not be held less than 15 days nor more than 30 days from the date of the mailing of the notice.
- B. A person wishing to contest a notice of violation shall appear at the hearing and shall have the right to present evidence. A hearing officer appointed by the Mayor shall conduct a hearing and follow the procedures set forth in C.G.S. § 7-152c, as amended from time to time. 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 his or her the decision at the end of the hearing.
- C. If the individual filing the appeal fails to appear at the hearing, the hearing officer may enter an assessment by default against said individual upon a finding of proper notice and liability under the applicable statutes or ordinances.
- D. If the hearing officer finds the appealing party liable for the violation and said person does not pay the fine, the City shall take steps allowable under C.G.S. 7-152c(f), which may be amended from time to time, or shall take any other action to recover the assessment and fees, which is permissible under state or federal law.
- E. Hearings will be at the Middletown Police Department.



Sec. 99-9. 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.

Sec. 99-10. 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.

Sec. 99-11. 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.

Sec. 99-12. 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 into to, herein.

Sec. 99-13. 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.

Status: APPROVED
by Common Council, City of Middletown
at its meeting held on: SEPTEMBER 3, 2024



ATESD OVERALL PROGRAM - REQUIRED DOCUMENTS

B. Plan Approval Public Hearing Notice/Meeting Minutes

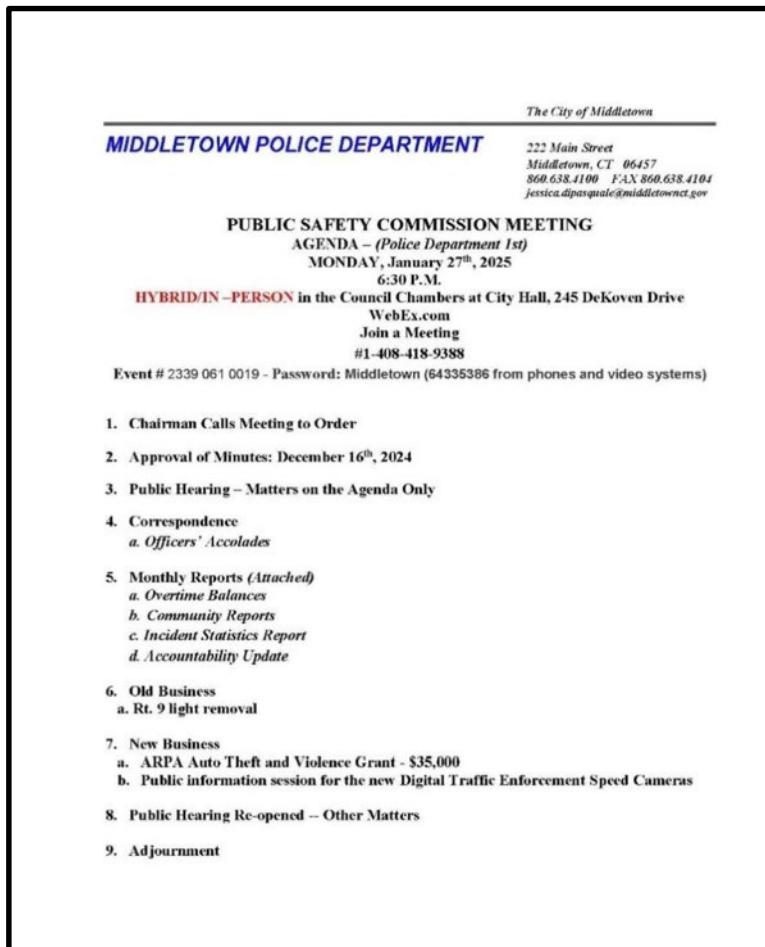
Middletown: ATESD Plan Approval Public Hearing Notice Publications

1. City of Middletown's Social Media Pages
 - a. Facebook published January 10, 2025
 - b. Instagram published January 10, 2025
2. Meeting Notice Published on City of Middletown's website and the Middletown Police Department's webpage on January 9, 2025



1. City of Middletown Common Council Approval of ATESD CTDOT Permit

Public Safety Committee Meeting Agenda January 27th, 2025



City of Middletown: ATESD Plan Approval Public Hearing Minutes

MIDDLETOWN POLICE DEPARTMENT

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PUBLIC SAFETY COMMISSION MEETING MINUTES

January 27th, 2024

Hybrid/In-person Meeting

1. Councilwoman Sweeney Meeting to Order at 6:48 PM

MEMBERS PRESENT: Councilman Darnell Ford, Chairman
Councilman Anthony Mangiafico
Councilwoman Linda Salafia
Councilman Anthony Gennaro
Councilwoman Kelly Sweeney

STAFF PRESENT: Chief Erik Costa
Fire Chief Dave Albert
Lt. Derek Puorro

MEMBERS/STAFF ABSENT: Rich Davis – Deputy Chief of Police

2. Approval of Minutes –December 16th, 2024

Councilwoman Sweeney made a motion to approve the PSC Minutes for December 16th, 2024 as Councilman Gennaro so moved, seconded by Councilman Ford. There being no further discussion or objection, Motion passed.

3. Public Hearing – Matters on the Agenda Only

- John Hall: Representative of The Jonas Center and serves on the “Complete Streets groups of Portland and Middletown. Most common complaint is the level of speeding and reckless driving in both communities. There’s been two fatalities on Saybrook Road and three on Washington St. and one on Newfield St. He serves on the St. of CT Vision Zero subcommittee for enforcement, exploring ways to enforce traffic in variety of ways. Last February they circulated petition in favor of these devices. The letter was submitted to the commission.
- Jennifer Clindenes: 241 West St, regularly see people traveling 10 – 30 mph over speed limit on her street. Works at Wesleyan and recognizes that speeding is a huge problem, as well as running red lights. In favor of devices as way of promoting public safety.
- Ann Trinkis: West Street, moved there in 2001. 25 mph sign is ignored, people fly up the street. Please consider West St for cameras as it’s very residential, there’s a daycare on that street, many walkers and Snow School as well.
- Eric Ascidorian: 180 College St, resident for 6 years. Crosses on Washington and High St. to go to karate, witnessed pedestrian accident and witness speed and drivers running red lights. Would also like red light cameras to curb excessive speed, generate revenue and direct police to more useful tasks.
- Bob Santangelo: 11 Prospect St., former chair of PSC, in favor of traffic devices and traffic control. Almost run over many times. Crosses Washington St often. Recommends to not step off curb right when light turns red.
- Alan Pool, Middlefield resident. In support of this idea. On 9/17 driving tractor, hit front behind, knocked unconscious, tractor went onto neighbor’s lawn, he landed 15ft from tractor, the driver claimed she didn’t see him. In favor of use of this technology.
- John Schaefer: Cromwell resident has previously lived in Middletown, works at the Community College in Middletown. Students walk from various locations in Middletown to college, mostly Saybrook Rd. Incidences where students have had near accidents. In favor for student safety.
- Jeff Kanopka: Russel Street, speed on Russell and Ridge Rd is real fast. Bad accident on Russel last night, driver drove over median and hit the house. Speed of Ridge Road, shortcut to Russell doing 45-50. Been near missed himself. People run stop sign on that intersection. People also pass on that street. In favor of Traffic Controls.
- Mark Foreman: Chamberlain Road, Middletown, lives off Saybrook Rd, when they go downtown one lane for going left and a right lane for going straight. There is always someone going straight from the left hand lane. There are also people making U turns to get into parking stalls. More enforcement is needed.

Councilwoman Sweeney made a motion to close the Public Hearing portion as Councilman Gennaro so moved, seconded by Councilwoman Salafia. There being no further discussion or objection, Motion passed. Chief Costa requested to Table items 4-5D. Councilwoman Sweeney made a motion to table 4-5D as Councilman Gennaro so moved, seconded by Councilwoman Salafia. All in favor, there being no further discussion or objection, Motion passed.

4. Correspondence a. Officer’s Accolades

****Tabled**

5. Monthly Reports

a. Overtime Balances

****Tabled**



b. Community Reports

Chief Costa reported on Community Reports;

****Tabled**

c. Incident Statistics Reports

Chief Costa reported on Incident Statistics;

****Tabled**

d. Accountability Report

Chief Costa reported on Accountability;

****Tabled**

6. Old Business

Chief Costa reported;

- Rt. 9 Light –last month met with DOT. In process of working historical data in regards to any changes of Rt. 9 from exit 12 through the city into Cromwell. No real changes from past months, Still waiting, still months away.

7. New Business

Chief Costa reported;

- Grant for ARPA auto theft and Violence grant in the amount of \$35,000. We received this grant last year, it goes along with Star Chase for our vehicles. Lt. Puorro is spearheading the grant.
- Motion was made to approve, all in favor with no further objections, Approved.

8. Public Hearing Re-opened -- Other Matters

- Chief Costa presented information to the Commission regarding the automated Speed Safety Camera:
 - CT is working towards a statewide goal known as Vision Zero which aims to eliminate all traffic related fatalities and serious injuries.
 - House Bill 5917 authorizes the use of automated speed enforcement in high risk areas with the intent to reduce accidents and save lives.
 - Our local efforts will align with the broader goals on Vision Zero: reducing serious injury and fatalities by enforcing speed limits and creating safer streets.
 - Key locations where cameras will slowly be rolled out:
 - CT 17 South Main St (Talcott Ridge Dr. to Royal Oak Dr.) –residential, grocery and retail. Data shows speeds exceeding 80 mph in a 45mph zone. This is also near the site of a fatal crash where the vehicle was going 97 mph.
 - Spencer School Zone (Westfield St and Charles Mary Drive) –School Zone where Limit is 20 mph and data shows speeds to exceed 70 mph.
 - Country Club Rd and Higby Rd (Country Club Rd between Partridge Lane and Knox Blvd.) Curvy Rd with high traffic volume that leads to Moody School.
 - CT 66 Washington ST –(Between Harvest Wood Road and Boston Rd). This road has a limit of 45 mph but drivers exceed 70 mph in this residential and commercial area.
 - None of the locations fall within the U.S. Census Qualified Census Tracts, which designate areas with a significant proportion of low income residents.
 - Common Questions:
 - Who will administer the program?
 - We are partnering with Traffic Logix and Dacra Tech LLC, both of which specialize in automated traffic enforcement. These companies will assist us with the installation, operation, and maintenance of the cameras, ensuring that everything functions smoothly. The program will be overseen by our Traffic Division, and we will adhere to all State of Connecticut reporting requirements.
 - Where does the revenue go and will it cost taxpayers?
 - The revenue generated from the cameras will be reinvested into public safety programs and traffic safety improvements. This initiative will not require additional taxpayer funds. In fact, it will provide a funding source for safety improvements without burdening the city's budget. This program is self-sustainable.
 - Are speed cameras a violation of constitutional rights?
 - No. Speed cameras, like any other method of traffic enforcement, are designed to help uphold traffic laws. They do not capture personal information; they only capture images of vehicles exceeding the speed limit. The legislation includes provisions for due process, allowing drivers to contest violations through established channels.
 - Are Speed cameras a violation of privacy?
 - No. Speed cameras are placed in public areas, where traffic laws are already enforced. They are not designed to collect personal data, but rather to improve public safety by monitoring speeding violations.
- Public Hearing:
 - Mark Foreman: Chamberlain Rd, Asked if when you put the speed cameras in will there be warning signs they are there. Not clear on where these cameras are. Will there be a posting where these are. Chief answered, Spencer School, coming down the hill to Newfield St. The 66 location will be on the Middlefield side of 66 as you come down towards Camp St. On Rt. 17 it's as you're coming into Randolph Rd, North on 17. We are working with a provider to sure up our data in these areas. Preliminary data shows speeds of 85mph on Rt. 17 and Washington St is in the 70mph range. Some of those vehicles being tractor trailers. 66 will be our first location because coming into the city, on a downhill grade, the Camp St. light is being driven through. We are not going forward with red light cameras yet because there is a lot of construction going on and there are projects that would affect the red light cameras and we do not want to have to move them in a few years. With speed cameras we will be able to adjust. If we feel we have curbed issues we can move speed cameras around.
 - Jennifer Clindenens: 241 West St. – What will the process be for adding additional locations if it proves the first set is successful. Also, if any red light cameras are being considered. Chief answered we do not have plans for red lights for now due to construction in the city that would affect the camera locations. The Speed cameras are regulated by state of CT. Areas we choose for speed cameras have to be proven with data. Can definitely explore West St and others in the future.
 - Joe Vecchito: 303 Bartholomew Rd – concern once drivers get used to set ups drivers will use alternate streets and drive faster to make up time. Chief Costa answered we actually looked into that, there's no data until we implement the program but we are concerned too.



Starting with 66 and 17 locations because alternate routes are only the highway. We are going to monitor that and will revisit if so. State is going to branch out protocols to revisit and make sure this is working.

- Bob Westendorf: 190 Huntington Ave - When are they looking to start project. Also at various locations will camera be facing both directions? Chief answered first the permit has to be approved by the PSC then approved by Common Council. We are relying on outside resources to finish data study then it goes to the state for approval. They cameras will go both directions at each location.
- Dee: online –Are traffic lights being considered for Randolph Rd. Chief answered we haven't approached topic of new lights, would have to look at but for now it is not on the agenda.
- Bob Santangelo: 11 Prospect St: Will there be signs notifying people there's a camera. Concerned why people run red lights and other things is because there's no consequence. Community needs this extra help. Will cameras be on poles or how will they be stationed? Chief answered a reasonable distance before camera will be a sign in both directions. What happens at night with the cameras? Chief answered the cameras work at night. Bob asked if more speed limit signs will be put up on Washington St. Chief answered if we are missing signs we will put them up. There will be more and they will be identifiable.
- Staci Noto: Director of Automated Speed Enforcement for Traffic Logix: Cameras have OCR technology which captures clear images of violators license plate, light R technology to calculate speeds. 24-7 operations day and night, there is not a flash at night, can work autonomous, speed thresholds can be customized, all weather performance, eco-friendly solar powered pole mounted with battery backup.
- Robert Born: 17 Red Orange Rd: encouraged by this tech, especially by schools. Q: the data collected, how long is it kept? Who keeps it? Does PD have the data? Or vendor? Brandon Knox: Dacra Tech: Back office provider for Speed Enforcer. Per DOT and the state once the violation is captured and mailers have gone out to notify violator of violation, they have 10 days to contest by written letter and once judgment is made they only hold onto data after due process for 30 days in the Microsoft Azure Government Cloud; the same space FBI and CIA host their data, very secure and private.
- Councilman Ford: What other towns and cities in CT are participating in the Speed enforcement program. Chief answered the biggest and active in the State is Washington. There are multiple others participating and multiple others watching what we do with this. It's definitely a movement across the state.
- Councilman Ford: Quality assurance, how do we know if they are calibrated and that we know someone is speeding? Chief Costa answered cameras are calibrated once a year, that certificate stays with the agency for a year. If someone contests a violation that certification can be presented at that point. If it's not working we have mechanisms that will notify us.
- Councilman Ford: The city has done traffic assessments and collected data. How do we view that? Brandon Knox answered that we ran data speed trackers through Traffic Logix, but wanted to get more current and accurate data. We are running this study through a company called TYLN.
- Councilman Ford: Regarding the traffic redirection, is there a plan in place to head some of that data collection before something happens. Chief Costa answered we have technology to ID traffic patterns on secondary streets. If traffic on side streets becomes a concern we will reevaluate.
- Councilman Ford: Do you have any plans to address the accident on South Front/Ridge Rd. Chief Costa answered we have increased our traffic enforcement there and will have continued traffic enforcement. We also need to hold drivers accountable.
- Patrick Danas: 142 Poinsettia St - How do cameras do with protectors on license plates? Chief Costa answered it is against the law but we are not naïve, we will pick up on those equipment violations, that's human enforcement not traffic.
- Councilman Gennaro: Thinks technology will go through blockers and plate covers. Staci Noto from Traffic Logix answered if there are covers the system will not pick it up.
- Barbara Sattle: 830 Arbutis St. – Asked how will fines be determined and amount of fines? Chief Costa answered the first 30 days is warning based only. There will be a PSA that they are going out. After 30 days, the first citation is \$50, 2nd is \$75, \$15 fee for backend processing.
- Diane Karpinski: 785 Westfield St – Asked when someone is photographed for speeding, am I getting photo for 30 mph or is there leeway? Chief Costa answered by law we can't start enforcing until 10 mph over speed limit.
- Marcia McGee: 88 Trion St - Asked if the cameras are no cost to taxpayers, what happens if cameras become defective, who pays for that if it need to be replaced or fixed. Chief answered from the camera revenue we would have a fund that fixed cameras as needed or go through appropriations in the regular purchasing process, or look for it in the already established budget.
- Councilman Gennaro asked is there a lifespan on the cameras? Staci Noto answered that depending on weather, climate, and use anywhere from 8-10 years.
- Councilwoman Sweeney asked for a motion to close the public hearing. Motion so moved by Councilman Gennaro and seconded by Councilwoman Salafia. There being no further discussion or objection, Motion passed.
- Chief Costa: This is really about tragedy. Our town and our state has seen tragedy. This is a new age of policing and we have to say what's best for our city. We have to do something about these senseless fatalities and crashes. New drivers need to be educated on the importance of safe driving.

9. Meeting Adjournment

Councilwoman Sweeny asked for a motion to adjourn. Motion so moved by Councilman Gennaro and seconded by Councilwoman Salafia. There being no further discussion or objection, Motion passed. Meeting adjourned at 7:53p.

Next Public Safety Commission Meeting, Monday, February 24th at 6:30 pm.

TO VIEW THIS MEETING IN ITS ENTIRETY, PLEASE VISIT THE FOLLOWING WEBSITE:

www.cityofmiddletown.com

Public Meeting Videos

Available Archives

Public Safety Commission (PSC)



Common Council Meeting Agenda February 3, 2025

<div style="text-align: center; margin-bottom: 10px;">  <p>COMMON COUNCIL</p> </div> <p>REGULAR MEETING</p> <p>MONDAY, FEBRUARY 3, 2025 7:00 PM</p> <div style="border: 1px solid black; padding: 5px; background-color: #f0f0f0; margin-top: 10px;"> <p>Hybrid Meeting</p> <p>MUNICIPAL BUILDING COMMON COUNCIL CHAMBER and Remote via WebEx WebEx.com Join a Meeting Event # 2343 715 9862 Password: Middletown or Dial 408-418-9388 Access Code: Event # 2343 715 9862</p> <p><i>NOTE: If calling from a phone, please press *3 to activate hand raise function</i></p> </div> <p>AGENDA</p> <ol style="list-style-type: none"> 1. Call to Order <ol style="list-style-type: none"> A. Pledge of Allegiance B. Council Clerk Reads the Call of the Meeting and Mayor declares call a legal call and meeting a legal meeting 2. A. Accept/Amend the Agenda <ol style="list-style-type: none"> B. Resolution honoring 2025 Connecticut Veterans Hall of Fame Inductee: Master Sergeant Anthony Gauinchaux, Sr., U.S. Army, Retired, and former City of Middletown Councilmember & Commissioner 3. Mayor requests Council Clerk to read legal notice of public hearing for the proposed lease agreements for 180 Johnson Street/ Keating Park 4. Public Hearing on Proposed Lease Agreements – 180 Johnson Street/ Keating Park <ol style="list-style-type: none"> A. Proposed 5-year lease agreement with the Coughlin Service Corporation for 4,700 sq. ft. of rentable space at the R. M. Keating Historical Enterprise Park, 180 Johnson Street ("Keating Park"); and that the Mayor is hereby authorized to sign all documents necessary to implement the lease subject to review and approval by the office of General Counsel as to form and content. 	<p style="text-align: center;">February 3, 2025 COMMON COUNCIL -- REGULAR MEETING Page 2</p> <p>B. Proposed 5-year lease agreement with the Horizon Counseling & Outreach Center, Inc. for 900 sq. ft. of rentable space at the R. M. Keating Historical Enterprise Park, 180 Johnson Street ("Keating Park"); and that the Mayor is hereby authorized to sign all documents necessary to implement the lease subject to review and approval by the office of General Counsel as to form and content.</p> <p>C. Proposed 5-year lease agreement with the Empowering Hearts Therapy, LLC for 540 sq. ft. of rentable space at the R. M. Keating Historical Enterprise Park, 180 Johnson Street ("Keating Park"); and that the Mayor is hereby authorized to sign all documents necessary to implement the lease subject to review and approval by the office of General Counsel as to form and content.</p> <p>D. Proposed amendment to the lease agreement with Cloak Tactical Performance Physical Therapy, increasing the total rentable square footage from 1,000 sq. ft. to 2,050 sq. ft. at the R. M. Keating Historical Enterprise Park, 180 Johnson Street ("Keating Park"); and that the Mayor is authorized to sign all documents necessary to implement the amended lease subject to review and approval by the Office of General Counsel as to form and content.</p> <p>E. Proposed amendment to the lease agreement with the Machodabarber, PLLC for 540 sq. ft. of rentable space at the R. M. Keating Historical Enterprise Park, 180 Johnson Street ("Keating Park"); and that the Mayor is hereby authorized to sign all documents necessary to implement the lease subject to review and approval by the office of General Counsel as to form and content.</p> <p>5. Public Hearing on Proposed Lease Agreements – Closes</p> <p>6. Public Hearing on All Other Agenda Items – Opens</p> <p>7. Public Hearing on All Other Agenda Items – Closes</p> <p>8. Approval of Minutes <ol style="list-style-type: none"> A. Common Council – Special Meeting (Workshop: Questions to Directors) on Monday, January 6, 2025, at 6:00 PM B. Common Council – Regular Meeting on Monday, January 6, 2025, at 7:00 PM C. Common Council – Special Meeting (Community Meeting) on Thursday, January 9, 2025 at 6:00 PM </p> <p>9. Old Business <ol style="list-style-type: none"> A. Approval of REVISED Common Council 2025 Meeting Schedule, adding Biennial Meeting (to be held Monday, November 10, 2025) B. Resolution No. 03-2025: Approving that Resolution No. 100-06, adopted by the Common Council on June 5, 2006 and which establishes three (3) specific polling places – City Hall, South Fire District, and Moody School – for all City special elections is hereby rescinded; and that the 12 voting districts identified as voting districts for state and municipal elections in the City of Middletown 2022 Plan of Redistricting, March 22, 2022 as described in Chapter 36 ("Elections"), Article II ("Voting Districts"), Section 36-2 ("Description of districts") of the Code of Ordinances of the City of Middletown, shall be used as voting districts in all special elections and referenda. (TABLED, January 6, 2025) </p> <p>SUBSTITUTION – Resolution No. 03-2025: Approving that Resolution No. 100-06, adopted by the Common Council on June 5, 2006 and which establishes three (3) specific polling places – City Hall, South Fire District, and Moody School – for all City special elections is hereby rescinded; and that the 12 voting districts identified as voting districts for state and municipal elections in the City of Middletown 2022 Plan of Redistricting, March 22, 2022 as described in Chapter 36 ("Elections"), Article II ("Voting Districts"), Section 36-2 ("Description of districts") of the Code of Ordinances of the City of Middletown, shall be used as voting districts in all special elections and referenda.</p>
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<p style="text-align: center;">February 3, 2025 COMMON COUNCIL -- REGULAR MEETING Page 3</p> <p>C. Resolution No. 06-2025: Approving the appointment of Emily McEvoy as an alternate member of the Planning & Zoning Commission to a term ending November 9, 2027, filling the vacancy created by the resignation of Alternate Planning & Zoning Commissioner John Carlson. (TABLED, January 6, 2025)</p> <p>10. Mayor requests Council Clerk to read appropriation requests and the Certificate of Director of Finance <ol style="list-style-type: none"> A. Water & Sewer – \$160,000 – Acct. No.5000-6000-54200-0000-0000-000; various bills left unpaid in last fiscal year. </p> <p>11. Department, Committee, Commission Reports and Grant Confirmation Approval <ol style="list-style-type: none"> A. City Clerk's Certificate B. Monthly Report – Finance Department: Transfer Report to January 21, 2025 C. Appropriation Report – FY 2024-2025 (July 2024 – January 2025) D. LoCIP Report: Finance Department July 1, 2024 – January 21, 2025 E. Police: Acct. No. 3495-18000-59200-0180-2025; State grant for one-time purchase of Starchase Pursuit Management System: \$35,000 F. Youth Services: Acct. No. 3615-08000-59200-x-2025-x; State supplemental grant: \$5,250 G. Board of Education Cafeteria/Food Services: Acct. No. 2450-33000-59405-x-03025; miscellaneous grants: \$1,683,267.84 H. Board of Education Cafeteria/Food Services: Acct. No. 2450-33000-5183-x-x: \$332,572.21 I. Fire: Acct. No. 3037-50000-51220-0500; Federal grant – salary reimbursement for Lt. Vincelette responding to Tropical Cyclone Helene in North Carolina and Florida as part of Urban Search & Rescue Team: \$34,902.79 J. Water & Sewer: Memorandum Re: Emergency Purchase Order for Emergency Repairs at Liberty Bank, Court Street, dated January 8, 2025 </p> <p>12. Reports to the Common Council <ol style="list-style-type: none"> A. Christopher Columbus Statue B. Baker Tilly Compensation Study C. Route 9 D. Russell Library/City Hall Feasibility Study Committee E. Riverfront Master Plan and Arcade </p> <p>13. Payment of all City bills when properly approved</p> <p>14. Resolutions, Ordinances, etc.</p>	<p style="text-align: center;">February 3, 2025 COMMON COUNCIL – REGULAR MEETING Page 4</p> <p>A. Approving that, pursuant to Chapter 166, Section 10-153(d) of the Connecticut General Statutes, the contract between the City of Middletown's Board of Education and the Middletown Federation of Teachers AFT Local 1381, AFT-CT, AFL-CIO from July 1, 2025 to June 30, 2026 be rejected.</p> <p>B. Approving that Court Street, Church Street, High Street, Long Lane, Main Street, Main Street Extension, Pine Street, and Cooley Avenue to the list of roads be added to the list of roads approved for construction and/or improvement pursuant to Ordinance 07-2022, dated September 6, 2022, a \$19.9M bond referendum for the City's Water and Sewer Infrastructure Road Improvement projects.</p> <p>C. Approving proposed 5-year lease agreement with the Coughlin Service Corporation for 4,700 sq. ft. of rentable space at the R. M. Keating Historical Enterprise Park, 180 Johnson Street ("Keating Park"); and that the Mayor is hereby authorized to sign all documents necessary to implement the lease subject to review and approval by the office of General Counsel as to form and content.</p> <p>D. Approving Proposed 5-year lease agreement with the Horizon Counseling & Outreach Center, Inc. for 900 sq. ft. of rentable space at the R. M. Keating Historical Enterprise Park, 180 Johnson Street ("Keating Park"); and that the Mayor is hereby authorized to sign all documents necessary to implement the lease subject to review and approval by the office of General Counsel as to form and content.</p> <p>E. Approving proposed 5-year lease agreement with the Empowering Hearts Therapy, LLC for 540 sq. ft. of rentable space at the R. M. Keating Historical Enterprise Park, 180 Johnson Street ("Keating Park"); and that the Mayor is hereby authorized to sign all documents necessary to implement the lease subject to review and approval by the office of General Counsel as to form and content.</p> <p>F. Approving a 5-year lease agreement with the Machodabarber, PLLC for 540 sq. ft. of rentable space at the R. M. Keating Historical Enterprise Park, 180 Johnson Street ("Keating Park"); and that the Mayor is hereby authorized to sign all documents necessary to implement the lease subject to review and approval by the office of General Counsel as to form and content.</p> <p>G. Approving: (a) that Resolution No. 118-24, including a lease agreement between the City of Middletown and Cloak Tactical Performance Physical Therapy for 1,000 sq. ft. of space of space at R. M. Keating Historical Enterprise Park, 180 Johnson Street (hereinafter, "Keating Park"), as approved by the Common Council on January 4, 2024 is rescinded; (b) that the proposed lease agreement between the City of Middletown and Cloak Tactical Performance Physical Therapy for 1,000 sq. ft. of space of space at R. M. Keating Historical Enterprise Park, 180 Johnson Street (hereinafter, "Keating Park") is approved; and (c) that the Mayor is authorized to sign all documents necessary to implement the amended lease subject to review and approval by the Office of General Counsel as to form and content.</p> <p>H. Approving that the City of Middletown Police Department is authorized to submit a permit application to the Connecticut Department of Transportation for an Automated Traffic Enforcement Safety Device, and if such permit is approved, directs the Middletown Police Department to move forward with the necessary steps for the implementation of the Automated Traffic Enforcement Safety Device, pending approval from the Connecticut Department of Transportation.</p> <p>15. Mayor's Appointments</p> <p>16. Adjournment</p> <p><i>K: review/ agenda/ 2025 Feb 03 – Regular Meeting – 3 Feb 2025</i></p>
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Middletown Resolution Formally Authorizing ATESD Permit and Program

RESOLUTION No: 15-2025
DATE: January 29, 2025

RESOLUTION

WHEREAS, the City of Middletown Police Department has the opportunity to submit a permit application to CTDOT for the purpose of implementing an Automated Traffic Enforcement Safety Device in Middletown; and

WHEREAS, no taxpayer funding will be required in the submission of the permit application or the overall project; and

WHEREAS, on January 27, 2025, the Public Safety Commission held a Public Hearing as part of the required local review process to ensure transparency, to educate the community, and to secure widespread community input regarding the project; and

WHEREAS, the proposed project aligns with the City of Middletown's ongoing efforts to promote public safety and enhance the quality of life for residents.

NOW, THEREFORE, BE IT RESOLVED BY THE COMMON COUNCIL OF THE CITY OF MIDDLETOWN THAT: The City of Middletown Police Department is hereby authorized to submit a permit application to the Connecticut Department of Transportation for an Automated Traffic Enforcement Safety Device, and, if such permit is approved, directs the Middletown Police Department to move forward with the necessary steps for the implementation of the Automated Traffic Enforcement Safety Device, pending approval from the Connecticut Department of Transportation.

FISCAL IMPACT: None

SUBMITTED BY: Councilmembers Darnell Ford, Kelly Sweeney, Anthony Mangiafico, Linda Salafia, and Anthony Gennaro, Sr.

REVIEWED BY: Public Safety Commission at its special meeting on January 27, 2025

Status: APPROVED
by Common Council, City of Middletown
at its meeting held on: **FEBRUARY 3, 2025**

AUTHENTICATION

I, Linda S.K. Reed, Clerk of the Common Council of the City of Middletown, hereby verify that the foregoing resolution, dated January 29, 2025, is an official document of the City of Middletown Common Council, having been approved at the Common Council's Regular Meeting on February 3, 2025.

Dated at Middletown, Connecticut this 5th day of February 2025.

ATTEST: *Linda SK Reed*



CHERYL B. MELKONIAN
Notary Public, State of Connecticut
My Commission Expires Dec 31, 2028

NOTARY: *Ashley Flynn-Natale*
DATE: 2/15/2025

CERTIFICATION

I, Ashley Flynn-Natale, City and Town Clerk of the City of Middletown, hereby certify that the foregoing resolution, dated January 29, 2025, was approved by the Common Council at its Regular Meeting on February 3, 2025.

Dated at Middletown, Connecticut this 5th day of February, 2025.



ATTEST:
Ashley Flynn-Natale City & Town Clerk

K: review/resolution/ PD - CERTIFIED & AUTHENTICATED - automated camera permit - RES 15-2025 - 3 Feb 2025

Page 1 of 2

Page 2 of 2



ATESD permit created with technical assistance from DacraTech. dacratech.com - 847.490.8440

ATESD OVERALL PROGRAM - REQUIRED DOCUMENTS

C. Municipality Safety Action Plan

Regional Transportation Safety Plan: City of Middletown

Please Reference this [link](#) for the complete Lower Connecticut Regional Transportation Safety Plan.

CITY OF MIDDLETOWN

2020 Population Estimate: 49,855
Area: 41.0 square miles
Population Density: 1,216 persons per square mile
Latest (2016) Vehicle Miles Traveled (VMT): 486,196,604
Latest (2016) VMT per Capita: 9,752

Setting: Urban
City and Regional Representatives: Benjamin Florsheim (Mayor), Christopher Holden (Public Works), Bobby Peterson (Mayor's Chief of Staff), Richard Davis (Police Department), Michael Inglis (Police Department), Peter Botsacos (Police Department), Joseph Samolis (Director of Planning, Conservation, and Development), Robert Haramut (RiverCOG)

Data Identified High Crash Corridors: CT-66 (Washington Street) from George Street to CT-3 (Newfield Street)/Vine Street; CT-3 (Newfield Street) from Tuttle Road to Westfield Street; CT-17 (South Main Street) from Highland Avenue to CT-17/Loveland Street; Main Street from North Main Street to Frisbie Street

Data Identified High Crash Intersections: CT-17 (South Main Street) and Brush Hill Road; Eastern Drive and Silver Street; CT-66 (Washington Street) and Plaza Drive; CT-66 (Washington Street) and CT-157 (West Street)/Bernie O'Rourke Drive; CT-66 (Washington Street) and Private Driveway near 500 CT-66 (Washington Street); CT-66 (Washington Street) and CT-3 (Newfield Street)/Vine Street; CT-66 (Washington Street) and Park Place/Veterans Way; CT-66 (Washington Street) and High Street; CT-66 (Washington Street) and Pearl Street; CT-66 (Washington Street) and CT-66 (Main Street); Washington Street and DeKoven Drive/CT-9 (Chester



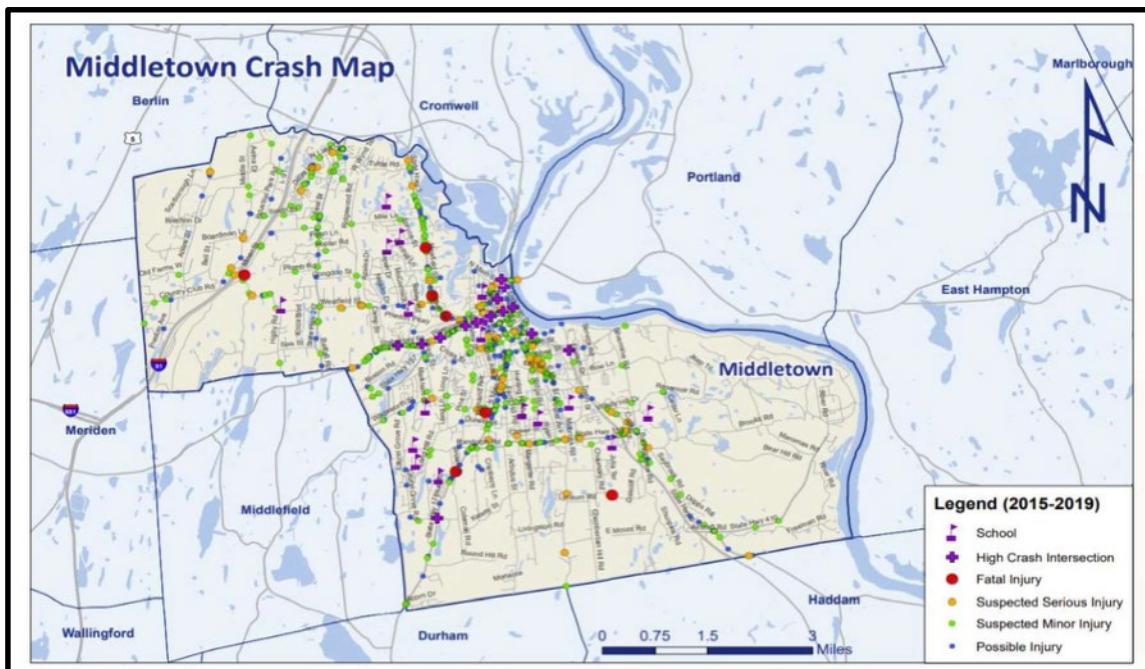
CT-66 (Washington Street). Source: VN Engineers

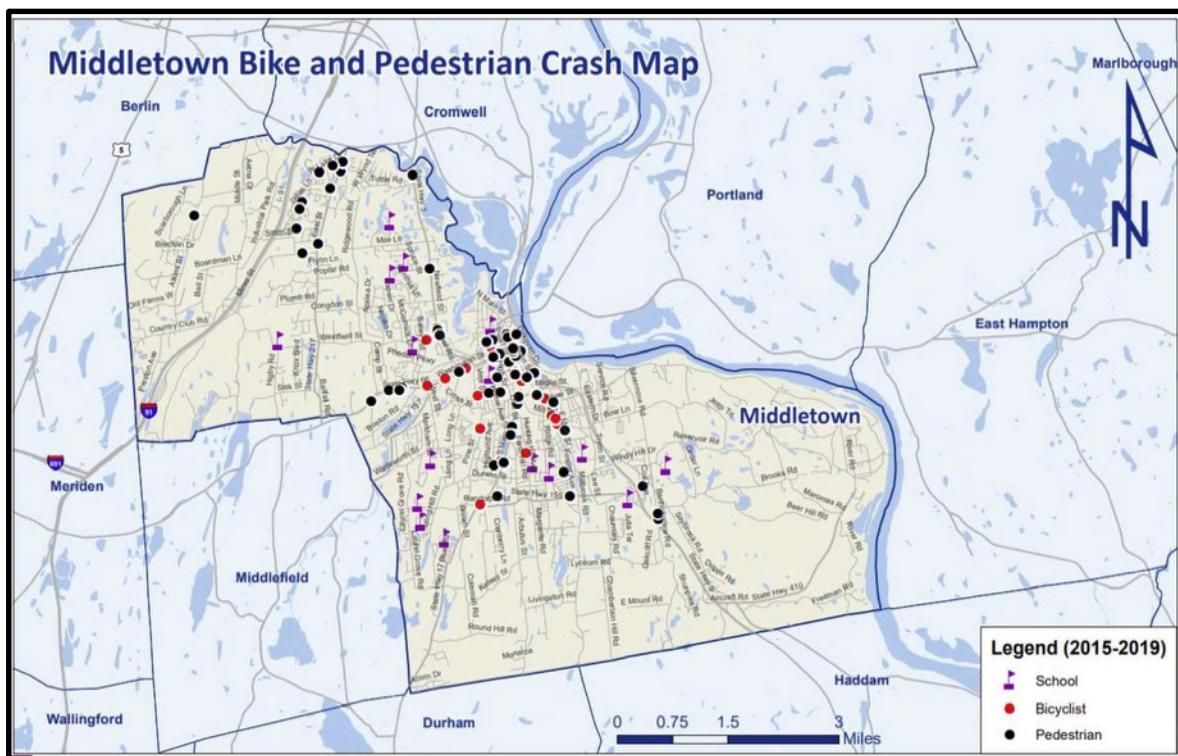
Overview

Middletown is a city located in Middlesex County, in the central part of the state, bordered by Berlin, Cromwell, and Portland to the north, East Hampton to the east, Berlin, Meriden, and Middlefield to the west, and Middlefield, Durham, and Haddam to the south. The City's main thoroughfares are I-91, CT-3, CT-9, CT-17, CT-66, CT-154, CT-155, CT-157, CT-147, CT-217, and CT-410.

Middletown Total Crashes by Severity

Crash Severity	2015	2016	2017	2018	2019
Fatal Injury (K)	2	4	0	1	2
Suspected Serious Injury (A)	11	12	14	16	13
Suspected Minor Injury (B)	86	97	96	101	100
Possible Injury (C)	95	124	90	110	108
Total Injury Crashes	194	237	200	228	223





The Regional Transportation Safety Plan for the City of Middletown specifically identifies Site #1, CT 66 in the Field Site Inventory.

Middletown Countermeasure Considerations			
Locations	Issues	Countermeasures	Estimated Cost
CT-3 (Newfield St) between CT-66 (Washington St) and Tuttle Rd	Speeding	Consider the installation of dynamic speed feedback signs Consider the implementation of high visibility enforcement	Low Low-Medium
	Congestion and capacity limitations	Consider adding exclusive left-turn lanes on CT-3 (Newfield St) at all signalized intersections, where additional right-of-way acquisition is possible	Medium-High
	Pedestrian mobility and safety	Consider completing intermittent sections of sidewalk along CT-3 (Newfield St)	Medium-High
CT-66 (Washington St) between CT-3 (Newfield St)/Vine St and Main St	Signal operations	Consider optimizing signal timings and offsets along CT-66 (Washington St) to minimize queuing between intersections	Low
	Pedestrian and bicyclist safety	Consider implementing Watch for Me CT	Low-Medium
		Consider completing intermittent sections of sidewalk from at least CT-3 (Newfield Street)/Vine Street to High Street, along eastbound CT-66 (Washington Street)	Medium-High
	Congestion and capacity limitations	Consider implementing pedestrian hybrid beacons along CT-66 (Washington St) corridor	High
Citywide	Signal visibility	Consider adding exclusive left turn lanes on CT-66 (Washington St) at all signalized intersections, where additional right-of-way acquisition is possible, to accommodate peak period traffic demands	High
Citywide	Signal visibility	Consider installing traffic signal retroreflective backplates	Low-Medium

Field Site Inventory

CT-3 (Newfield Street) between CT-66 (Washington Street) and Tuttle Road

CT-3 (Newfield Street) is a two-lane roadway, with one lane in each direction, except at the intersection with CT-66 (Washington Street), where southbound CT-3 (Newfield Street) has an exclusive left-turn lane, right-turn lane, and through lane. Shoulder widths vary from approximately two to seven feet. The corridor runs through a mixed-use area, generally with residential homes and apartment complexes on the west side of CT-3 (Newfield Street), while the east side of the corridor generally has businesses and restaurants. The corridor has high traffic volumes and a fair amount of school bus traffic given the nearby Middletown High School, Keigwin Middle School, and Lawrence Elementary School. Despite the high traffic volumes along sections within the corridor, the posted speed limit varying between 35 and 40 mph was exceeded along other sections. There are multiple signalized intersections along this corridor and many of them do not have exclusive left-turn lanes. This could be an issue given the high volume of left-turning traffic. The residential homes on the west side of CT-3 (Newfield Street) have small driveways and may have to back out of their driveway into oncoming traffic in order to leave their homes.

*Midblock crossings at the Newfield Towers will be removed and not re-installed in the 2021 resurfacing program.

Recommendations:

- Consider adding exclusive left-turn lanes on CT-3 (Newfield Street) at all signalized intersections, where additional right-of-way acquisition is possible.
- Consider completing intermittent sections of sidewalk along CT-3 (Newfield Street).
- Consider the installation of dynamic speed feedback signs.
- Consider the implementation of high visibility enforcement.



CT-3 (Newfield Street) looking south at Tuttle Road. Source: VN Engineers



CT-3 (Newfield Street) looking south at Congdon Street. Source: VN Engineers



Field Site Inventory

CT-66 (Washington Street) between CT-3 (Newfield Street)Nine Street and Main Street

CT-66 (Washington Street) is a four-lane roadway, with two lanes in each direction and shoulder widths less than two feet. The road serves as a critical collector for traffic going to downtown Middletown and to Wesleyan University. Despite entering the downtown area, there is no parking on either side of CT-66 (Washington Street). Signalized intersections on this road may have additional exclusive turn lanes for right and left turns. Sidewalks and curbs are present on both sides of the road throughout the corridor, with the exception being missing sidewalks between CT-3 (Newfield Street)Nine Street and High Street, along eastbound CT-66 (Washington Street). All signalized intersections have at least one pedestrian crossing. During this field visit, traffic was observed to back up from one intersection into another along CT-66 (Washington Street).

Recommendations:

Consider optimizing signal timings and offsets along CT-66 (Washington Street) to minimize queuing between intersections. Consider adding exclusive left-turn lanes on CT-66 (Washington Street) at all signalized intersections, where additional right-of-way acquisition is possible, to accommodate peak period traffic demands.
Consider implementing Watch for Me CT.
Consider implementing pedestrian hybrid beacons along the CT-66 (Washington Street) corridor.
Consider completing intermittent sections of sidewalk from at least CT-3 (Newfield Street)Nine Street to High Street, along eastbound CT-66 (Washington Street).



CT-66 (Washington Street) looking west at Main Street. Source: VN Engineers



CT-66 (Washington Street) looking west at vertical curvature at Pearl Street. Source: VN Engineers

ATESD OVERALL PROGRAM - REQUIRED DOCUMENTS

- D. General Municipal Data
 - i. Number of Traffic Stops Conducted
 - ii. Equity Data
 - iii. Qualified Census Tract Identification

Middletown, Connecticut: Traffic Stop History*

Year	Traffic Stops	% Speed Related
2018	3,174	12.8%
2019	2,887	15.3%
2020	916	2.3%
2021	1,350	6.1%
2022	1,776	6.2%

**Per Office of Policy and Management Website*

Middletown, Connecticut: Census Data**

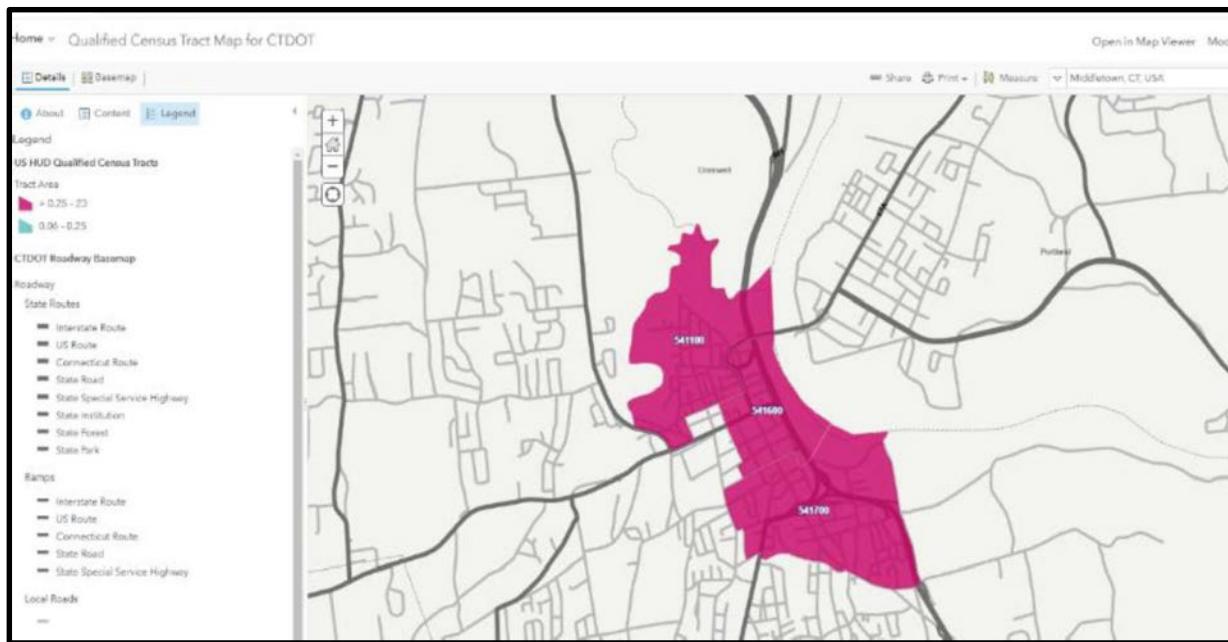
Poverty Rate = **12.2%**

% of Occupied Housing Units with Vehicles = **97%**

*** Middletown, Lower CT River Valley Planning Region municipal data in [U.S. Census Bureau's recent American Community Survey](#).*

Middletown, Connecticut: QCT Identification***

Per the US Department of Housing and Urban Development, and as viewed on the CT DOT Website, there are three (3) Qualified Census Tracts located within Middlesex County and therefore the City of Middletown. None of the four requested ATESD permit locations are in a QCT area.



****As per <https://ctdot.maps.arcgis.com/home/index.html>.*

I. PROPOSED ATESD SPEED CAMERA SITE #1: Route 66/Washington St between Woodgate Dr & George St

A. Site Selection Justification

Site #1a & 1b - Site Selection Justification:

Camera Site: **Route 66/Washington Ave between Woodgate Dr and George St**

Speed Control Area: Bi-directional RT 66 Between Woodgate Drive and George Street

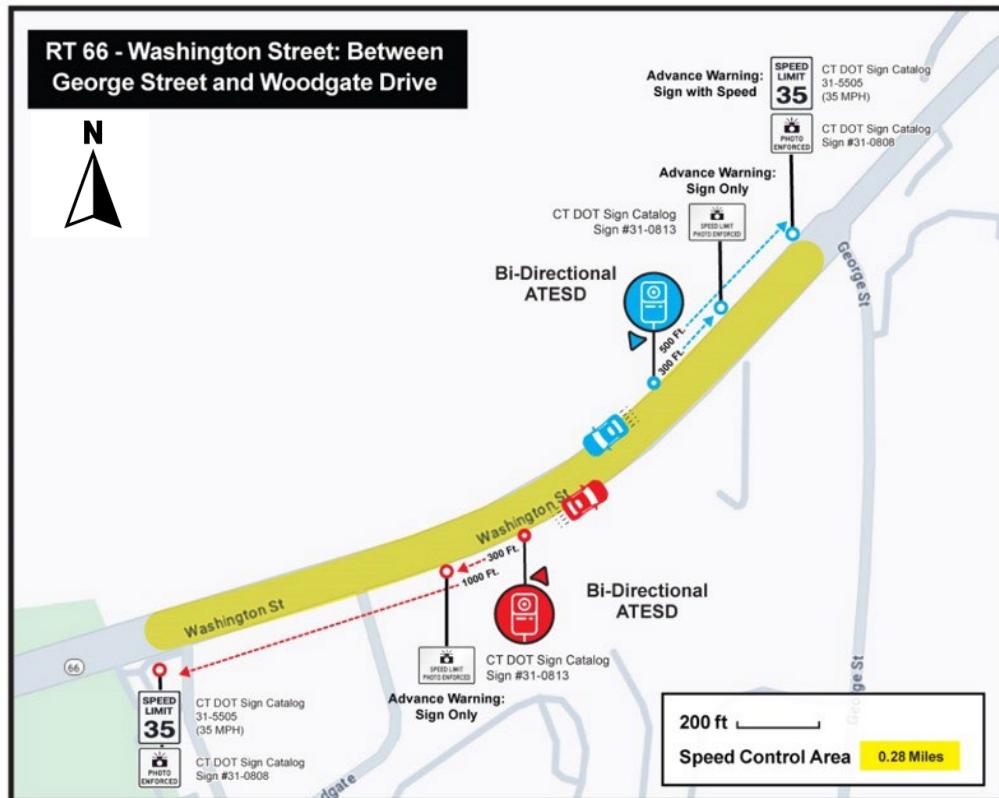
The City of Middletown has a population of approximately 48,000 residents that receive law enforcement services from their municipal police department. Speeding complaints account for most citizen concerns received by the Middletown Police Department. While Middletown PD includes a two-officer traffic unit, they are responsible for 42 miles of roadway and are unable to address all traffic concerns. Controlling speeds through an automated enforcement system will help address certain increased safety concerns such as this permit request with commercial vehicle traffic and heavy residential traffic utilizing *the same roadway*.

This Site #1 bi-directional ATESD permit requests ATESD placement on RT 66 between Woodgate Drive and George Street. This .28 mile stretch of road realizes significant traffic volume. This heavily trafficked four-lane undivided state highway passes through residential and commercial zones. The eastbound road features a steep incline leading into a densely populated apartment complex and a busy business and commercial district.

The speed limit along CT 66 is 35mph but the Middletown Police Department has reported vehicles travelling more than 70 mph. Westbound vehicles are on a steep decline as they enter a densely populated area with an apartment complex and active business district. Additionally, the straight roadway feature entices motorists to accelerate through the area, leading to high-speed vehicles causing near miss crashes for motorists attempting to ingress and egress the residential and commercial driveways located along this path. The excessive speeds on CT 66 create a dangerous scenario with an increased potential for crashes involving serious injury or death.

I. PROPOSED ATESD SPEED CAMERA SITE #1: Route 66/Washington St. between Woodgate Dr & George St
B. Roadway Image of Site w/ Signage Locations

Site #1a & 1b Roadway Images: WB/EB Route 66/Washington St. at George St.



Bi-Directional Route 66 Washington Street West of George Street



* Sample VR image of camera placement. Arrows indicate image capture for violating vehicle's direction of travel.



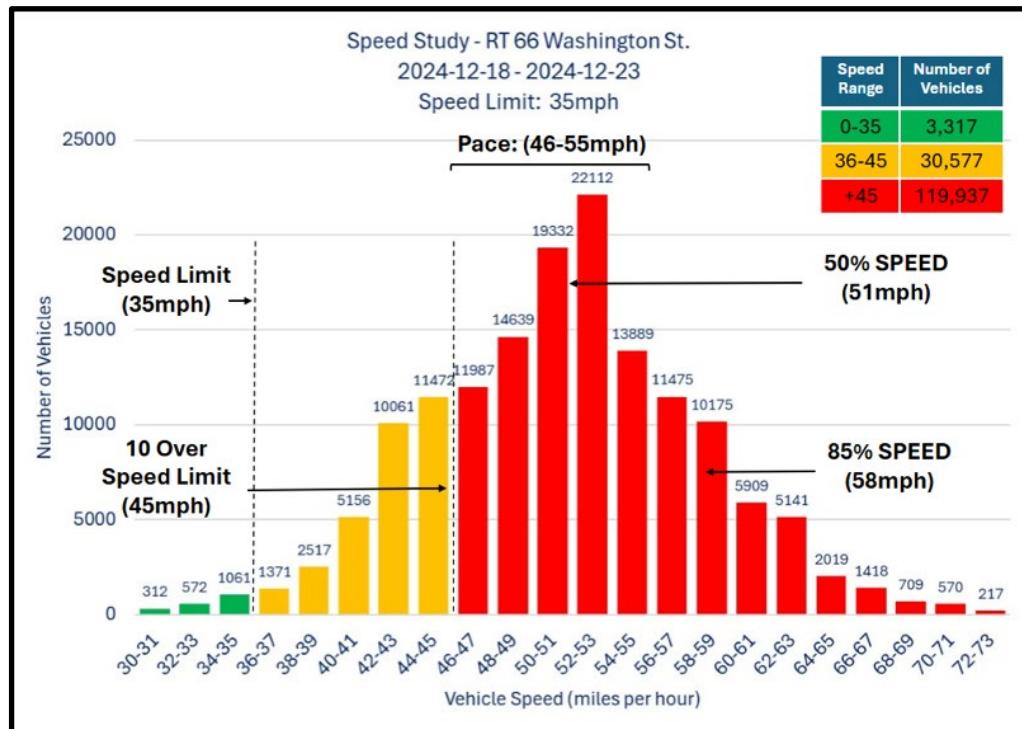
* Sample VR image of camera placement. Arrows indicate image capture for violating vehicle's direction of travel.

I. PROPOSED ATESD SPEED CAMERA SITE #1: Route 66/Washington St between Woodgate Dr & George St

C. Proposed Site Data

i. Site Average Daily Traffic (ADT) Counts

Site #1 and 1B – Traffic/ADT Data: WB/EB Route 66/Washington St. at George St.



Speed

Speed Limit	35 mph	Pace Speed Range (10 mph)	46-55 mph
50th Percentile Speed	51 mph	Max Speed	73 mph
85th Percentile Speed	58 mph	Min Speed	30 mph

Vehicles

Total # Vehicles	153,831	85th Percentile # Vehicles	26,158
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Volumes

ADT	Average Daily Traffic	# Vehicles Over +10 mph Threshold	% Vehicles Over +10 mph Threshold
	30,167	22,717	75.3%
Wednesday	15,931	10,969	68.8%
Thursday	35,193	26,409	75.0%
Friday	34,955	25,170	72.0%
Saturday	30,993	23,811	76.8%
Sunday	28,289	22,890	80.9%
Monday	35,625	27,051	75.9%

Speed Data Generated on April 7, 2025 at 11:59 AM Logix on Cloud powered by Logix ITS®

I. PROPOSED ATESD SPEED CAMERA SITE #1: Route 66/Washington St between Woodgate Dr & George St

D. Site Selection Data

i. Site Crash History

UConn Crash Data For Speed Control Area #1a & 1b: WB/EB Route 66/Washington St. at George St.



Site 1 Speed Control Area: CT 66 Washington Street and George Street								
Record	Crashid	Town Name	Date	Time	Crash Severity	Most Severe Injury	Roadway Name	Intersecting Roadways
1	143892	Middletown	2/6/2016	20:08:00	Injury of any type (Serious, Minor, Possible)	Possible Injury (C)	WASHINGTON ST	
2	160375	Middletown	3/21/2015	9:12:00	Property Damage Only	No Apparent Injury (O)	WASHINGTON ST	GEORGE ST
3	160497	Middletown	5/7/2015	10:04:00	Injury of any type (Serious, Minor, Possible)	Possible Injury (C)	WASHINGTON ST	GEORGE ST
4	160776	Middletown	9/10/2015	14:54:00	Property Damage Only	No Apparent Injury (O)	WASHINGTON ST	
5	204642	Middletown	9/10/2016	15:38:00	Property Damage Only	No Apparent Injury (O)	WASHINGTON ST	unknown
6	210166	Middletown	9/20/2016	18:16:00	Property Damage Only	No Apparent Injury (O)	WASHINGTON ST	
7	268186	Middletown	10/7/2016	16:52:00	Property Damage Only	No Apparent Injury (O)	WASHINGTON ST	GEORGE ST
8	301578	Middletown	5/26/2017	16:03:00	Property Damage Only	No Apparent Injury (O)	WASHINGTON ST	GEORGE ST
9	306847	Middletown	5/26/2017	16:11:00	Property Damage Only	No Apparent Injury (O)	955 WASHINGTON ST	GEORGE ST
10	330068	Middletown	7/24/2017	16:46:00	Property Damage Only	No Apparent Injury (O)	WASHINGTON ST	
11	330074	Middletown	7/26/2017	18:52:00	Property Damage Only	No Apparent Injury (O)	RT 66	GEORGE ST
12	339437	Middletown	8/17/2017	20:03:00	Injury of any type (Serious, Minor, Possible)	Suspected Minor Injury (B)	WASHINGTON ST	GEORGE ST
13	413208	Middletown	4/13/2018	17:55:00	Property Damage Only	No Apparent Injury (O)	66-E	
14	444422	Middletown	8/4/2018	23:02:00	Injury of any type (Serious, Minor, Possible)	Possible Injury (C)	66-E	GEORGE ST
15	497671	Middletown	12/7/2018	11:58:00	Property Damage Only	No Apparent Injury (O)	66-E	GEORGE ST
16	519688	Middletown	3/1/2019	7:37:00	Injury of any type (Serious, Minor, Possible)	Possible Injury (C)	66-E	GEORGE ST
17	535767	Middletown	2/23/2019	18:15:00	Property Damage Only	No Apparent Injury (O)	66-E	GEORGE ST
18	557962	Middletown	6/21/2019	17:02:00	Property Damage Only	No Apparent Injury (O)	66-E	GEORGE ST
19	602731	Middletown	2/1/2019	12:49:00	Property Damage Only	No Apparent Injury (O)	66-E	GEORGE ST
20	608365	Middletown	10/29/2019	9:22:00	Property Damage Only	No Apparent Injury (O)	66-E	
21	617697	Middletown	11/21/2019	13:46:00	Property Damage Only	No Apparent Injury (O)	66-E	GEORGE ST
22	732565	Middletown	10/17/2020	12:13:00	Property Damage Only	No Apparent Injury (O)	66-E	GEORGE ST
23	786877	Middletown	1/7/2021	17:02:00	Injury of any type (Serious, Minor, Possible)	Possible Injury (C)	66-E	GEORGE ST
24	829044	Middletown	2/15/2021	12:06:00	Injury of any type (Serious, Minor, Possible)	Possible Injury (C)	66-E	GEORGE ST
25	829051	Middletown	2/18/2021	13:26:00	Property Damage Only	No Apparent Injury (O)	66-E	GEORGE ST
27	829401	Middletown	6/20/2021	11:07:00	Injury of any type (Serious, Minor, Possible)	Suspected Minor Injury (B)	66-E	
28	834341	Middletown	7/30/2021	9:12:00	Property Damage Only	No Apparent Injury (O)	66-E	GEORGE ST
29	845925	Middletown	9/8/2021	16:08:00	Property Damage Only	No Apparent Injury (O)	66-E	
30	862094	Middletown	10/14/2021	8:40:00	Property Damage Only	No Apparent Injury (O)	66-E	GEORGE ST
31	897691	Middletown	1/20/2022	23:56:00	Property Damage Only	No Apparent Injury (O)	66-E	GEORGE ST
32	943228	Middletown	6/4/2022	8:13:00	Injury of any type (Serious, Minor, Possible)	Suspected Minor Injury (B)	66-E	
33	944188	Middletown	5/22/2022	15:52:00	Injury of any type (Serious, Minor, Possible)	Suspected Minor Injury (B)	66-E	GEORGE ST
34	965753	Middletown	8/24/2022	13:10:00	Property Damage Only	No Apparent Injury (O)	66-E	
35	994146	Middletown	10/31/2022	15:10:00	Property Damage Only	No Apparent Injury (O)	66-E	
36	1102900	Middletown	11/4/2023	18:01:00	Property Damage Only	No Apparent Injury (O)	66-E	

Traffic Enforcement Data For Speed Control Area #1: CT 66 Washington St. at George St.

Year	Total Stops
2022	65
2023	131
2024	259
Total	455



II. PROPOSED ATESD SPEED CAMERA SITE #2: *Spencer School Zone = Westfield St-McCormick Ln to Bailey Rd*

A. Site Selection Justification

Site #2a & 2b - Site Selection Justification:

Camera Site: **Westbound/ Eastbound Westfield Street within the Spencer School Zone**

Speed Control Area: Bi-Directional within the Spencer Elementary School Zone located on Westfield Street Between McCormick Lane and Bailey Street .27 miles.

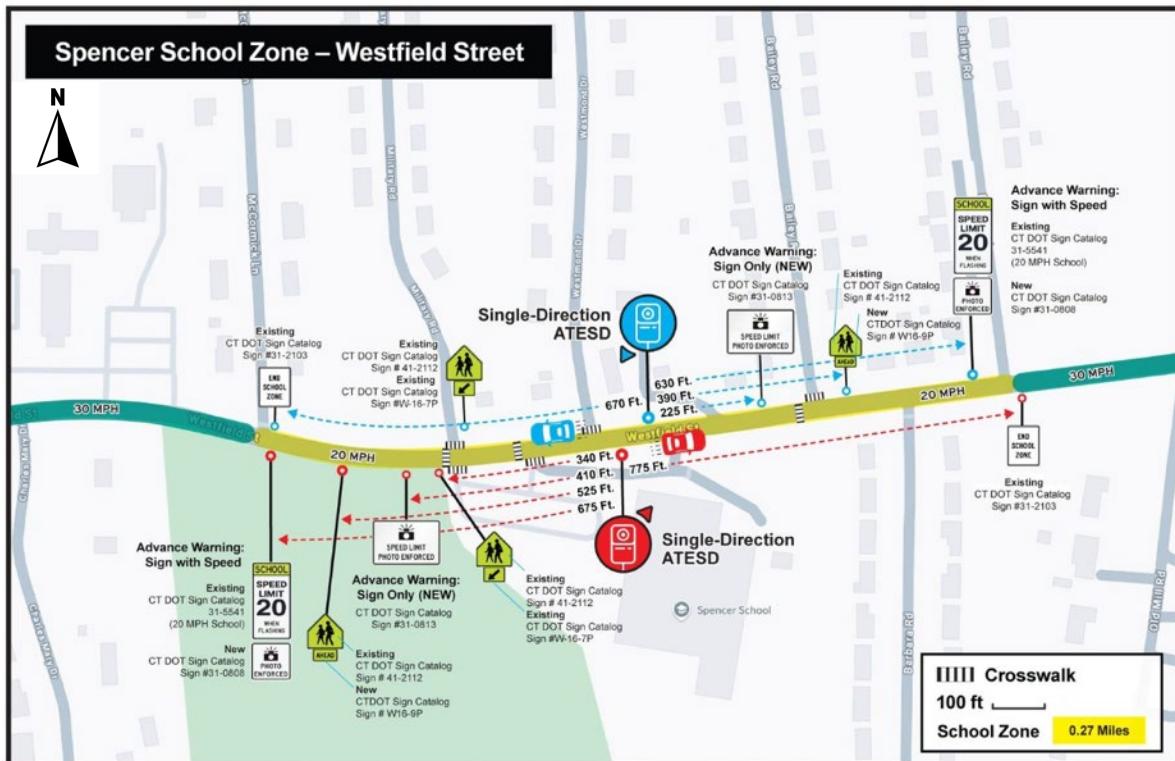
The proposed location is within a CT DOT approved 20 mph school zone for Middletown, CT. The Spencer Elementary school zone is in a residential neighborhood which creates increased foot traffic in the area. The sidewalks and crosswalks positioned along the roadway are regularly utilized by school children attending Spencer Elementary School located within the speed control area. This ATESD permit requested site realizes significantly increased traffic volume during the morning and afternoon during school pickup and drop off hours. The area contains a few additional hazardous conditions, including a steep decline on the eastern end of the school zone leading into a densely populated apartment complex and a busy business district. This increases the potential for crashes that could result in serious injuries or fatalities.

The proposed locations of the cameras would capture vehicles as they approach Spencer elementary school from both the eastbound and westbound direction along Westfield Street. These specific site placements were chosen due to the proximity to Spencer Elementary School pedestrian traffic along with the roadway configurations that allow for proper signage required for the ATESD site.

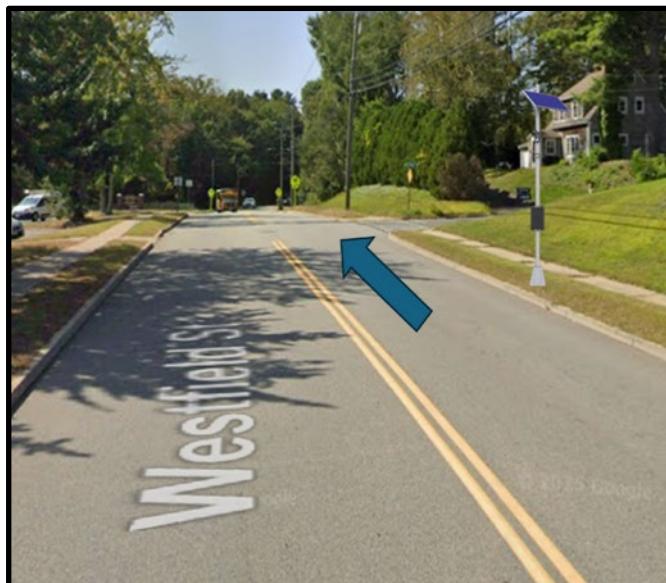
The City of Middletown has a population of approximately 48,000 residents. The Middletown Police Department reports that speeding accounts for many of their citizen complaints, with a significant number of those complaints coming from cut-through traffic. Westfield Street is a heavily traveled roadway within Middletown, utilized by vehicles accessing CT 217 East Street and CT 66 Washington Street, major arteries in the City of Middletown, as well as those accessing Spencer Elementary School. Middletown Police Department has a dedicated traffic unit, though current staffing is at two officers to handle all city-wide speeding complaints, as well as other traffic investigations and enforcement duties on the 42 miles of Middletown roadways. We anticipate this proposed ATESD location would slow traffic to the posted speeds, help reduce traffic crashes along this route, while increasing safety for the students, pedestrians, and bus stops located along the route.

II. PROPOSED ATESD SPEED CAMERA SITE #2: Spencer School Zone = Westfield St-McCormick Ln to Bailey Rd
B. Roadway Image of Site w/ Signage Locations

Site #2 Roadway Images: Spencer School Zone



Bi-Directional Westfield Street Spencer School Zone



* Sample VR image of camera placement. Arrows indicate image capture for violating vehicle's direction of travel.

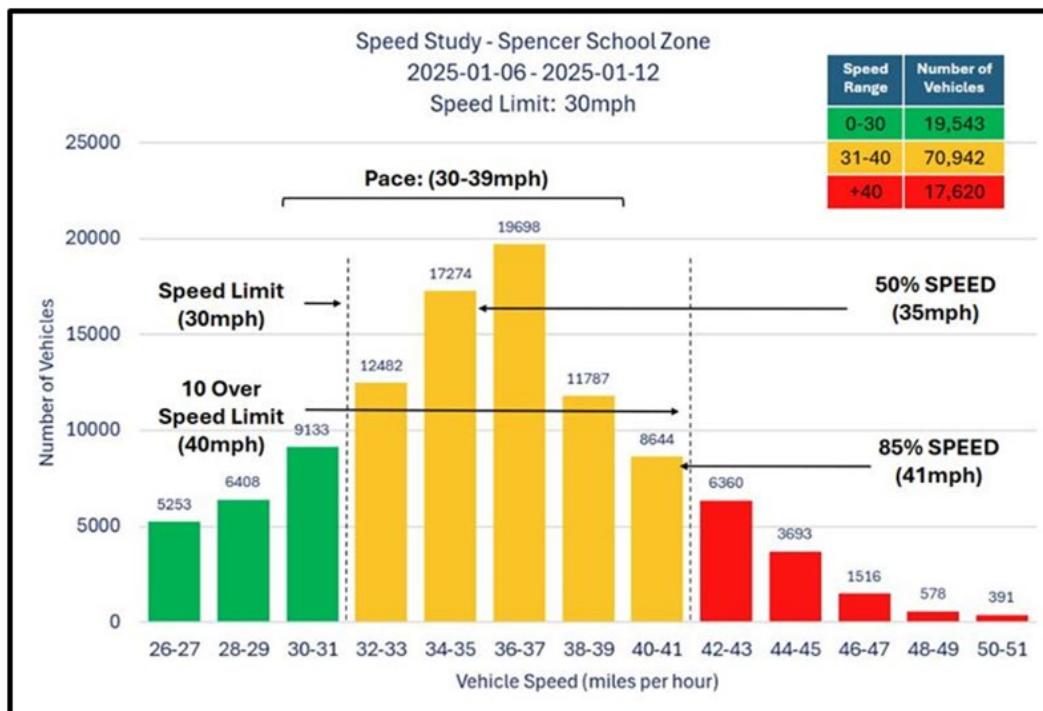


* Sample VR image of camera placement. Arrows indicate image capture for violating vehicle's direction of travel.

II. PROPOSED ATESD SPEED CAMERA SITE #2: Spencer School Zone = Westfield St-McCormick Ln to Bailey Rd

D. Site Selection Data

i. Site Average Daily Traffic (ADT) Counts



Speed

Speed Limit	30 mph	Pace Speed Range (10 mph)	30-39 mph
50 th Percentile Speed	35 mph	Max Speed	51 mph
85 th Percentile Speed	41 mph	Min Speed	26 mph

Vehicles

Total # Vehicles 91,105

85th Percentile # Vehicles

12,538

Volumes

Average Daily Traffic	# Vehicles Over +10 mph Threshold	% Vehicles Over +10 mph Threshold	
ADT	15,443	7,713	49%
Sunday	11,696	7026	60%
Monday	16,069	6,681	42%
Tuesday	16,898	7,625	45%
Wednesday	16,932	7947	47%
Thursday	16,497	7784	47%
Friday	17,610	8333	47%
Saturday	12,403	7626	61%

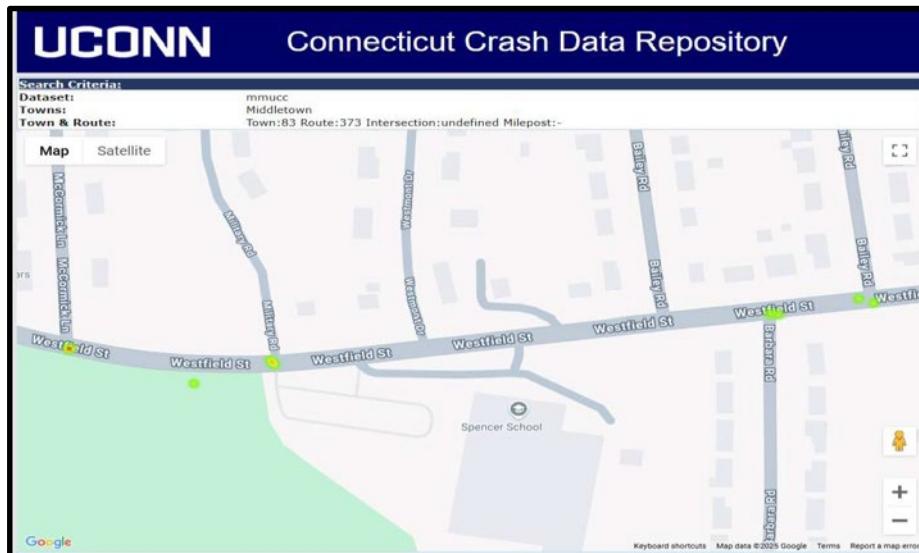
Speed Data Generated on April 9, 2025, 2024, at 11:59 AM Logix on Cloud powered by Logix ITS®

II. PROPOSED ATESD SPEED CAMERA SITE #2: Spencer School Zone = Westfield St-McCormick Ln to Bailey Rd

D. Site Selection Data

i. Site Crash History

UConn Crash Data for Speed Control Area #2: Westfield Street & Charles Mary Drive (School Zone)



Site 1 Speed Control Area: Westfield & Charles Mary Drive (School Zone) Between McCormick Lane & Bailey Rd							
UCONN Crash Data collected for ATESD targeted speed control area							
Record	CrashId	Date Of Crash	Time of Crash	Most Severe Injury	Town Name	Roadway Name	Intersecting Roadway Name
1	160866	10/3/2015	14:12:00	No Apparent Injury (O)	Middletown	WESTFIELD ST	BAILEY RD
2	254241	1/13/2017	8:29:00	No Apparent Injury (O)	Middletown	WESTFIELD ST	WESTMONT DR
3	261467	2/11/2017	16:15:00	Possible Injury (C)	Middletown	WESTFIELD ST	MILITARY RD
4	268309	12/22/2016	11:53:00	No Apparent Injury (O)	Middletown	WESTFIELD ST	BARBARA RD
4	301567	5/15/2017	8:39:00	No Apparent Injury (O)	Middletown	WESTFIELD ST	MILITARY RD
6	326385	7/31/2017	17:46:00	No Apparent Injury (O)	Middletown	WESTFIELD ST	MCCORMICK LN
7	359979	11/13/2017	4:49:00	No Apparent Injury (O)	Middletown	WESTFIELD ST	MILITARY RD
8	390743	1/31/2018	8:55:00	No Apparent Injury (O)	Middletown	WESTFIELD ST	BAILEY RD
9	486115	11/14/2018	12:10:00	No Apparent Injury (O)	Middletown	WESTFIELD ST	BARBARA RD
10	542175	4/12/2019	21:09:00	Possible Injury (C)	Middletown	WESTFIELD ST	MCCORMICK LN
11	771579	9/17/2020	14:46:00	No Apparent Injury (O)	Middletown	WESTFIELD ST	MILITARY RD

Traffic Enforcement Data for Speed Control Area #2: Westfield Street & Charles Mary Drive (School Zone)

Year	Total Stops
2022	4
2023	1
2024	12
Total	17

III. PROPOSED ATESD CAMERA SITE #3a & 3b: *Country Club Road between Higby Rd and Knox Blvd*

A. Site Selection Justification

Proposed Sites #3a/b - Site Selection Justification

Camera Site: **235 Country Club Road**

Speed Control Area: Bi-Directional on Country Club Road, from Higby Road to Knox Boulevard

This ATESD permit request covers Site #3A & 3B with proposed bidirectional ATESD placement on Country Club Road capturing vehicles traveling both eastbound and westbound between Higby Road and Knox Boulevard.

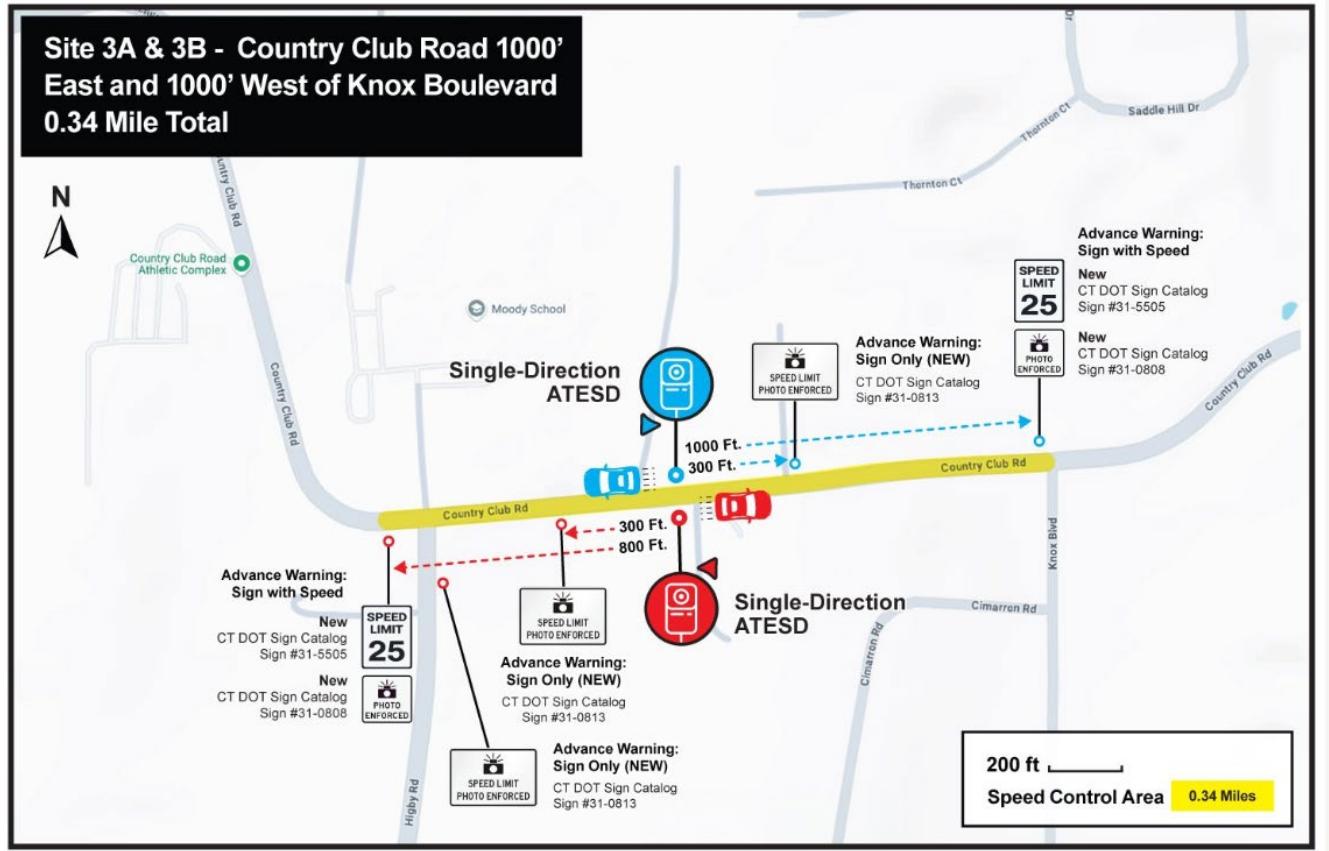
This location was chosen as Country Club Road is a winding roadway with minimal shoulder space. The road landscape and layout make it dangerous for law enforcement to effectively enforce speed limits or conduct safe traffic stops. Country Club Road is a primary thoroughfare to access Interstate 91 to the West and CT 3 Newfield Rd to the East. This roadway is also used as commuter access for the residents of the Town of Meriden. Northwest traffic on Country Club Road leads into the mountains leading downhill and then uphill through the Higby Mountain area. Vehicles traveling southeast enter two consecutive blind curves that limit sightlines leading to high-speed vehicles and near miss crashes for motorists attempting to ingress and egress the many residential driveways located along this path.

Significant traffic volumes utilize this roadway including people traveling to an elementary school in the area as well as the local soccer fields. This speed control area is a long straightaway, flanked by S-curves on either end. High speed acceleration in this straightaway leads to safety concerns as vehicles navigate the S-curves, parks, school, and cross traffic within this area. Controlling speeds through an automated enforcement system will help address this increased safety concern. Addressing the speeds leading into and out of the dangerous S-Curve roads will assist in reducing vehicle crashes on Country Club Road at the intersection with Higby Road. Additionally, the students and buses travelling on this roadway will be safer due to slower speeds.

III. PROPOSED ATESD CAMERA SITE #3a & 3b: *Country Club Road between Higby Rd and Knox Blvd*

B. Roadway Image of Site w/Signage Locations

Roadway Images for Site #3a & 3b: Country Club Road between Higby Rd and Knox Blvd



Bi-Directional Enforcement of Country Club Road between Higby Rd and Knox Blvd



* Sample VR image of camera placement. Arrows indicate image capture for violating vehicle's direction of travel.



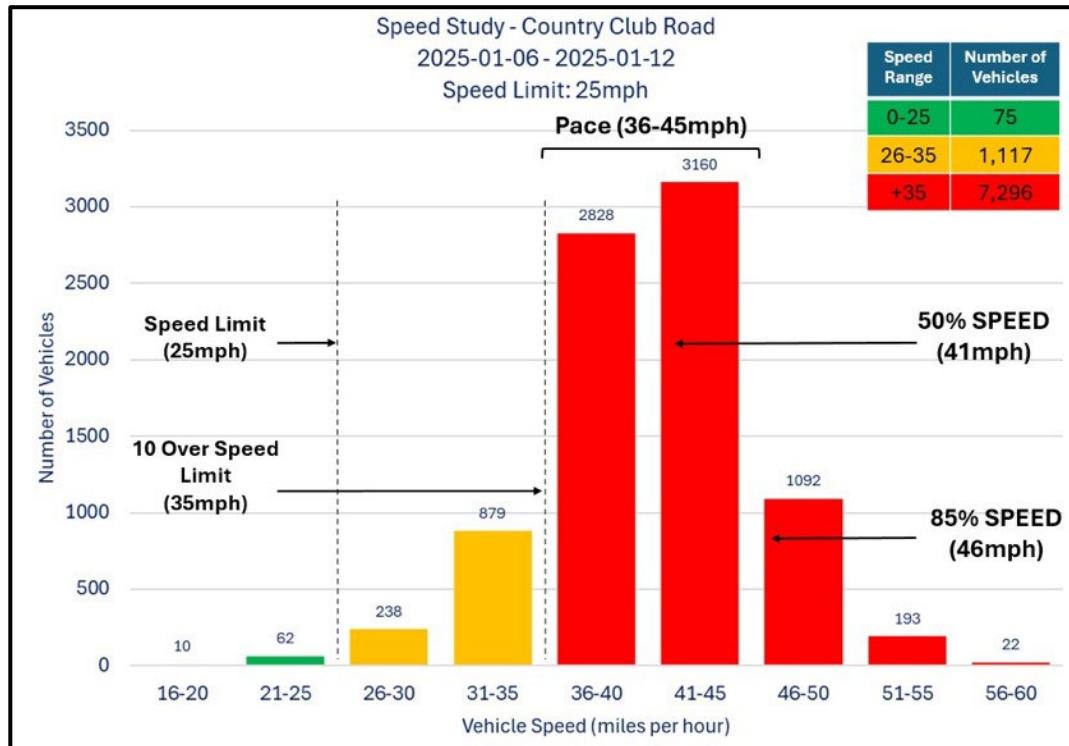
** Sample VR image of camera placement. Arrows indicate image capture for violating vehicle's direction of travel.*

III. PROPOSED ATESD CAMERA SITE #3a & 3b: *Country Club Road between Higby Rd and Knox Blvd*

C. Proposed Site Data

i. Site Average Daily Traffic (ADT) Counts

Traffic Study Data for Site #3: *Country Club Road between Higby Rd and Knox Blvd*



Speed

Speed Limit	25 mph	Pace Speed Range (10 mph)	36-45 mph
50 th Percentile Speed	41 mph	Max Speed	60 mph
85 th Percentile Speed	46 mph	Min Speed	21 mph

Vehicles

Total # Vehicles	8,488	85 th Percentile # Vehicles	1,307
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Volumes

	Average Daily Traffic	# Vehicles Over +10 mph Threshold	% Vehicles Over +10 mph Threshold
ADT	1213	1202	99%
Sunday	1750	1729	99%
Monday	1897	1875	99%
Tuesday	1260	1251	99%
Wednesday	1049	1044	99.9%
Thursday	1144	1130	99%
Friday	732	728	99%
Saturday	656	656	100%

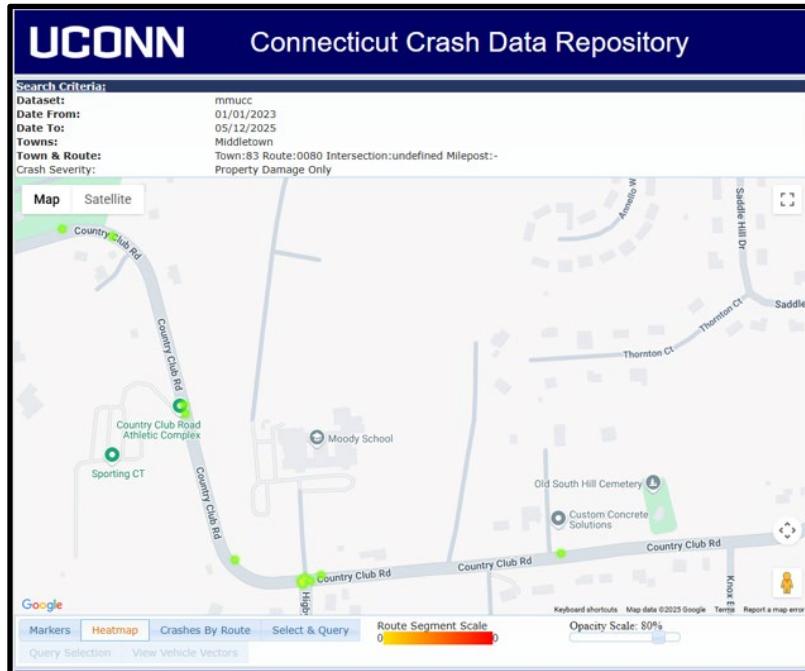
Speed Data Generated on January 24, 2025, 2024, at 11:59 AM Logix on Cloud powered by Logix ITS®



III. PROPOSED ATESD CAMERA SITE #3a & 3b: *Country Club Road between Higby Road and Knox Blvd*

D. Proposed Site Data ii. Site Crash and Enforcement History

UConn Crash Data For Speed Control Area #3: Country Club Road between Knox Blvd and Higby Road



Site 3: Country 1 Speed Control Area: Country Club and Higby Road						
UConn Crash Data collected for ATESD targeted speed control area						
Record	Crashid	Town Name	Date Of Crash	Crash Severity	Most Severe Injury	Roadway Name
1	1013325	Middletown	1/5/2023	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
2	1022657	Middletown	2/16/2023	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
3	1029667	Middletown	3/8/2023	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
4	1047977	Middletown	5/7/2023	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
5	1065254	Middletown	6/29/2023	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
6	1065669	Middletown	6/27/2023	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
7	1069797	Middletown	7/13/2023	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
8	1071578	Middletown	7/20/2023	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
9	1072965	Middletown	7/26/2023	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
10	1080378	Middletown	8/11/2023	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
11	1085665	Middletown	9/15/2023	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
12	1102346	Middletown	10/23/2023	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
13	1108004	Middletown	9/29/2023	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
14	1130136	Middletown	2/5/2024	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
15	1130466	Middletown	1/7/2024	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
16	1130982	Middletown	12/22/2023	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
17	1132951	Middletown	2/16/2024	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
18	1136047	Middletown	2/12/2024	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
19	1144282	Middletown	3/24/2024	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
20	1147462	Middletown	4/1/2024	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
21	1155762	Middletown	5/6/2024	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
22	1159310	Middletown	5/16/2024	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
23	1160072	Middletown	5/9/2024	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
24	1171155	Middletown	6/13/2024	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
25	1187473	Middletown	7/28/2024	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
26	1199658	Middletown	8/30/2024	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
27	1210673	Middletown	10/6/2024	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
28	1214317	Middletown	10/27/2024	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
29	1216872	Middletown	11/6/2024	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
30	1221186	Middletown	11/16/2024	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
31	1234179	Middletown	12/27/2024	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
32	1235939	Middletown	1/2/2025	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD
33	1238049	Middletown	1/14/2025	Property Damage Only	No Apparent Injury (O)	COUNTRY CLUB RD

Traffic Enforcement Data For Speed Control Area #3: Country Club Road

Year	Total Stops
2022	5
2023	6
2024	4
Total	15



ATESD Municipal Plan Contact Information

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