



LITCHFIELD
CONNECTICUT

Presentation #2 : Our Investigation of Investigation of Automated Traffic Enforcement Devices (ATESD)

Litchfield Board of Selectmen
Date: January 24, 2026



Why are we considering speed cameras in Litchfield?

- The First Selectman and police often receive complaints about speeding.
- We have 127 miles of improved roads and our Resident State Troopers can only be in one place at a time.
- Due to ongoing headcount issues throughout CT State Police, officers from Troop L have limited resources to devote to speed enforcement.
- Our Resident Troopers report that after they have been in an area for 15-20 minutes, WAZE & apps warn drivers of enforcement.
- Research shows speed cameras reduce speed and the likelihood of crashes.

How have we garnered info?

- **Thorough review of guidelines**
- **Four company presented their models at Public BOS meetings** (*Traffic Logix, Site Stream, Sensys Gatso and Blue Line*)
- **NW Council of Government Workshops (Raap)**
- **State workshop (Morosani)**
- **Discussions with other town officials**

Pros:

- **Proven to Reduce Speeding and Improve Road Safety** – Studies across numerous jurisdictions in the United States and Europe have conclusively shown that speed cameras lead to fewer speeding incidents and motor vehicle accidents near installed sites.
- **Consistent Enforcement** – Operates 24/7 without human bias or fatigue.
- **Frees Up Police Resources** – Allows law enforcement to focus on other safety concerns rather than monitoring speed.
- **Potential Revenue goes to Traffic Safety** - All revenues from speed cameras must go to traffic safety improvements; numerous potential projects in Litchfield.

Cons:

- **Privacy Concerns** – Some drivers see speed cameras as unfair, Big Brother-ish, or revenue-motivated rather than safety-focused.
- **Lack of Officer Discretion** – Cameras don't consider situational factors like medical emergencies before issuing tickets, in contrast to police officers who speak with drivers when issuing citations in person.
- **Potential for Errors** – Although current technology makes errors very rare, technical issues, incorrect license plate readings, or unclear images can lead to wrongful fines.
- **Limited Impact on Reckless Driving and Repeat Offenders** – Cameras deter speeders but don't address other dangerous behaviors like distracted or impaired driving. Additionally, there are no escalating penalties for repeated egregious violations captured by cameras, in contrast to officer-issued tickets.
- **Resources** - Staff needed to review tickets and need a hearing officer

Questions/Feedback from June 2025 Meeting

- Can insurance companies get the info and increase our insurance rates?
- What happens if the state changes/eases privacy laws? What if laws change and we are locked into a contract?
- How many cameras and where will they be?
- Do we have data to support their use?
- Cameras should not replace law enforcement. People wanted more law enforcement.
- People don't want camera companies to be writing an ordinance for us. We need to draft our own ordinance to align with our needs/principles.
- What if the cameras are wrong?
- Will this overwhelm our staff?
- Is there an upfront cost?
- What is the cameras works so well that tickets decline?

Our follow -Up

- Can insurance companies get the info and and increase our insurance rates?

Followed up with Washington, CT. All camera footage is expunged 30 days within receipt of payment. Appeals are not public. They can be in person and all data is expunged within 30 days.

- What happens if the state changes/eases privacy laws? What if laws change and we are locked into a contract?

First draft of ordinance states that if law changes, the ordinance must be re-approved by voters to be in effect.

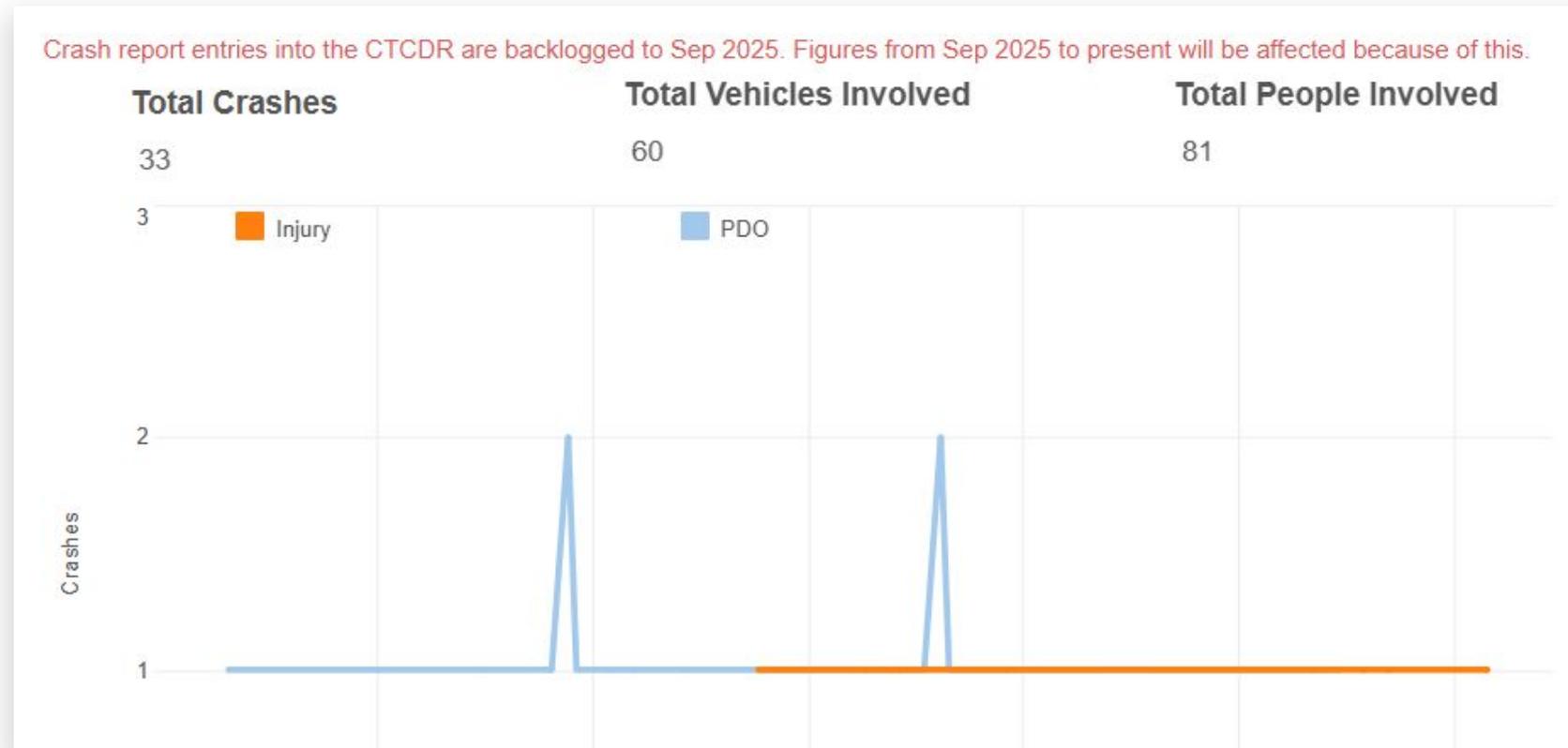
- How many cameras and where will they be?

Draft ordinance has locations of three cameras - 2 School Zones and 1 on 118 by the intersection of 254. To add/change cameras the ordinance would need to be revised via Town vote.

Do we have data to support their use?

**Route 118 (Mile marker 0-2) = Between Litchfield Green and 2 miles east.
Dates: 1/2023-9/2025**

(Plus 8 people involved in accidents last mile of 254)

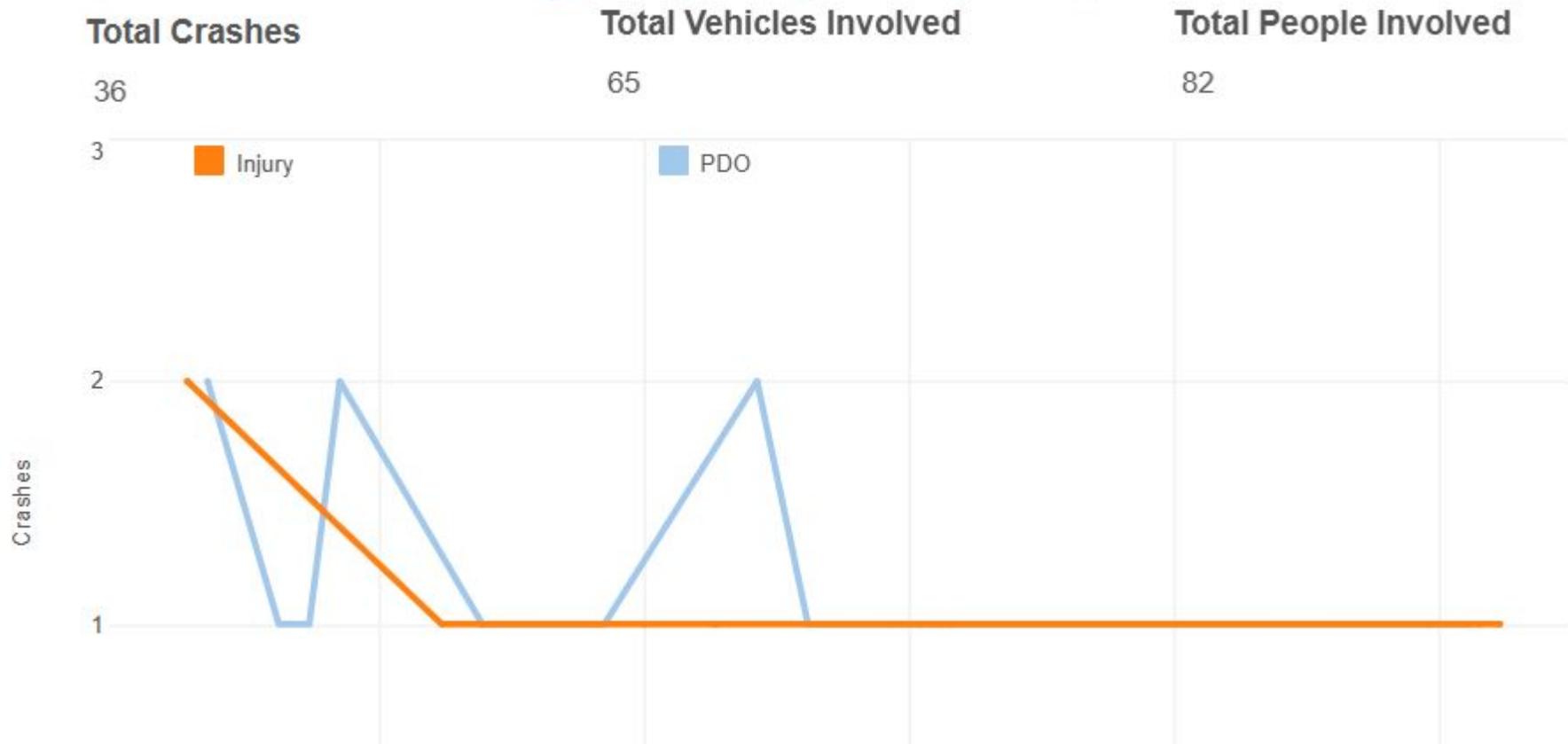


Do we have data to support their use?

Route 202 (Mile marker 35-37) = Lakeview HS is near mile marker 36

Dates: 1/2023-9/2025

Crash report entries into the CTCDR are backlogged to Sep 2025. Figures from Sep 2025 to present will be affected because of this.

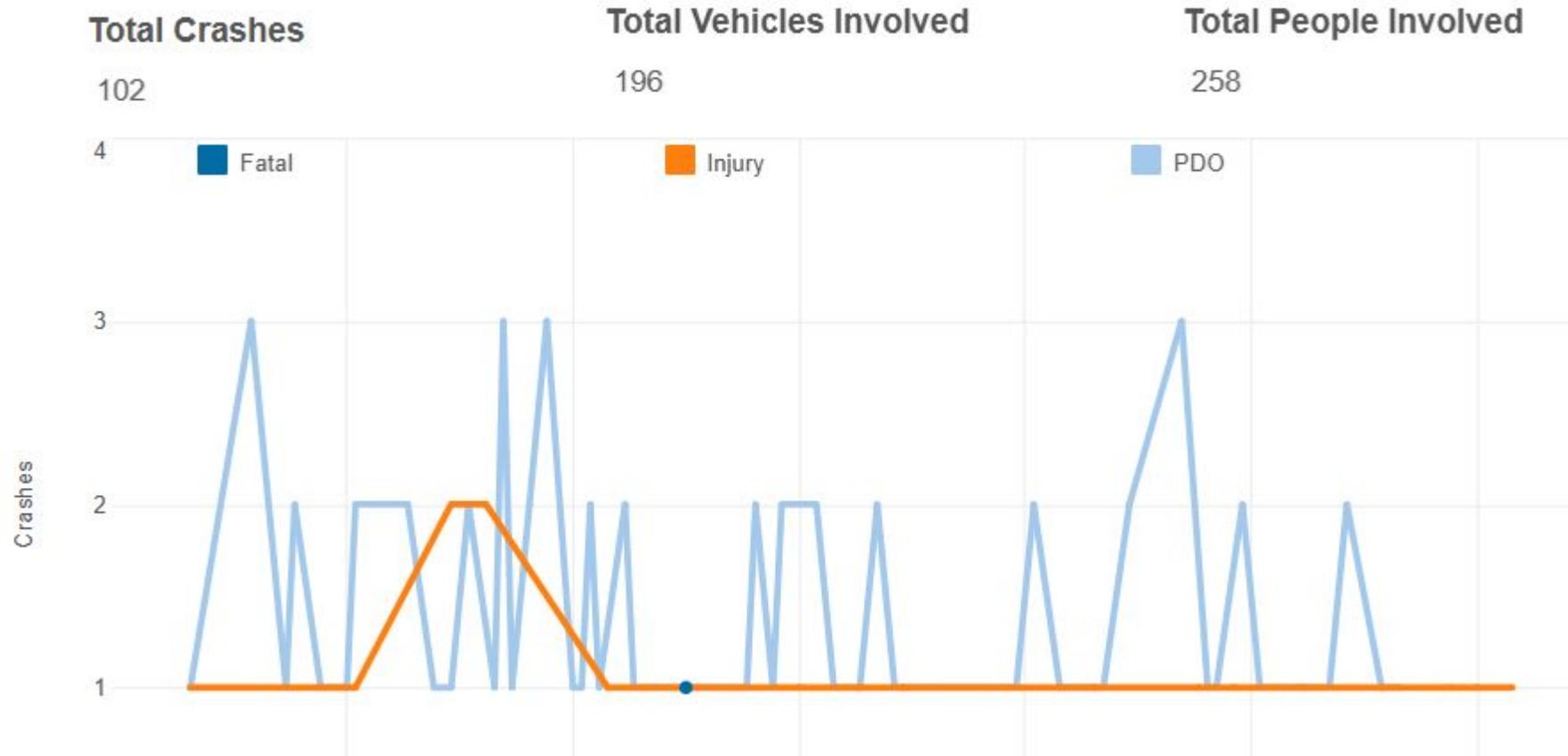


Do we have data to support their use?

Route 202 (Mile marker 37 - 39) (near Center School)

Dates: 1/2023-9/2025

Crash report entries into the CTCDR are backlogged to Sep 2025. Figures from Sep 2025 to present will be affected because of this.



Cameras should not replace law enforcement. People wanted more law enforcement.

We are also examining having town constables if we cannot get a third resident trooper this year. The plan is to increase police and consider speed cameras.

- **People don't want camera companies to be writing an ordinance for us. We need to draft our own ordinance to align with our needs/principles.**

We are using Washington CTs ordinance as a foundation and adjusting it based on your feedback. We plan to bring the ordinance to town vote before putting out an Request for Proposal (RFP) for vendors.

- **Is there an upfront cost? Will this overwhelm our staff?**

There is no upfront cost for cameras. That was one model, but those companies have switched over to a model in which the revenue is only a portion of citations.

Washington, CT said though that in the first few months they were overwhelmed by calls. They suggest hiring a person prior to the cameras going live to answer questions. The person's salary can be funded by ticket revenue, but don't wait for the revenue to come in to hire the person. Consider a dedicated phone extension and e-mail for citation questions. Revenue from cameras will be used for staff.

What is the cameras works so well that tickets decline?

Washington CT is not having this problem. Tickets have declined, but not so much to make the location of the camera inappropriate.

Cameras should not replace law enforcement. People wanted more law enforcement.

We are also examining having town constables if we cannot get a third resident trooper this year

- **People don't want camera companies to be writing an ordinance for us. We need to draft our own ordinance to align with our needs/principles.**

We are using Washington CTs ordinance as a foundation and adjusting it based on your feedback. We plan to bring the ordinance to town vote before putting out an Request for Proposal (RFP) for vendors.

- **What if the cameras are wrong? Didn't that happen in Washington, CT?**

Washington CT has their cameras calibrated every other month, more than the law requires. I inquired about Facebook Chatter about the cameras calibration and First Selectman said that the online chatter was not accurate. They did have some calibration issues when first set up, but they were resolved.

In Litchfield, while the law is 10 mph or over, we can draft our ordinance at 12 mph or more to give a larger buffer zone to drivers.

The laws says we need a safety plan or a plan by the NW COG which is expired...

Litchfield has a draft of a safety plan that can be updated by the Board of Selectmen and submitted to the state with a proposal. The current plan does not include speed cameras as it was drafted before the state was approving speed cameras.

Yes, the plan needs to be updated. An update plan will take into consideration information from these hearings and other community feedback.

<https://drive.google.com/drive/u/0/folders/1NdoGDtp583Droa1MTeG750jYZF9IVD9j>

Other feedback from Washington, CT First Selectman:

- **Although the initial implementation had some bumps, the cameras are working in slowing drivers down. It definitely was more work than they anticipated, so hiring someone early is important. They now also have a dedicated hotline on all of their citations.**
- **Washington CT police are supportive of the cameras. They have a lot of roads to cover and say the cameras are helping and they, as police, are still out on road enforcing speeding.**
- **Calibration is not an issue for them. He says the cameras are actually more accurate than a person's GPS. But in a case of dispute where numbers are close and a person is contrite, they have changed some tickets to warnings if it is a person's first infraction.**

Data Privacy:

- CT State Law says data collected by the system can only be used for the process of fining speed infractions.
- All vendors interviewed by the Town have emphasized privacy and data protection as key product features.

Medical Emergencies:

- First responder apparatus such as ambulances can be entered into the system so that emergency responses are not ticketed.
- Any person can contest a ticket and the Town has discretion to cancel citations – e.g., a volunteer first responder going to an emergency.

Errors/Technical Issues:

- A State-trained agent of the town reviews the images and data for each citation, and must individually approve them before they are sent to collections.
- Cameras must be calibrated annually.

Stance of The Litchfield Board of Selectmen

The use of Automated Traffic Safety Devices does not replace law enforcement and other road safety measures. Rather, we believe it can serve as one aspect of a multi-tiered approach, providing better speed enforcement while freeing up law enforcement resources for other activities.

Placement of cameras should be judicious and based on data.

Our goal is not to collect fines - our goal is to slow people down in order to reduce motor vehicle accidents and increase public safety.

Highlights from CT Law on ATESDs:

- A municipality must adopt an ordinance (at a town meeting) that the voters must approve for cameras to be allowed.
- Cameras record images that capture the plate number, date, time and location of a motor vehicle that exceeds the posted speed limit by ten or more miles per hour.
- May be permitted in areas with sufficient data to demonstrate a need, such as School Zones, Pedestrian Safety Zones, or areas where accidents occur frequently.
- Can be put on state roads & revenue goes to the Town (not State).
- Funds must be used for the purposes of improving transportation mobility, infrastructure improvements, or paying for costs associated with the use of ATE safety devices (ex: officer hours for infraction approval, hearing officer)

Enforcement Overview

- For the first 30 days following camera installation at a new site, only warnings may be issued.
- All sites must have signage warning of upcoming speed cameras, and Towns must conduct public outreach before installing them.
- Once fines are in effect, they cannot exceed \$50 for the 1st offense and \$75 for the second and further offenses (plus \$15 administrative fee).
- Citations do not go on driver's record and are administratively comparable to a parking ticket - there are no escalating penalties for multiple infractions.
- Citations shall be mailed not later than thirty days after the identity of the owner is ascertained to the address of the owner that is in the records of the Department of Motor Vehicles and within 60 days of the violation.
- A person may transfer the citation (for example if a friend borrowed your car). Most vendors offer online payment platforms that allow payment links to be forwarded.

Sample Signage



Process:

- Public Hearing (now) to determine public opinions
- Draft a Request for Proposal & Select a Vendor
- Vendor contract reviewed with town lawyers and approval needed by BOS & BOF and then signed. (Contract would state that if ordinance is not passed, the contract is null & void.)
- Vendor helps us draft an ordinance
- Ordinance must be approved by the majority of voters at a town meeting.

If voters approve the ordinance:

- Vendor helps us identify problem areas and gather data
- Vendor helps write state proposal (some required components: road safety plan, locations, hearing procedure).
- If approved, town works with vendor to implement and vendor helps with annual state reporting.

Three Main Types of Company Models

1) Town buys cameras:

- Advantages: Cost-of-infrastructure margin is lowest of three options when installed at high-traffic/high-speeding sites; no likelihood of vendor disagreement on site selection because the vendor doesn't have "skin in the game" from a revenue share perspective.
- Disadvantages: Up-front cost of buying the infrastructure; risk that technology will become outdated inside of its service life.

Three Main Types of Company Models

2) Town leases the cameras for a specified period of time.

- Advantages: Less up-front investment than buying cameras; better economics than the vendors who take a percentage of ticket revenue; no likelihood of vendor disagreement on site selection; no risk of being saddled with obsolete technology at end of lease term.
- Disadvantages: Some degree of up-front investment for lease fees; worse economics at scale as compared to buying the cameras outright.

Three Main Types of Company Models

3) No upfront cost to town/ Vendors take a percentage of ticket revenues:

- Advantages: No up-front costs; no risk of being saddled with obsolete technology.
- Disadvantages: Inferior unit economics compared to other two options; potential for conflict with camera vendor if Town wants to install in less busy areas.

How can revenue be used:

- 1) Direct program-associated costs (like paying someone to review footage and approve tickets, and paying leases/loans to vendors who lease/sell camera infrastructure)
- 1) Physical road safety improvements, which is relatively narrowly defined .
Examples: Crosswalks and signage.

Questions and Comments?

State Resources:

https://portal.ct.gov/dot/programs/automated-traffic-enforcement-safety-device?language=en_US