

Traffic Safety Community Action Group

Monday February 5, 2024

Special Meeting

Time: 5:00 P.M

Zoom Link:

<https://us02web.zoom.us/rec/share/A22V6RMSaNNsN4uKsrvtRXD5bInVnSlk6aJxgElimXDg1hvzyQRBDccduQgubDIZ.3AsVstxYhEZBHyFz?startTime=1707170758000>

Passcode: w+aHx40M

Attendees: Jodi Tenney, Patricia Peiffer, Lauren Sage, Lara Hillman

1. Call to Order at 5:06
2. Jodi gives introductory comments, introduces Staci Noto from Traffic Logix and notes that she is a salesperson but that the purpose of the meeting is solely to gain insight into how speed cameras work. A town meeting and ordinance will be necessary prior to any implementation and an incremental process.
3. Traffic Logix company history outlined beginning with non-public roads, two years ago switching to municipalities. They also manufacture radar speed signs and speed humps. All products excluding rubber products are digitally connected products. Staci outlines the crash safety data for Connecticut. House Bill 5197 allows for data collection of motor vehicles that fail to stop at red light or traveling over 10 mph over the speed limit in school zones, pedestrian safety zones, and construction zones. Traffic Logix only sells speed cameras. ASE speed enforcement requires municipalities to post two conspicuous signs prior to installation, annual calibration of machines, and in the case of an alleged violation, notice of citation no later than 30 days after offense to the owner of the vehicle's address on file. Municipalities PD must process, charge, collect and enforce. No identifiers other than the license plate will be collected. Police officers' time is freed up and driver behavior naturally changes. Data provided can inform PD so that enforcement can be improved. Lidar is laser light instead of radio waves as in radar without interference. More advanced than radar and 99.9% accurate. Company began in Walt Disney World, expanded to Hilton Head and Winter Garden, FL where they only have them operable two hours per day and they write 250+ tickets per day. Solar cameras can go two weeks without sunlight. Cameras are one directional. Recommend moving 6 months to 1 year. Multiple tickets can be issued at one point for multiple infractions. Traffic Logix does not share revenue like other companies, they sell the equipment directly. DOT will review plans, locations, and approve or reject plans. Can be installed on State roads with DOT approval. Revenue used to improve traffic and roadways, police overtime, or to pay for equipment.
4. Question and answer period.

State roads require DOT approval, data collection black box provided to collect data for planning purposes. Litchfield currently has devices collecting data.

Concerns over human-hours to give warnings, collections, review data voiced.

DOT designs the roads, should improve their designs to improve safety. Once purchased solar panels last 7-10 years. Flashing pedestrian lights have been researched but the cost was \$145k, and the committee is investigating more than one solution. Battery life, solar battery backup life

explained. Cameras do not collect crime data such as stolen vehicles, only speed violations. Police department administrator reviews data and writes ticket, process for file review explained. RSA is available on the town site for all residents to review and comment. Cost difference between a pole and a mobile unit is \$5k. Staci is visiting more than a dozen communities in CT this week who are also interested in implementing. The bottom line is that speed cameras retrain drivers and improve driver behavior.

5. Meeting adjourned at 7:20pm.