

**Information Regarding the  
Town of Stratford  
Automatic Traffic Enforcement Safety  
Device (ATESD) Plan**



*All data contained in this Quick Reference Guide was provided by Sensys Gatso Group as well as Vanasse Hangen Brustlin (VHB).*

## Contents

What is the Automated Traffic Enforcement Safety Device Plan? .....	3
How many locations will there be? .....	3
How were these locations chosen? .....	3
Crash Data .....	4
Where are these locations? .....	4
Location No. 1: Huntington Road at Bulldog Boulevard, SB .....	5
Location No. 2: Huntington Road at Bulldog Boulevard, NB .....	5
Location No. 3: Route 108 (Nichols Avenue) at Barbara Lane, SB .....	5
Location No. 4: Broadbridge Avenue at Streckfus Road, SB .....	5
Location No. 5: Broadbridge Avenue at Streckfus Road, NB.....	6
Location No. 6: Route 108 (Nichols Avenue) at Kenyon Street, NB.....	6
Location No. 7: Route 108 (Nichols Avenue) at Nichols ES (Grace Lane), SB .....	6
Location No. 8: Route 108 (Nichols Avenue) at Nichols ES (Wood Avenue), NB .....	7
Location No. 9: Route 1 (Barnum Avenue) at Franklin ES (Soundview Avenue), EB .....	7
Location No. 10: Route 1 (Barnum Avenue) at Franklin ES (Barnum Terrace), WB .....	7
What is the cost to the Town and the taxpayers?.....	8
What was done prior to the implementation of ATSED?.....	8
What warnings will I have?.....	8
How do I know these devices are accurate?.....	8
What constitutes a violation? .....	8
What happens if I commit a violation? .....	9
Privacy Considerations .....	9
Legislation Regarding Privacy Considerations .....	9

## What is the Automated Traffic Enforcement Safety Device Plan?

- On July 8, 2024 the Stratford Town Council adopted Chapter 203, Article VI, Sections 203-38 through 203-50 of the Town Code.
  - Pursuant to the authority granted in Public Act 116, Section 11, of the 2023 Session of the Connecticut General Assembly (the “Public Act”), the Town of Stratford (the “Town”) 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 Stratford, Connecticut, provided that the locations of such devices will be identified in a plan submitted to and approved by the Connecticut Department of Transportation.
- On February 20, 2025 a Public Information Session was held at the Baldwin Center to review the information contained within this ATESD Plan.

## How many locations will there be?

- The Town is currently proposing speed cameras in 10 locations throughout Town.
  - 8 locations are designated as school zones.
  - 2 locations are designated as pedestrian zones.

## How were these locations chosen?

- Locations were chosen in accordance with Connecticut General Statute 14-307d.
  - “Such guidance shall include the following factors to be considered by the municipality when determining the locations to include in a plan: (1) The history of traffic crashes caused by excessive speeding or the violation of a traffic control sign or traffic control signal at such location, (2) the history of traffic crashes that resulted in the fatality or serious injury of a person at such location, (3) the rate of poverty in such municipality as determined by the five-year estimates of the most recent American Community Survey conducted by the United States Census Bureau, (4) the per cent of occupied housing units with vehicles available as determined by the five-year estimates of the most recent American Community Survey conducted by the United States Census Bureau, (5) the average daily traffic of such location, (6) the history of traffic stops conducted in the municipality and reported to the Office of Policy and Management pursuant to subsection (h) of section 54-1m, (7) the roadway geometry of any such location, and (8) any other additional information or data as determined by the department.”
- Based off of motor vehicle crash data and data regarding problematic areas of speeding and failure to obey traffic control signals throughout town.
- Traffic volumes at these crash areas was also taken into consideration.

## Crash Data

- 23.3% increase in crashes from 2021 to 2022
- 21.1% increase in crashes from 2020 to 2021
  - This trend is a significant increase in comparison to 2018 to 2020 when the overall volume of crashes had decreased 38.6%
- Serious crashes doubled between 2020 and 2022.

## Where are these locations?

- **Location No. 1 - Huntington Rd. & Bulldog Blvd. SB**
- **Location No. 2 - Huntington Rd. & Bulldog Blvd. NB**
- **Location No. 3: Route 108 (Nichols Avenue) at Barbara Lane, SB**
- **Location No. 4: Broadbridge Avenue at Streckfus Road, SB**
- **Location No. 5: Broadbridge Avenue at Streckfus Road, NB**
- **Location No. 6: Route 108 (Nichols Avenue) at Kenyon Street, NB**
- **Location No. 7: Route 108 (Nichols Avenue) at Nichols ES (Grace Lane), SB**
- **Location No. 8: Route 108 (Nichols Avenue) at Nichols ES (Wood Avenue), NB**
- **Location No. 9: Route 1 (Barnum Avenue) at Franklin ES (Soundview Avenue), EB**
- **Location No. 10: Route 1 (Barnum Avenue) at Franklin ES (Barnum Terrace), WB**
  - **\*\*\*Areas in Bold are School Zones**
  - **\*\*\*Areas in Italics are Pedestrian Zones**

*Please note that a previous version of this document listed five (5) locations with a total of ten (10) cameras which combined NB/SB and EB/WB. For conciseness, this document has been changed to list the ten (10) cameras across these locations.*

#### Location No. 1: Huntington Road at Bulldog Boulevard, SB

- Posted Speed Limit: 30 MPH
- 10.5% of Traffic is going at least 40 MPH
- Average daily traffic: 9,800 vehicles
- This area is a school zone
- Vehicles assessed: 21,393
- Violations: 2,246
- There is an existing pedestrian crosswalk that is unsignalized
- Location to be in front of Bunnell High School west of the intersection

#### Location No. 2: Huntington Road at Bulldog Boulevard, NB

- Posted Speed Limit: 30 MPH
- 22.4% of Traffic is going at least 40 MPH
- Average daily traffic: 9,800 vehicles
- This area is a school zone
- Vehicles assessed: 24,219
- Violations: 5,425
- There is an existing pedestrian crosswalk that is unsignalized
- Location to be in front of Bunnell High School west of the intersection

#### Location No. 3: Route 108 (Nichols Avenue) at Barbara Lane, SB

- Posted Speed Limit: 35 MPH
- 5.04% of Traffic is going at least 45 MPH
- Average daily traffic: 18,000 vehicles
- This area is a school zone
- Vehicles assessed: 93,497
- Violations: 4,815
- There is an existing pedestrian crosswalk that is signalized
- Location to be in the area of Second Hill Lane School west of the intersection

#### Location No. 4: Broadbridge Avenue at Streckfus Road, SB

- Posted Speed Limit: 30 MPH
- 11.3% of Traffic is going at least 40 MPH
- Average daily traffic: 12,500 vehicles
- This area is a school zone
- Vehicles assessed: 52,494
- Violations: 5,941
- There are no pedestrian crosswalks. This area is signalized.
- Location to be in the area of the Second Hill Lane intersection.

#### Location No. 5: Broadbridge Avenue at Streckfus Road, NB

- Posted Speed Limit: 30 MPH
- 3.9% of Traffic is going at least 40 MPH
- Average daily traffic: 12,500 vehicles
- This area is a school zone
- Vehicles assessed: 56,349
- Violations: 2,196
- There is no pedestrian crosswalk across five lanes with an unsignalized median.
- Location in the area of the Broadbridge Avenue and Streckfus Road intersection.

#### Location No. 6: Route 108 (Nichols Avenue) at Kenyon Street, NB

- Posted Speed Limit: 35 MPH
- 4% of Traffic is going at least 45 MPH
- Average daily traffic: 15,200 vehicles
- This area is a pedestrian zone
- Vehicles assessed: 67,388
- Violations: 2,721
- There is a pedestrian crosswalk which is signalized.
- Second Hill Lane School is North of this location.

#### Location No. 7: Route 108 (Nichols Avenue) at Nichols ES (Grace Lane), SB

- Posted Speed Limit: 35 MPH
- 3.916% of Traffic is going at least 45 MPH
- Average daily traffic: 11,800 vehicles
- This area is a school zone
- Vehicles assessed: 33,268
- Violations: 1,304
- There is a pedestrian crosswalk which is signalized.
- Nichols Elementary School is South of this location.

Location No. 8: Route 108 (Nichols Avenue) at Nichols ES (Wood Avenue), NB

- Posted Speed Limit: 35 MPH
- 2.2% of Traffic is going at least 45 MPH
- Average daily traffic: 11,800 vehicles
- This area is a school zone
- Vehicles assessed: 38,670
- Violations: 861
- There is a pedestrian crosswalk which is signalized.
- Second Hill Lane School is West of this location.

Location No. 9: Route 1 (Barnum Avenue) at Franklin ES (Soundview Avenue), EB

- Posted Speed Limit: 30 MPH
- 0.4% of Traffic is going at least 40 MPH
- Average daily traffic: 18,100 vehicles
- This area is a school zone
- Vehicles assessed: 55,596
- Violations: 231
- There is a pedestrian crosswalk which is signalized.
- Franklin Elementary School abuts this location.

Location No. 10: Route 1 (Barnum Avenue) at Franklin ES (Barnum Terrace), WB

- Posted Speed Limit: 30 MPH
- 13.94% of Traffic is going at least 40 MPH
- Average daily traffic: 18,100 vehicles
- This area is a school zone
- Vehicles assessed: 53,281
- Violations: 2,524
- There is a pedestrian crosswalk which is signalized.
- Franklin Elementary School is West of this location.

## What is the cost to the Town and the taxpayers?

- There is no cost to the Town of Taxpayers up front. All studies that have been conducted have been paid for by the civil engineering firms who would ultimately be responsible for the implementation of these devices. Upon install, the company will add a surcharge of up to \$15 to each ticket received which would cover the costs associated with these devices.

## What was done prior to the implementation of ATSED?

- The Police Department added a full-time traffic enforcement Officer who handled traffic related concerns and complaints and looked to not only enforce traffic laws but also to educate the public and come up with solutions in reducing speeding throughout town.
- The Police Department assigned additional Officers to increase patrol and traffic enforcement in areas prone to more motor vehicle crashes.

## What warnings will I have?

- 30 days prior to implementation of these devices the Town will have a public awareness campaign to educate the public concerning the importance of obeying speed limits and the imminent use of automated traffic enforcement safety devices and the identified locations.
- The Town will install at least two conspicuous signs at a reasonable distance in advance of each location, in accordance with the Federal Highway Administration's Manual on Uniform Traffic Control Devices for Streets and Highways, as amended from time to time, notifying motor vehicle operators of such location.
- The Town will provide notification of such location to persons, firms or corporations that operate a mobile application that is used for navigation purposes or to provide real-time information on motor vehicle traffic.

## How do I know these devices are accurate?

- The municipality shall ensure each automated traffic enforcement safety device used by such municipality undergoes an annual calibration check performed at a calibration laboratory. The calibration laboratory shall issue a signed certificate of calibration after the annual calibration check.

## What constitutes a violation?

- To commit a violation, you must have exceeded the speed limit by ten or more miles per hour.



## What happens if I commit a violation?

- Penalties are outlined in Public Act 23-116, Section 11 which has been codified into State Law as Connecticut General Statute 14-307e.
  - There will be an initial 30-day warning period. You will be mailed a warning.
  - Initial notice is a civil penalty to registered owner and a \$50 fine and \$75 maximum for a second or subsequent violation.
  - Administrative hearing for contested violations.
  - A sworn member or employee of the municipalities police department or an employee of the municipality, as designated by the traffic authority, shall review and approve the recorded images.
  - Costs associated with the electronic processing of violation not to exceed fifteen dollars.

## Privacy Considerations

- Privacy considerations are explicitly outlined in CGS 14-307f. The information gathered in the course of the issuance of these speed-related tickets is information that Law Enforcement already has access to through the standard course of business. Officers receive extensive, annual training on these matters in accordance with FBI requirements.

## Legislation Regarding Privacy Considerations

- Sec. 14-307f. Disclosure, storage, retention and destruction of personally identifiable information. Disclosure of other information and data gathered from automated traffic enforcement safety devices. (a) No personally identifiable information shall be disclosed by the municipality 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 an ordinance adopted under section 14-307c.
- (b) No personally identifiable information shall be stored or retained by the municipality or a vendor unless such information is necessary for the charging, collection and enforcement of the fines imposed pursuant to an ordinance adopted under section 14-307c.
- (c) The municipality or a vendor shall destroy personally identifiable information and other data that specifically identifies a motor vehicle and relates to a violation of an ordinance adopted under section 14-307c not later than thirty 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 section 1-200, except no personally identifiable information may be disclosed.