

AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES (ATESD)

PUBLIC HEARING

JANUARY 15, 2026



Agenda

- ❖ Vision Zero & Safety Action Plan
- ❖ Altumint, City's ATESD Vendor
- ❖ Potential ATESD locations
 - Based on Crash Data
- ❖ Questions

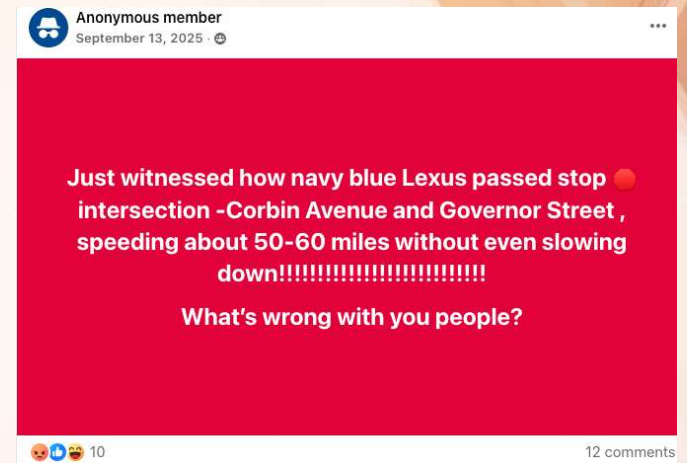
Presenters

- ❖ Mark E. Moriarty, PE, Director of Public Works
- ❖ Carl (CJ) Gandza, Traffic Operations Manager
- ❖ Captain John Pisavage, NBPD
- ❖ Lieutenant JD Krolikowski, NBPD
- ❖ Jason Norton, Altumint
- ❖ Sam Crawley, Alumint

Show a of hands:

- ❖ How many people think that speeding is problem in New Britain?
- ❖ Have any of you been hit, or have almost been hit, by a person running a red light?

Social Media Posts on Speeding and Crashes in New Britain



New Britain City Council – Examples of Recent Traffic Safety Related Petitions (Since Sept. 2025)

PETITIONS

1. Ald. [REDACTED] for the appropriate department to conduct a traffic study at the corner of Stanley Street and Pleasant Street to see if a four-way stop is needed. Residents have complained of speeding cars on Stanley Street and several near misses at the intersection.
[Petition](#)

PETITIONS

1. Alderperson [REDACTED] for the Department of Public Works install a "Slow Children Playing" sign at both ends of Eastwick Court.
[Petition](#)

2. Alderperson [REDACTED] for the New Britain Police Department to enforce traffic regulations on West Street, at the intersection of Willow Street. Residents have complained of congestion in the area and motorist not stopping at the stop sign at this intersection. There is a concern for pedestrian safety in this area, as Smalley Academy is in the vicinity.
[Petition](#)

PETITIONS TO AGENCIES

PETITIONS

1. Alderman [REDACTED] for the NBPD traffic division to conduct a traffic study and speed enforcement on Barbour Road. Residents say there is a need for warnings and enforcement to reduce vehicles going at high speeds.
[Petition](#)
2. Alderman [REDACTED] for the Department of Public Works to install a Stop sign at the corner of Dorman Rd and Miriam Rd.
[Petition](#)
3. Alderman [REDACTED] for the NBPD and/or other departments to conduct an overall traffic analysis of the Lewis Rd and Miriam Road area
[Petition](#)

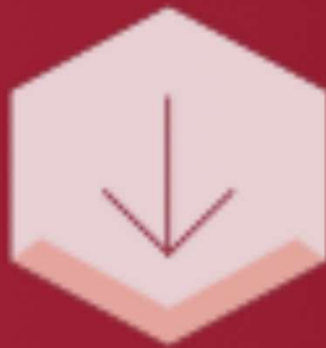


Vision Zero New Britain Initiative

1. New Britain began a Vision Zero initiative to address on-going city-wide traffic safety issues
2. **Vision Zero** is an evidence-based strategy used to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. **The overarching goal of Vision Zero is to reduce traffic fatalities to zero by treating them as preventable.**
3. A bi-partisan **Vision Zero Task Force** has overseen VZNB made up of stake-holders including Council members, critical City departments, Board of Education, community organizations, and others.
4. For more information: <https://www.newbritainct.gov/services/public-works/vision-zero>

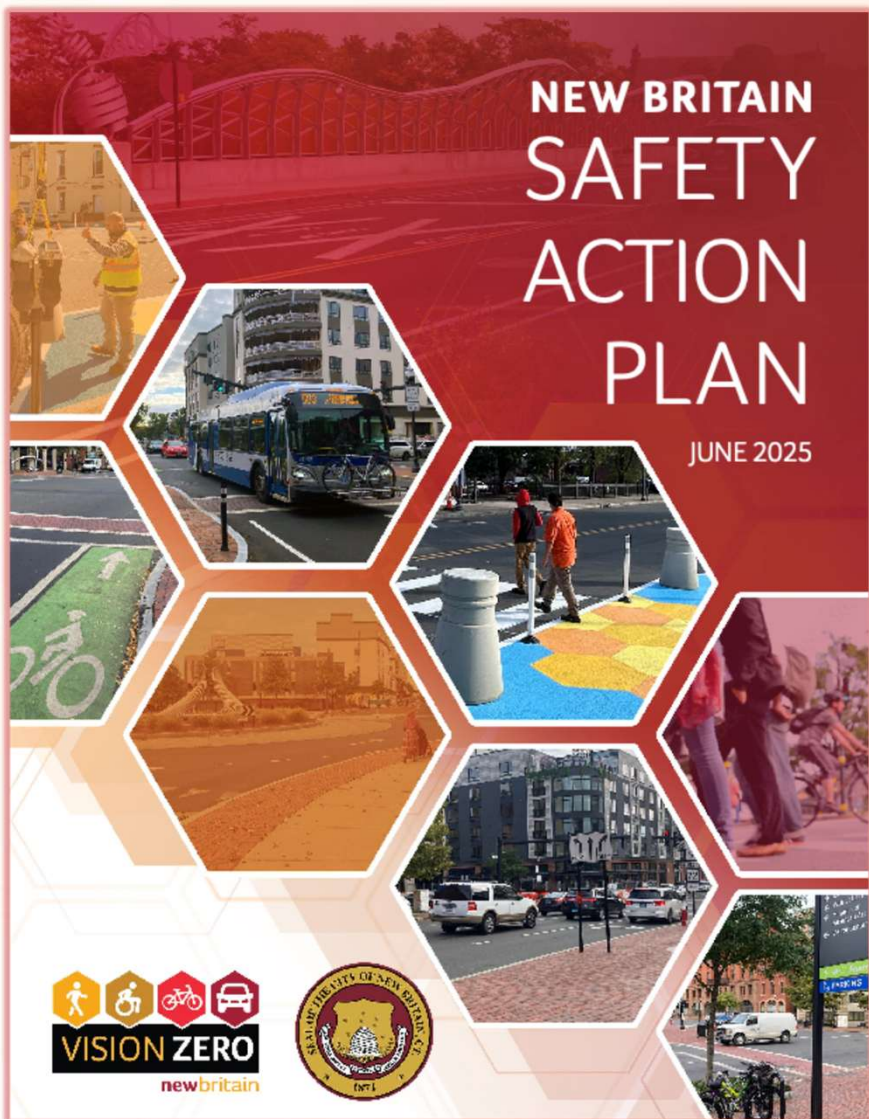


City's Vision Zero Goal:



“REDUCE fatal and serious injury crashes by **50%** by 2035 to reach Vision Zero by 2045.”

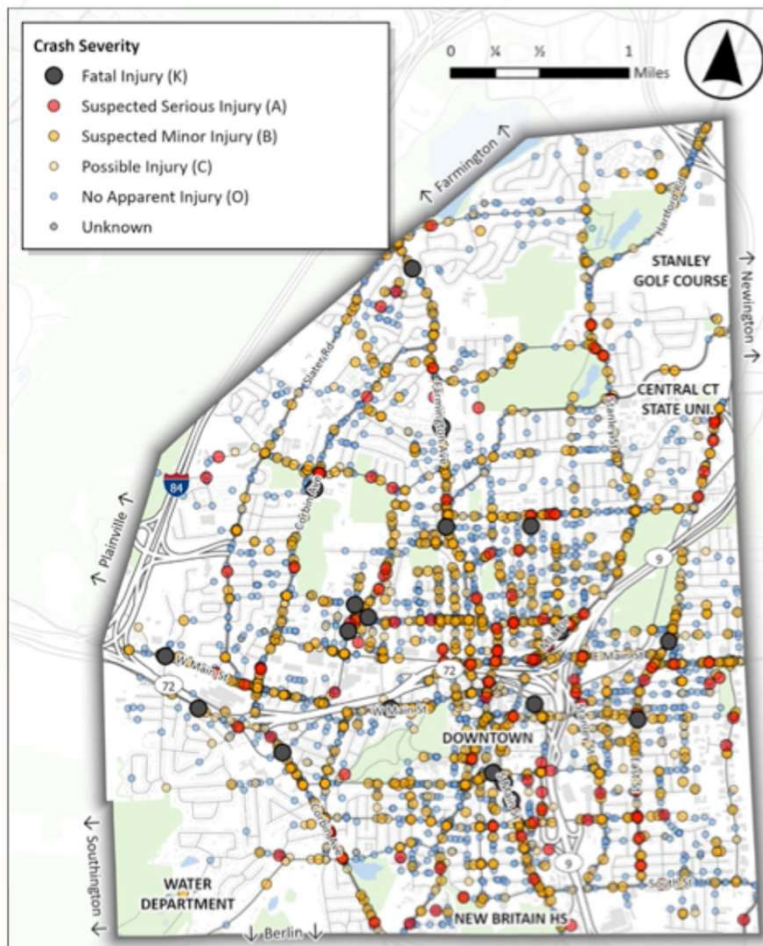
On October 31, 2024 the City's Vision Zero Task Force developed a draft Vision Zero Goal, and on December 11, 2024 it was adopted through a resolution by the New Britain City Council



1. New Britain was awarded a FHWA “Safe Streets for All Grant” in 2023
2. This grant allowed us to do a “deep dive” **Safety Action Plan** into where & why crashes, serious injuries, and fatalities happen in New Britain
3. The **Safety Action Plan** also identified projects and strategies to eliminate future crashes, injuries, and fatalities
4. The plan is **data driven**
5. For more information:
<https://www.newbritainct.gov/services/public-works/vision-zero>

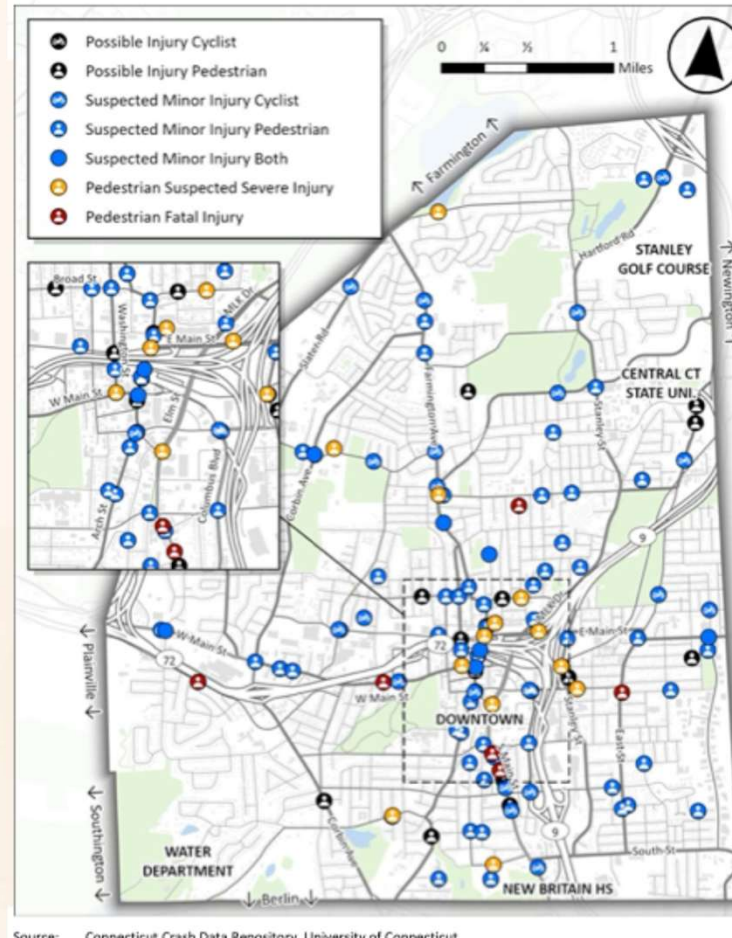
New Britain's Safe Streets for All (SS4A) Safety Action Plan

FIGURE 1 MAP OF ALL CRASHES IN NEW BRITAIN, CONNECTICUT BY SEVERITY, 2019-2023



Source: Connecticut Crash Data Repository, University of Connecticut.

FIGURE 23 PEDESTRIAN AND BICYCLIST CRASHES (2021-2023)



Source: Connecticut Crash Data Repository, University of Connecticut.

CRASH,
SERIOUS
INJURY AND
FATAL CRASH
LOCATIONS
(2019 -2023)

New Britain's Safe Streets for All (SS4A) Safety Action Plan

Emphasis Area	All Crashes (2019-2023)			Fatal and Serious Injury Crashes (2019-2023)		
	Crashes	% of Total in New Britain	% of Total in CT	Crashes	% of Total in New Britain	% of Total in CT
Intersections	2,675	44.7%	39.9%	71	48.0%	39.9%
Roadway Departures	1,851	30.9%	16.3%	39	26.4%	22.3%
Aggressive Driving	1,267	21.1%	30.8%	54	36.5%	32.6%
Unrestrained Occupants	365	6.1%	5.8%	20	13.5%	17.2%
Impaired Driving	286	4.8%	3.0%	15	10.1%	13.1%
Distracted Driving	317	5.3%	5.8%	7	4.7%	5.1%
Older Drivers	843	14.1%	18.6%	17	11.5%	17.3%
Younger Drivers	1,726	28.8%	31.2%	48	32.4%	31.3%
Motorcyclists	150	2.5%	1.7%	41	27.7%	23.1%
Pedestrians	246	4.1%	1.6%	38	25.7%	17.8%
Bicyclists	38	0.6%	0.5%	0	0.0%	2.5%

NEW BRITAIN CRASH EMPHASIS AREA (Not Including Highways)

EXISTING CRASH TRENDS

5,991 CRASHES

recorded in New Britain BETWEEN 2019 and 2023
generated an estimated total cost of

Community Outreach & Engagement

ENGAGEMENT AND COLLABORATION



508

SURVEY RESPONSES

Community Survey Findings

- Majority of participants reported **driving and walking** as their main modes of transportation.
- People using active transportation (walking, biking, wheeling, etc.) **feel more unsafe on the City's streets and sidewalks** compared to drivers.
- Over 70 percent of participants have been or know someone who has been involved in a **traffic crash** or near miss incident in New Britain in the past five years.
- Majority of participants would like **safety projects to be prioritized** around New Britain schools.
- Driver behavior**, such as excessive speeding, was identified as the **top factor contributing to traffic crashes**.
- The **top solutions** identified by participants were **more police enforcement, improved lighting, and automated red light camera enforcement**.
- Participants identified **several roads and intersections in New Britain as unsafe**, including West Main Street (especially west of Corbin Avenue), Corbin Avenue, Slater Road, Farmington Avenue, and the intersections of Stanley Street and Blake Road, Corbin Avenue and West Main Street, and North Street and Martin Luther King Drive.

“On Corbin Ave, Slater Road, West Main Street, Stanley Street, I find that a lot more **DRIVERS ARE IGNORING THE SPEED LIMIT AND TRAFFIC LIGHTS** in the City.”

How safe do you feel **driving** on the City's streets?



“The intersections of Steele Street and Corbin Ave and Blackrock Ave and Corbin Ave, especially during school days. **CARS ARE FLYING BY RED LIGHTS AND CROSSING GUARDS ARE DISREGARDED.** Signs do nothing to control. Cameras that give out tickets will work once people realize there is some kind of enforcement.”

How safe do you feel **walking or biking** on the City's streets?



**WORLD DAY
OF REMEMBRANCE
FOR ROAD
TRAFFIC VICTIMS**
15 NOVEMBER

LIST OF EVENTS/MEETINGS

Backpack Give Away at the New Britain House of Pizza
AUGUST 24, 2024

New Britain Tree Lighting Event
DECEMBER 03, 2024

Crossing Guard Holiday Luncheon
DECEMBER 06, 2024

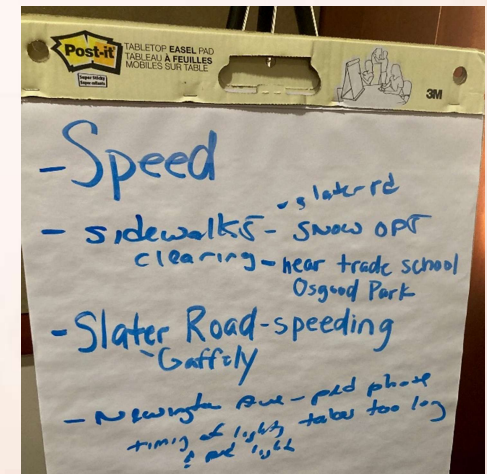
Downtown District Meeting
FEBRUARY 11, 2025

Hunger Action Team Meeting
FEBRUARY 18, 2025

Lunch and Learn event at the New Britain Senior Center
MARCH 11, 2025

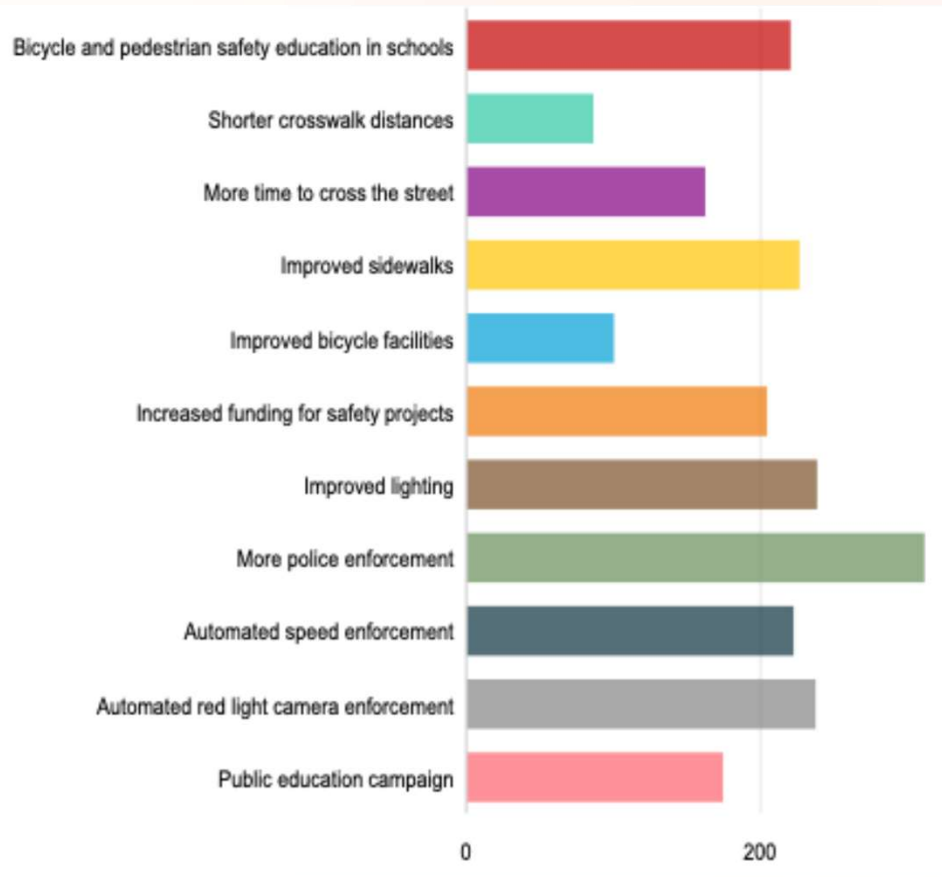
New Britain Recovers Meeting
MARCH 18, 2025

Safety Action Plan - Community Outreach & Engagement



Vision Zero New Britain Community Survey - 508 People Responded

What solutions do you think would be most effective in reducing fatal and serious injury...



Answers	Count	Percentage
Bicycle and pedestrian safety education in schools ★	220	43.31%
Shorter crosswalk distances	86	16.93%
More time to cross the street	162	31.89%
Improved sidewalks ★	226	44.49%
Improved bicycle facilities	100	19.69%
Increased funding for safety projects ★	204	40.16%
Improved lighting ★	238	46.85%
More police enforcement ★	311	61.22%
Automated speed enforcement ★	222	43.7%
Automated red light camera enforcement ★	237	46.65%
Public education campaign	174	34.25%

Vision Zero New Britain Community Survey

Highly Ranked Emphasis Areas



1. More Police Enforcement – 61.2%
2. Automated Red-Light Camera Enforcement – 46.7%
3. Automated Speed Camera Enforcement – 43.7%
4. Improved Sidewalks - 44.5%
5. Bicycle and Pedestrian Education Safety in Schools – 43.3%
6. Increased Funding for Safety Projects – 40.2%

Increased Police Enforcement – 61.1%

NBPD Traffic Enforcement



❖ 4,102 motor vehicle stops in 2024

❖ 5,215 motor vehicle stops in 2025 (27% increase)

❖ Some Focus Enforcement areas include:

- Barbour Road
- Alexander Road
- Corbin Avenue
- East Street
- Farmington Avenue
- Black Rock Avenue
- Burritt Street
- Slater Road
- South Main Street
- Martin Luther King Drive



Lincoln School 5th Grade Bicycle Education Program – 43.31%



Monday, May 5, 2025 through Thursday – Multiple Station Training

Lincoln School 5th Grade Bicycle Education Program – 43.31%



City of New Britain, Consolidated School District & Bike New Britain were received a **2025 CTDOT Vision Zero “Program of Distinction Award”** from the **CTDOT** on Monday, September 20, 2025

Increased Red Light & Speed Camera Enforcement (46.7% and 43.7%)

Research shows that red light cameras reduce violations and injury crashes, especially the violent front-into-side crashes most associated with red light running.

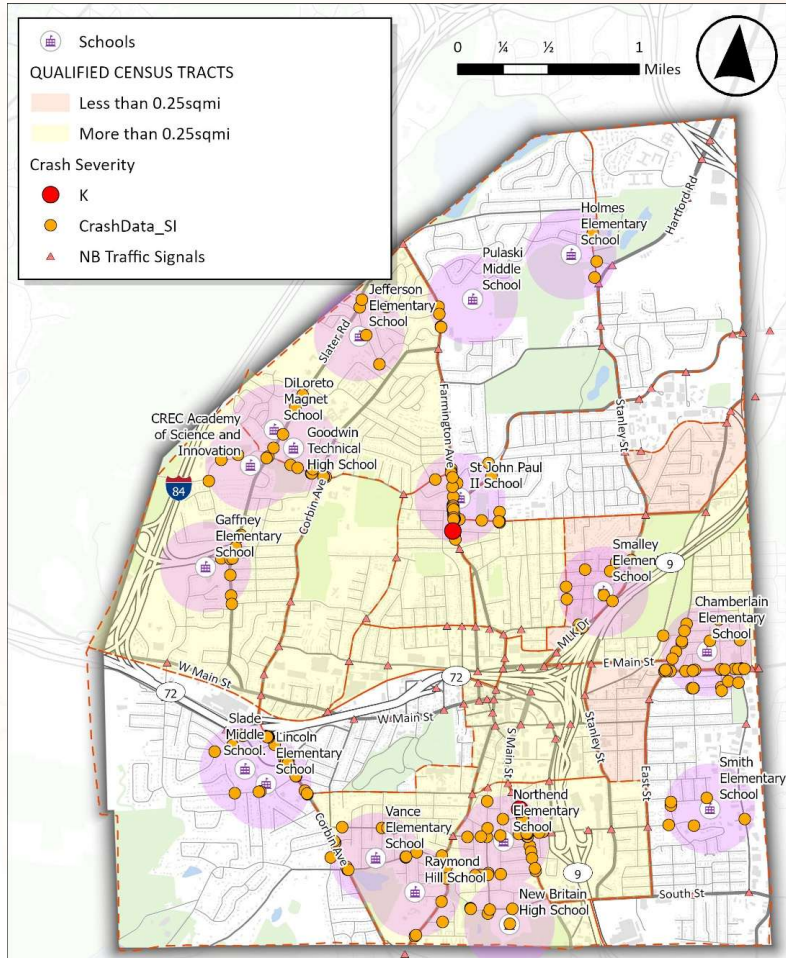
Speed cameras have been shown to reduce vehicle speeds, crashes, injuries and fatalities.

AAA | Advocates for Highway Safety | Governors Highway Safety Association | IIHS-HLDI | National Safety Council

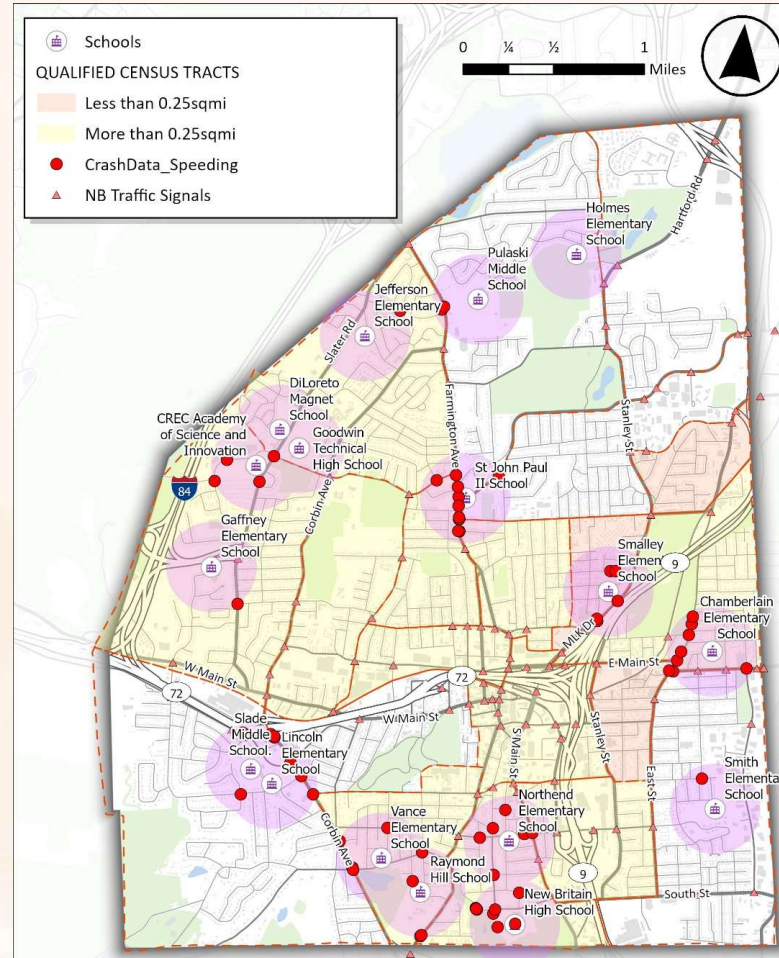


Implementing Red Light & Speed Camera Enforcement (46.7% and 43.7%)

Fatal and Serious Injury Crashes in School Areas



Speeding Crashes in School Areas



SAP studied
ATEDSDs in
School
Zones

Increased Red Light & Speed Camera Enforcement (46.7% and 43.7%)

As of 1/7/2026 – ATESDs Approved and/or Implemented in 11 Connecticut Municipalities with many more in process

- ❖ Beacon Falls - Approved November 24, 2025
- ❖ Fairfield - Approved December 11, 2025
- ❖ Greenwich - Approved July 7, 2025
- ❖ Marlborough - Approved May 16, 2025
- ❖ Middletown - Approved May 23, 2025
- ❖ Milford - Approved October 17, 2025
- ❖ New Haven - Approved October 17, 2025
- ❖ Stratford - Approved September 23, 2025
- ❖ Washington - Approved December 8, 2024
- ❖ Wethersfield - Approved July 15, 2025
- ❖ Stamford - Approved January 5, 2026
- ❖ Hamden - under OSTA review



Communities in CT that have implemented ATESDs are touting their success slowing people down and increasing safety in their communities

Improved Sidewalks (44.5%) and Increased Funding for Safety Projects (40.2%)

- ❖ In CT by Statue the core objective of ATESDs is to reduce crashes, injuries, and fatalities, & not to act as a general fund revenue source
- ❖ Funds that the City receives from ATESDs has to be used for:
 - Investing in transportation safety and infrastructure improvements
 - Improving transportation mobility
 - Costs associated with the ATESD program itself
- ❖ Implementing an ATESD program creates a Non-Tax Payer funding source for sidewalk improvements and other safety projects





**We Make
Communities Safer**

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75

Jurisdictions
Represented

8M+

Citations
Issued

345

Combined Years Law
Enforcement Expertise

11

States With Altumint
ATE Programs

772

Traffic Safety
Cameras



THE PROBLEM

Pedestrian Safety when Drivers Speed



USDOT-FHA PROVEN SAFETY COUNTERMEASURES

*"Safe Speeds is a core principle of the **Safe System Approach** since humans are less likely to survive high-speed crashes. Enforcing safe speeds has been challenging; however, with more information and tools communities can make progress in reducing speeds.*

Agencies can use speed safety cameras (SSCs) as an effective and reliable technology to supplement more traditional methods of enforcement, engineering measures, and education to alter the social norms of speeding.

SSCs use speed measurement devices to detect speeding and capture photographic or video evidence of vehicles that are violating a set speed threshold."



Speed Safety Cameras

Safe Speeds is a core principle of the Safe System Approach since humans are less likely to survive high-speed crashes. Enforcing safe speeds has been challenging; however, with more information and tools communities can make progress in reducing speeds. Agencies can use speed safety cameras (SSCs) as an effective and reliable technology to supplement more traditional methods of enforcement, engineering measures, and education to alter the social norms of speeding. SSCs use speed measurement devices to detect speeding and capture photographic or video evidence of vehicles that are violating a set speed threshold.

Applications

Agencies should conduct a network analysis of speeding-related crashes to identify locations to implement SSCs. The analysis can include scope (e.g., widespread, localized), location types (e.g., urban/suburban/rural, work zones, residential, school zones), roadway types (e.g., expressways, arterials, local streets), times of day, and road users most affected by speed-related crashes (e.g., pedestrians, bicyclists).

SSCs can be deployed as:

- **Fixed units**—a single, stationary camera targeting one location.
- **Point-to-Point (P2P) units**—multiple cameras to capture average speed over a certain distance.
- **Mobile units**—a portable camera, generally in a vehicle or trailer.

The table below describes suitable circumstances for SSC deployment.¹

Considerations

- SSCs can produce a crash reduction upstream and downstream, thus generating a spillover effect.²
- Public trust is essential for any type of enforcement. With proper controls in place, SSCs can offer fair and equitable enforcement of speeding, regardless of driver age, race, gender, or socio-economic status. SSCs should be planned with community input and equity impacts in mind.
- Using both overt (i.e., highly visible) and covert (i.e., hidden) enforcement may encourage drivers to comply with limits everywhere, not only at sites they are aware are enforced.
- Agencies should conduct evaluations regularly to determine if SSCs are accomplishing safety goals and whether changes in strategy, scheduling, communications, or public engagement are necessary.
- Agencies should conduct a legal and policy review to determine if SSCs are authorized within a jurisdiction and how the authorization and other traffic laws will affect a SSC program.
- Agencies should develop an SSC program plan with consideration of the USDOT SSC guidelines for planning, public involvement, stakeholder coordination, implementation, maintenance, evaluation, etc.³

Safety Benefits:

Fixed units can reduce crashes on urban principal arterials up to:

54% for all crashes.⁴

48% for injury crashes.⁴

P2P units can reduce crashes on urban expressways, freeways, and principal arterials up to:

37% for fatal and injury crashes.²

Mobile units can reduce crashes on urban principal arterials up to:

20% for fatal and injury crashes.⁵

In New York City, fixed units reduced speeding in school zones up to 63% during school hours.⁶

For more information on this and other FHWA Proven Safety Countermeasures, please reference the:

Speed Safety Camera Program Planning and Operations Guide.

The contents of this Fact Sheet do not have the force and effect of law and are not meant to bind the public in any way. This Fact Sheet is intended only to provide clarity regarding existing requirements under the law or agency policies.

FHWA-SA-21-070

Considerations for Selection	Fixed	P2P	Mobile
Problems are long-term and site-specific.	X	X	—
Problems are networkwide, and shift based on enforcement efforts.	—	—	X
Speeds at enforcement site vary largely from downstream sites.	—	X	X
Overt enforcement is legally required.	X	X	X
Sight distance for the enforcement unit is limited.	X	X	—
Enforcement sites are multilane facilities.	X	X	—

1 Speed Safety Camera Program Planning and Operations Guide, FHWA, (2020).

2 (CHSE ID: 27218) Montanari et al., "Effects on speed and safety of point-to-point speed enforcement systems", Accident Analysis and Prevention, vol. 78, (2018). Note that this is an international study.

3 Speed Enforcement Camera System Operational Guidelines, FHWA, (2016).

4 (CHSE ID: 2013-2022) Shen et al., "Evaluation of the Scottsdale Loop 101 automated speed enforcement demonstration program", Accident Analysis and Prevention, vol. 41, (2009).

5 (CHSE ID: 7252) Li et al., "A Before-and-After Empirical Bayes Evaluation of Automated Mobile Speed Enforcement on Urban Arterial Road", Presented at the 96th Annual Meeting of the Transportation Research Board, Paper No. 15-1563, Washington, D.C., (2015). Note that this is an international study.

6 Automated Speed Enforcement Program Report 2014-2017, New York City DOT, (2018).

OFFICE OF SAFETY

Proven Safety Countermeasures

ZERO IS OUR GOAL

FHA STRATEGIES FOR ATESD ADOPTION IN VISION ZERO COMMUNITIES

Data-Driven Approach

- Target high-impact violations: speeding and red light running
- Crash and speed data used to identify priority corridors and school zones
- Site selection based on speed metrics, injury data, and engineering judgment

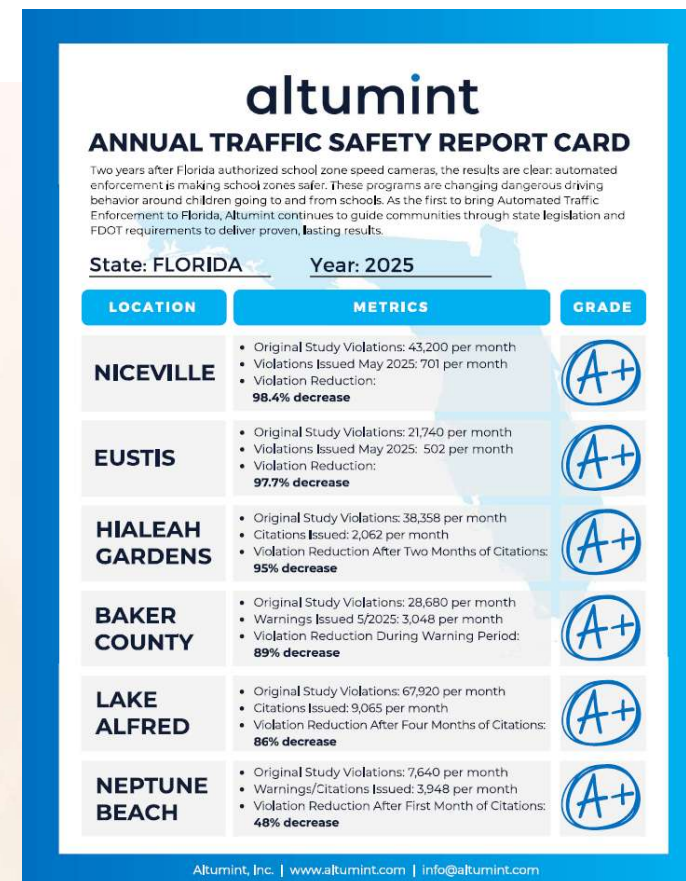
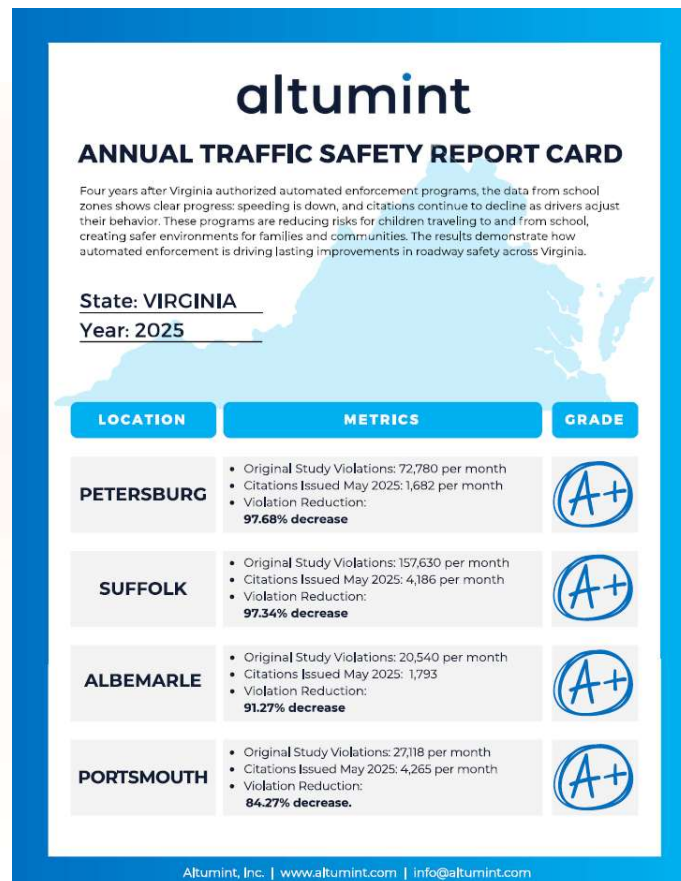
Advocacy & Outreach

- Key role of groups like those represented here today
- Community engagement via events and media campaigns
- Altumint and Vision Zero Teams conduct targeted outreach
- Ensure equitable enforcement

Comprehensive Approach

- Align with Vision Zero New Britain safety plans
- Address priority areas

PROVEN RESULTS



COMMITTED IN CONNECTICUT



“It’s absolutely working – when you can go from 30,000 to less than 1,000, it’s doing what it’s supposed to do.”

**–Michael D. Duman, Suffolk, VA, Mayor on the effectiveness of the speed camera initiative
City Council Meeting**



VIOCAM VISION SYSTEM

FLEXIBLE FIELD TECHNOLOGY

FIXED POLE

LiDAR Detection

4D UHD Tracking Radar



HANDHELD

LIDAR by Dragon Eye Technology



DIESEL TRAILER

Fuel or Batteries



SOLAR TRAILER

Solar or Batteries



TRANSPORTABLE

Battery or Plug-in



ENGINEERED, DESIGNED, AND ASSEMBLED IN MARYLAND. SUPPORTED BY OUR LOCAL TEAM.

- Fast turnaround on software updates and maintenance.

USES INFRARED INSTEAD OF MORE DANGEROUS WHITE STROBE ILLUMINATION

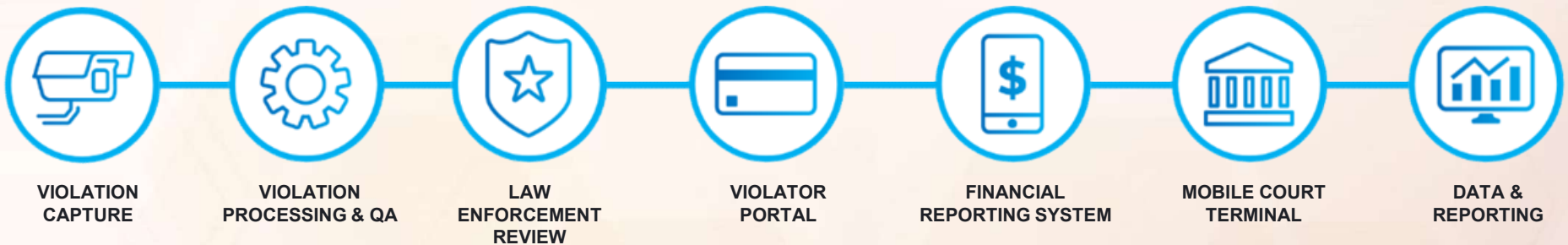
- National Library of Medicine notes flashes pulls driver's attention away from the roadway and delaying the processing of safety-relevant events.



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VIOVIEW – EVENT REVIEW

Minimize Menu

Dashboard

Event Management

Browse Locations

In Sheriff Review

Sheriff Approved

In Sheriff Research

Rejected Events

Court & Disposition

Administration

Notices & Correspondence

FTS

Reports

Account Manager

Search for events

Search

EN

Stafford

76302 - LANE1 - 1716470826.494

In Sheriff Review

Processed Events: 1

Calibrate

Escalate

Reject

Approve

ASE Details

Speed Limit

35

Vehicle Speed

46

Speed Difference

+11 MPH

Event Details

Date

05/23/2024

Time

14:27:06.4 EDT (GMT-4:00)

800 Block of Garrisonville Rd, WB

(38.46989, -77.45504)

Vehicle Info

State

VA

Plate Number

12

Exp. Date

05/15/2025

Make: FORD

Body Style: SUV

VIN 1DUM678

83

Owner Data

Primary Owner: John Doe

Co-Owner: N/A

Company: N/A

Street Address: 1234 ABC Street

City: Stafford

County: Stafford County

State: VA

ZIP Code: 22554

Photo Number: 2

Violation Number: 763021716470826494

Location: 800 Block of Garrisonville Rd, WB, Stafford, VA

Time: 05/23/2024, Time: 02:27:06.4 PM

Unit ID: 76302, Lane: 1, Speed Limit: 35, Speed: 46

Camera ID: 1716470826494, Sensor ID: 80-44-278019

Photo Number: 1

Violation Number: 763021716470826494

Location: 800 Block of Garrisonville Rd, WB, Stafford, VA

Time: 05/23/2024, Time: 02:27:06.4 PM

Unit ID: 76302, Lane: 1, Speed Limit: 35, Speed: 46

Camera ID: 1716470826494, Sensor ID: 80-44-278019

Cropped Image

Photo Number: 1

Violation Number: 763021716470826494

Location: 800 Block of Garrisonville Rd, WB, Stafford, VA

Time: 05/23/2024, Time: 02:27:06.4 PM

Unit ID: 76302, Lane: 1, Speed Limit: 35, Speed: 46

Camera ID: 1716470826494, Sensor ID: 80-44-278019

Photo Number: 3

Violation Number: 763021716470826494

Location: 800 Block of Garrisonville Rd, WB, Stafford, VA

Time: 05/23/2024, Time: 02:27:06.4 PM

Unit ID: 76302, Lane: 1, Speed Limit: 35, Speed: 46

Camera ID: 1716470826494, Sensor ID: 80-44-278019

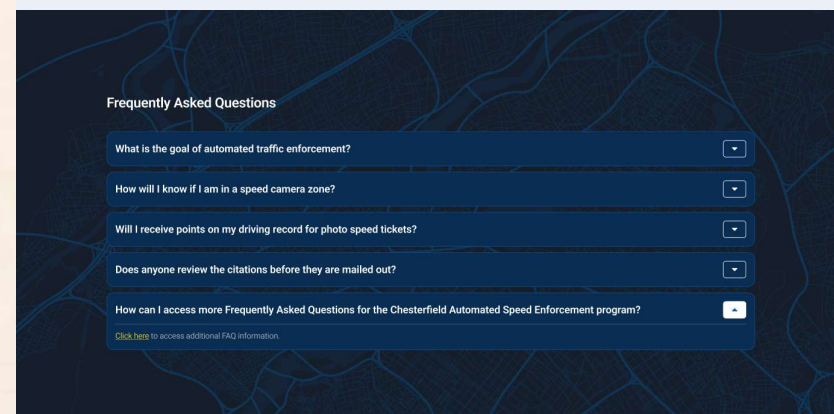
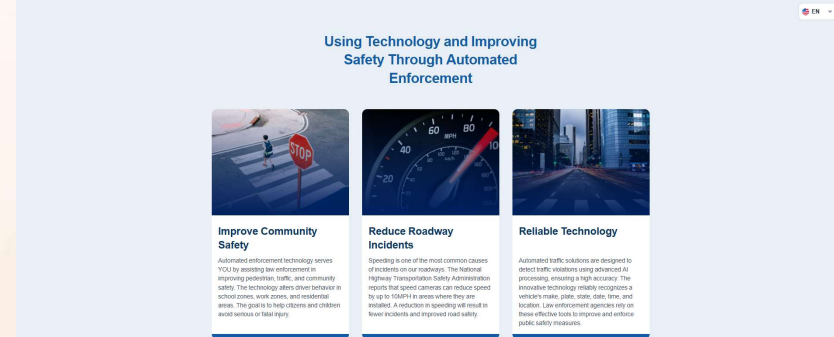
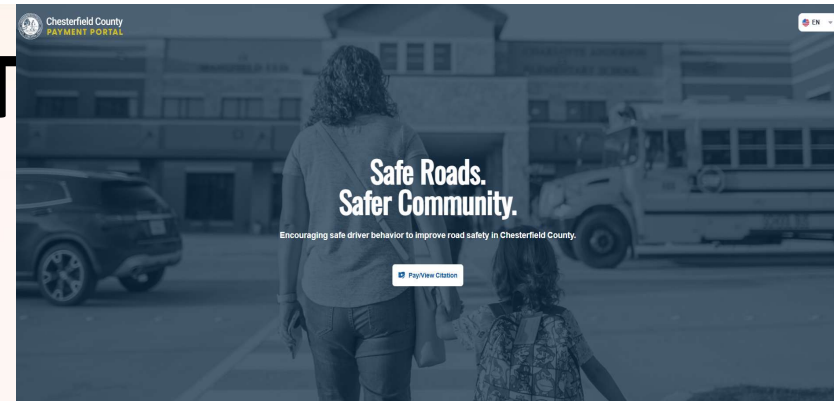
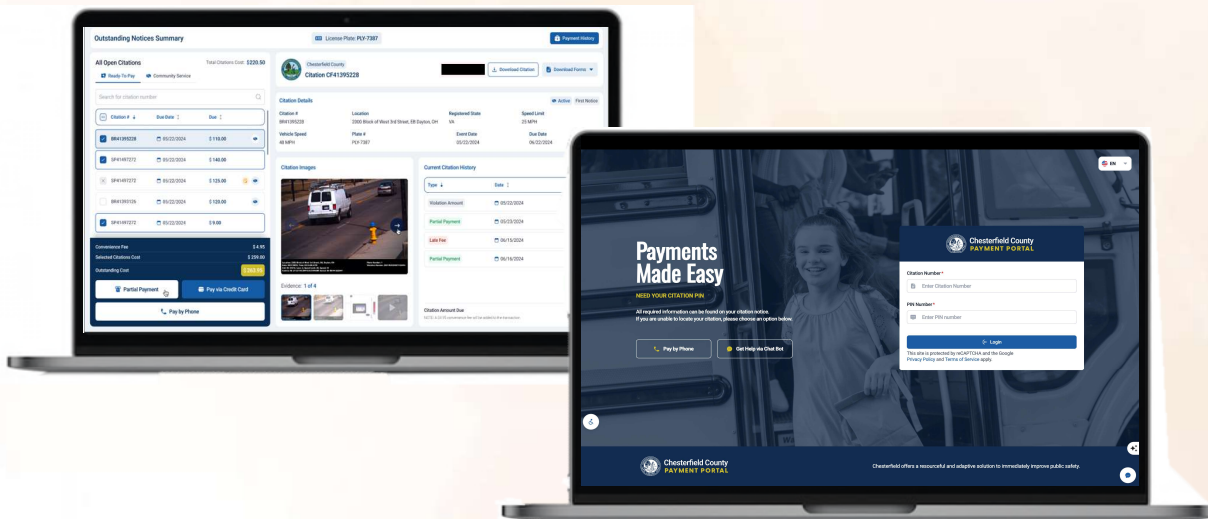
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THE ALTUMINT EXPERIENCE



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TECHNOLOGY OFFERING**

**AMERICAN OWNED AND
OPERATED**

**11 STATES WITH ACTIVE
PROGRAMS**





NEW BRITAIN CRASH DATA & PROPOSED ATESD LOCATIONS

Crash Data & Proposed ATESD Locations

- ❖ New Britain Citywide Crash Data
- ❖ State Limitations on ATESD Locations
- ❖ A Look at Crashes in School Areas
- ❖ Proposed Speed Enforcement Locations
- ❖ Proposed Red Light Enforcement Locations
- ❖ ATESD Program Key Points
- ❖ Next Steps



More than 4,500 crashes over last three years



Source: UCONN Connecticut Crash Data Repository

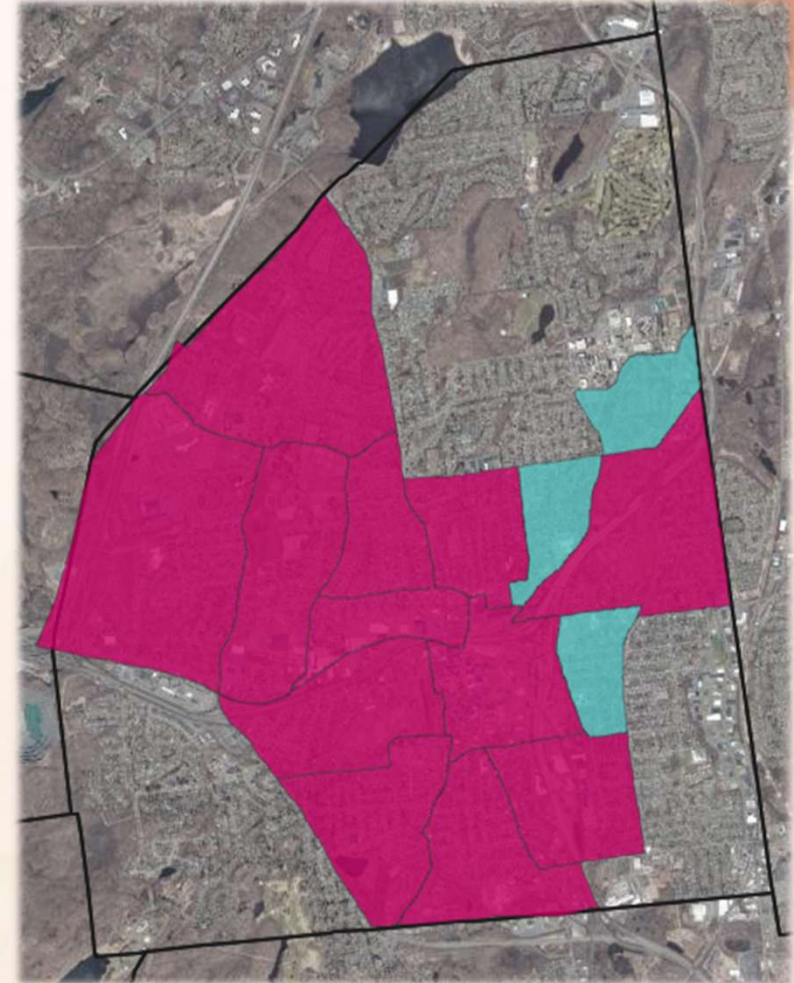
Potential Enforcement Camera Locations

- ❖ There are many locations that enforcement cameras are justifiable
- ❖ As part of our Safety Action Plan we first looked at Speed Cameras in School Zones
- ❖ This was done to help understand the CTDOT ATESD Guidelines for QCTs in a practical application
- ❖ Crash & Speed Data were reviewed to identify other locations

ATESD Locations and Equity

ATESD Qualified Census Tract (QCT) limitations

- ❖ No more than two ATESD locations within a Qualified Census Tract (QCT)
- ❖ No more than one ATESD within a QCT that is 1/4 square mile or less
- ❖ If an ATESD is on the border of a QCT then it must be associated with the QCT
- ❖ ATESDs can not be over concentrated at or near the border of a neighboring municipality
- ❖ CTDOT may reject any proposed ATESD locations if it is determined that the overall distribution of ATESDs throughout the municipality violates the principles of equity described in Public Act 23-116



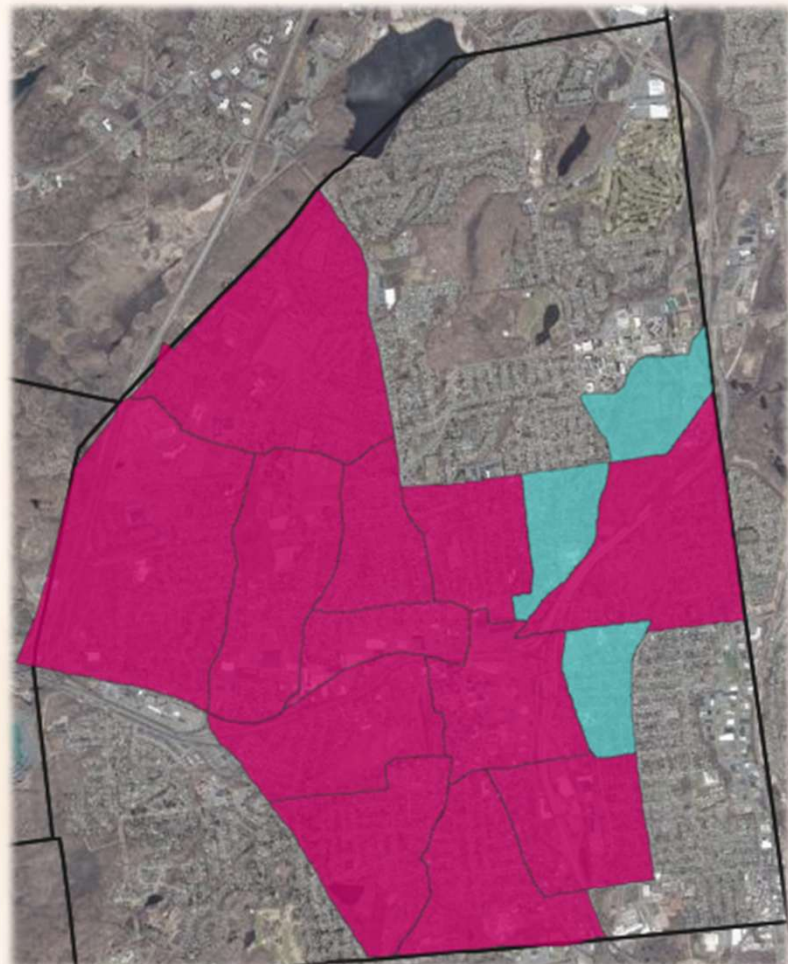
*New Britain has 15 QCT

More than 4,500 crashes over last three years



Source: UCONN Connecticut Crash Data Repository

New Britain Qualified Census Tracts



Source: US Department of Housing and Urban Development

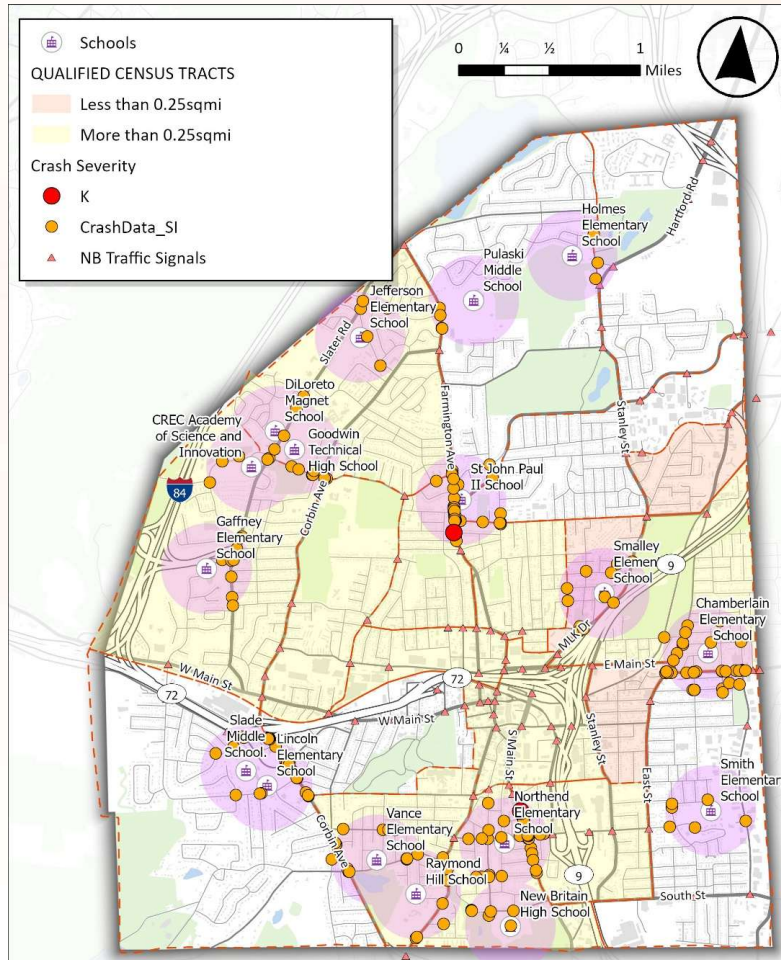
A Look at ATESDs in School Zones

- ❖ New Britain had 765 crashes in School Areas from 2021-2023
- ❖ Children are more vulnerable to vehicle crashes for several reasons. They are often less cautious than adults and often smaller, making them harder to spot while driving. Additionally, their smaller size increases the risk of not surviving a crash

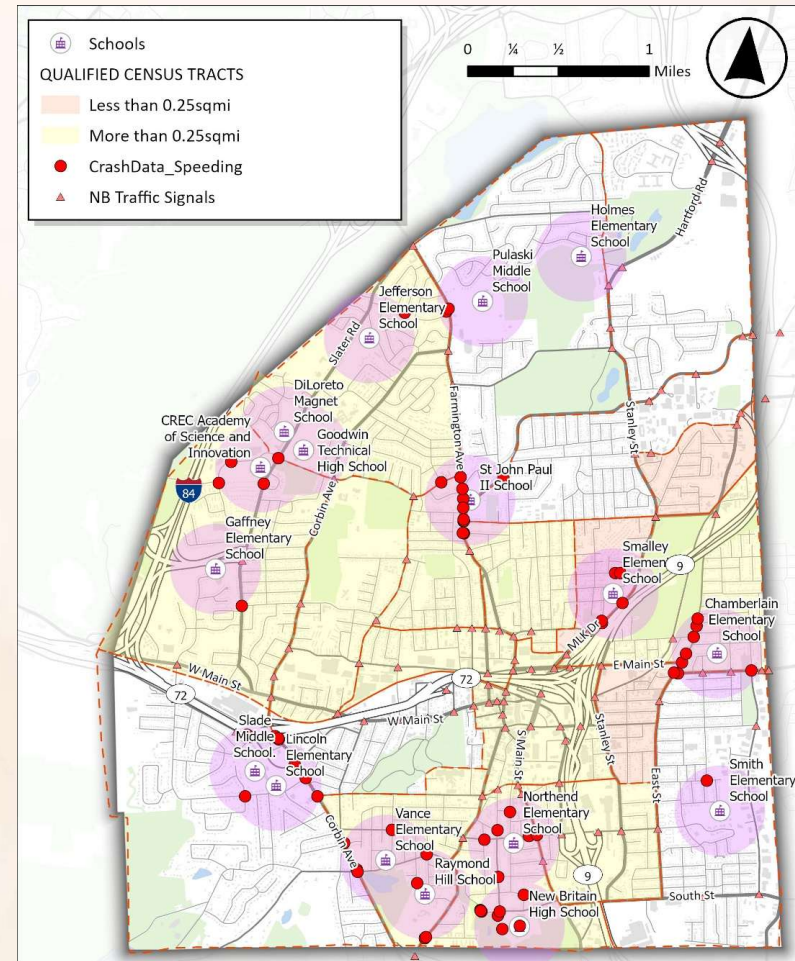


A Look at ATESDs in School Areas

Fatal and Serious Injury Crashes in School Areas

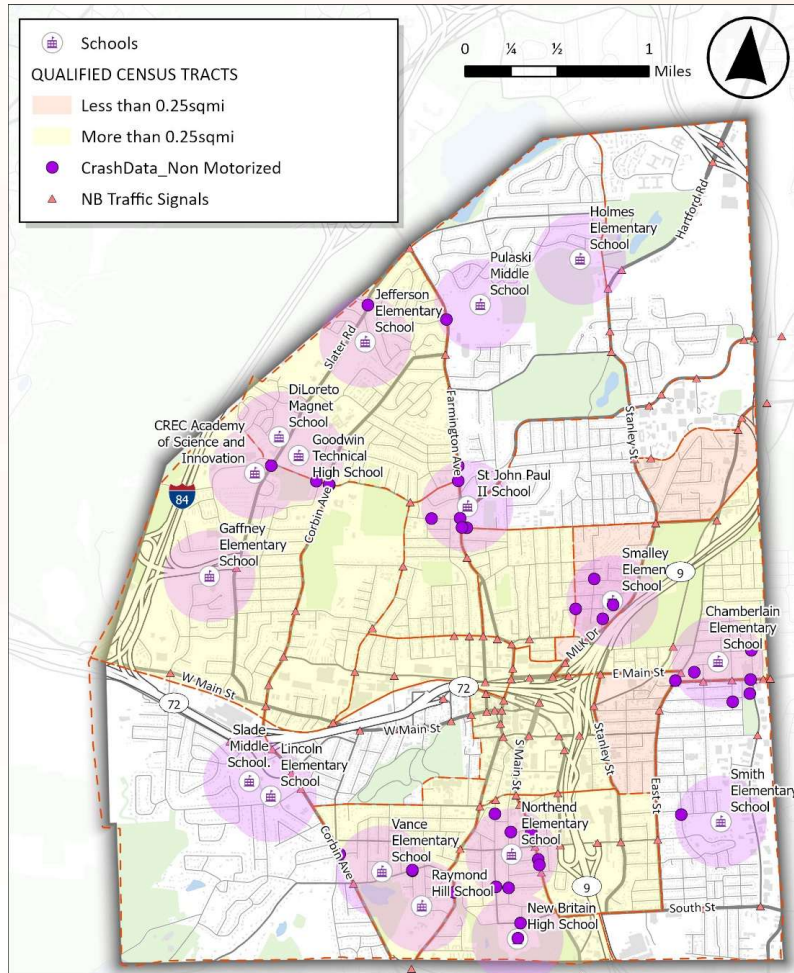


Speeding Crashes in School Areas

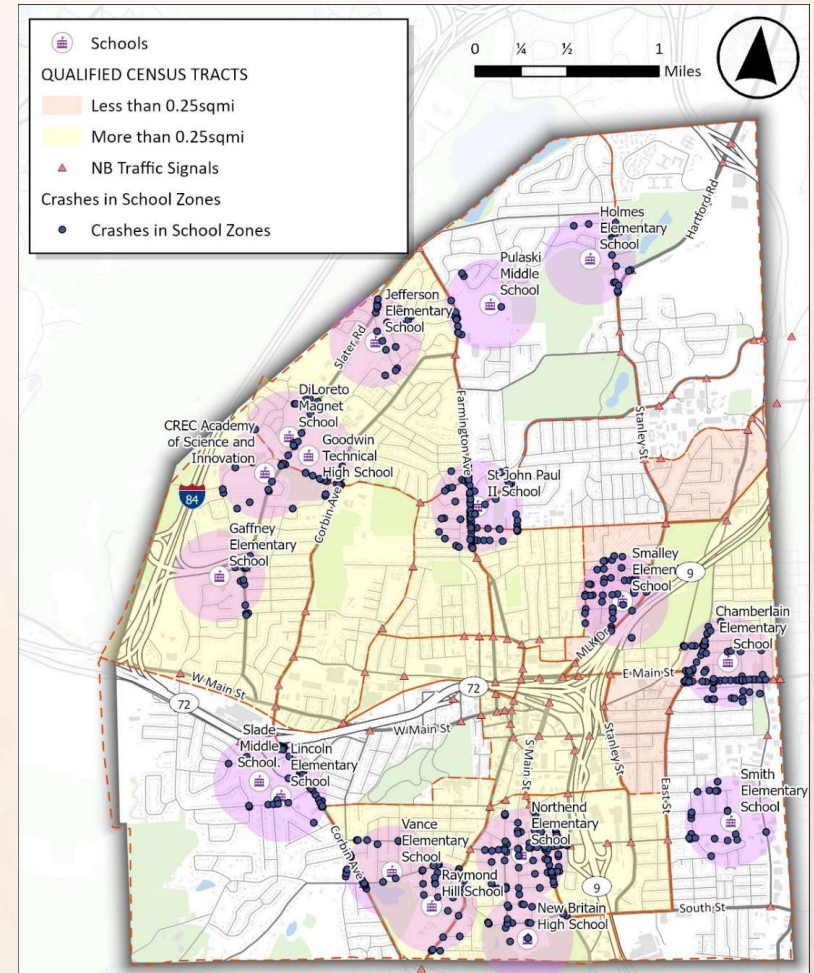


A Look at ATESDs in School Zones

Crashes involving non-motorized vehicles in School Areas



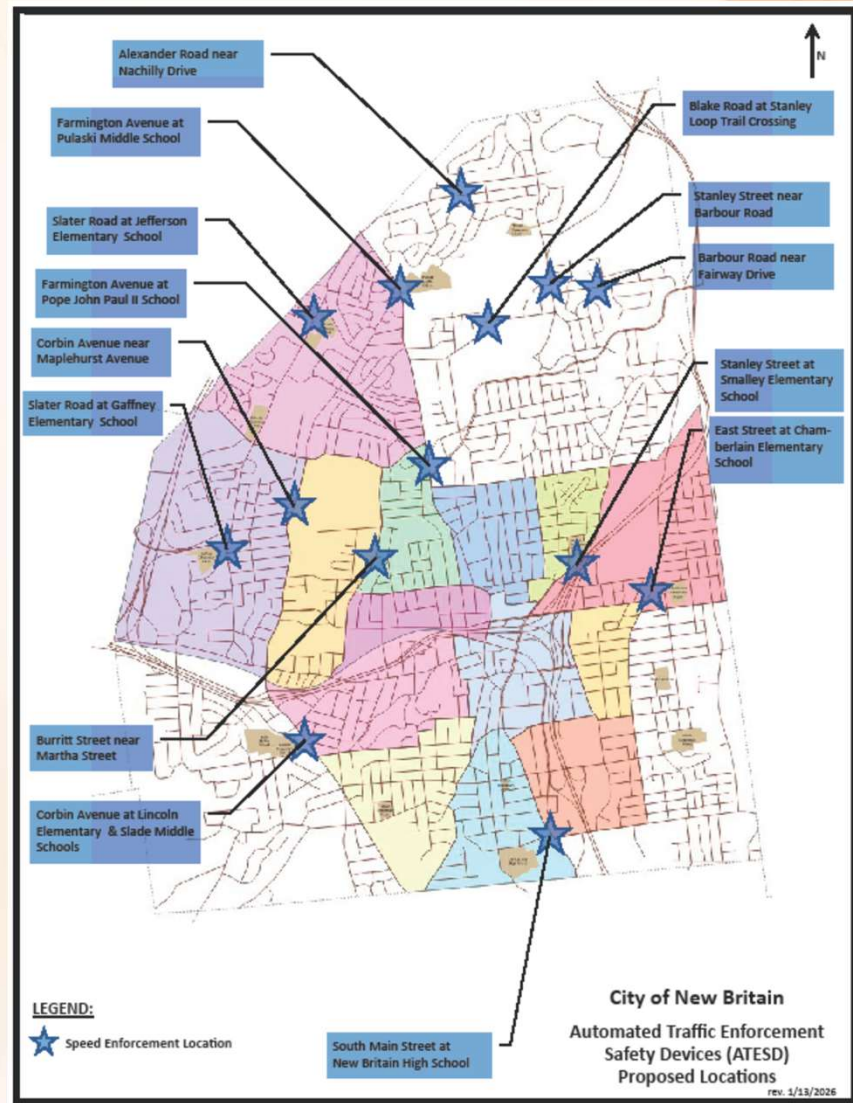
Crashes involving 18 and under in School Areas



Proposed Speed Enforcement Locations

Speed Enforcement Locations

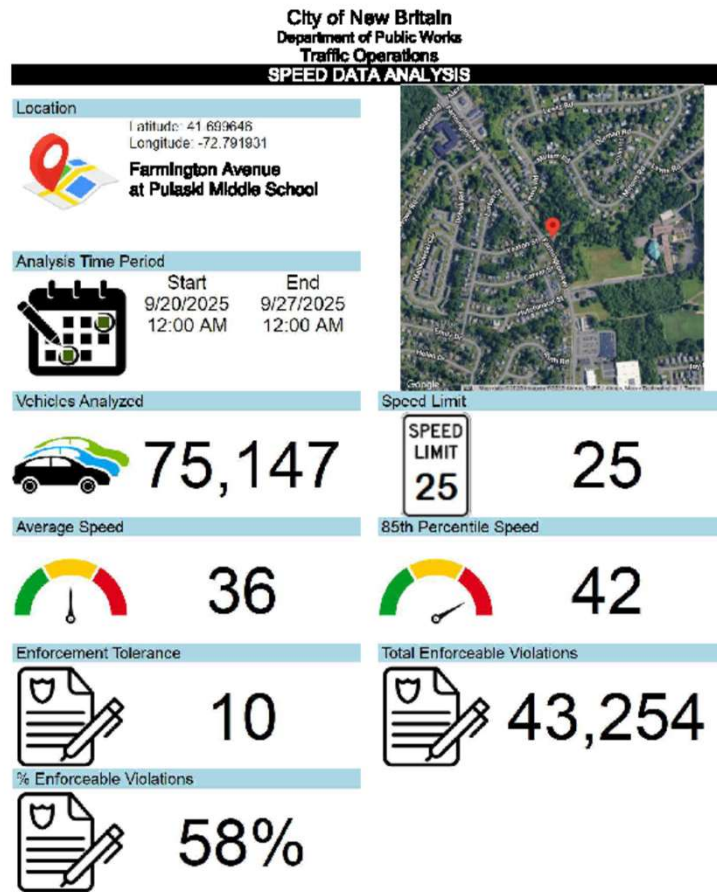
Alexander Road	near Nachilly Drive
Babour Road	near Fairway Drive
Blake Road	at Stanley Loop Trail Crossing
Burritt Street	near Martha Street
Corbin Avenue	at Slade Middle & Lincoln Elementary Schools
Corbin Avenue	near Maplehurst Avenue
East Street	at Chamberlain Elementary School
Farmington Avenue	at Pulaski Middle School
Farmington Avenue	at Pope John Paul II School
Slater Road	at Jefferson Elementary School
Slater Road	at Gaffney Elementary School
South Main Street	at New Britain High School
Stanley Street	at Smalley Elementary School
Stanley Street	near Barbour Road



Proposed Speed Enforcement Locations

Location		Posted Speed Limit (MPH)	Average Speed (MPH)	85th Percentile Speed (MPH)	24 hr Volume (Vehicles)	Violations Per Day ⁽¹⁾	Percent Violations ⁽¹⁾
Alexander Road	near Nachilly Drive	25	32.7	38.7	3,368	1,160	34.4%
Babour Road	near Fairway Drive	25	33.4	39.2	2,833	984	34.7%
Blake Road	at Stanley Loop Trail Crossing	25	36.0	41.6	4,530	2,779	61.3%
Burritt Street	near Martha Street	25	32.7	38.0	6,098	1,937	31.8%
Corbin Avenue	at Slade Middle & Lincoln Elementary Schools	25	28.3	35.4	15,872	3,093	19.5%
Corbin Avenue	near Maplehurst Avenue	25	36.7	42.0	7,482	4,896	65.4%
East Street	at Chamberlain Elementary School	25	27.0	32.2	7,850	513	6.5%
Farmington Avenue	at Pulaski Middle School	25	32.5	38.4	10,885	4,009	36.8%
Farmington Avenue	at Pope John Paul II School	25	28.7	34.4	8,107	1,155	14.2%
Slater Road	at Jefferson Elementary School	25	35.6	40.8	4,105	2,442	59.5%
Slater Road	at Gaffney Elementary School	25	29.6	35.6	10,513	2,148	20.4%
South Main Street	at New Britain High School	25	24.4	31.4	11,111	714	6.4%
Stanley Street	at Smalley Elementary School	30	35.9	41.6	10,187	2,479	24.3%
Stanley Street	near Barbour Road	30	30.3	37.2	11,181	850	7.6%
⁽¹⁾ Based on 10 or more MPH over the posted speed limit.							

Proposed Speed Enforcement Locations



Farmington Avenue @ Pulaski Middle School

- ❖ Data collected over one week period
- ❖ School Zone
- ❖ Data shown was collected before Driver Feedback “Your Speed” sign was installed
- ❖ Violations were reduced to 37% after the Driver Feed Back Sign was installed



Proposed Speed Enforcement Locations



Barbour Road

- ❖ Data collected over one week
- ❖ Data collected at the recently installed Driver Feedback “Your Speed” Sign



Proposed Red Light Enforcement Locations

Locations

CT 72 Eastbound Ramps @ Harry Truman Overpass (CT 71)

East Street @ Ellis Street

Main Street @ East Main Street & Myrtle Street

Martin Luther King Drive & Stanley Street (CT 71) @ North Street

Stanley Street @ CTfastrak

Myrtle Street @ High Street

Stanley Street @ Chestnut Street

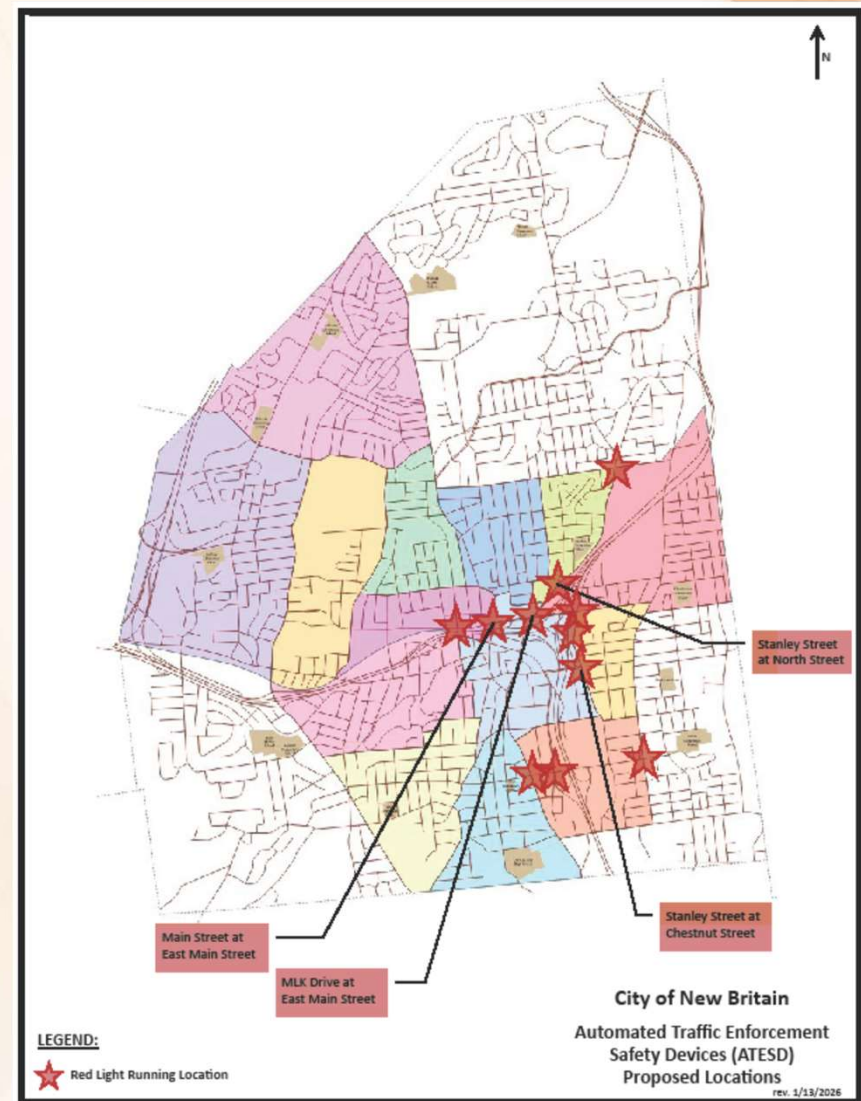
East Main Street (CT 174) @ Stanley Street

MLK Dr & Harry Truman Overpass (CT 71) @ East Main Street (CT 174)

South Main Street (CT 71) @ Ellis Street

Ellis Street @ Columbus Blvd & CT 9 Southbound Ramps

Stanley Street (CT 71) @ Allen Street (CT 175)



Proposed Red Light Enforcement Locations

Location	Total Number of Intersection Crashes ⁽²⁾	Red Light Violation Related Crashes ⁽²⁾	Percent Red Light Violation Crashes
CT 72 Eastbound Ramps @ Harry Truman Overpass (CT 71)	21	8	38%
East Street @ Ellis Street	12	7	58%
Main Street @ East Main Street & Myrtle Street ⁽³⁾	21	7	33%
Martin Luther King Drive & Stanley Street (CT 71) @ North Street⁽³⁾	39	7	18%
Stanley Street @ CTfastrak	6	6	100%
Myrtle Street @ High Street	15	6	40%
Stanley Street @ Chestnut Street ⁽³⁾	17	6	35%
East Main Street (CT 174) @ Stanley Street	26	6	23%
MLK Dr & Harry Truman Overpass (CT 71) @ East Main Street (CT 174) ⁽³⁾	36	6	17%
South Main Street (CT 71) @ Ellis Street	17	5	29%
Ellis Street @ Columbus Blvd & CT 9 Southbound Ramps	18	5	28%
Stanley Street (CT 71) @ Allen Street (CT 175)	23	5	22%

⁽²⁾Based on three years of data (2020-2023).

⁽³⁾Additional data is being collected for this location.

Source: Connecticut Red Light Violation Tool - Created by the Connecticut Transportation Safety Research Center in partnership with the Connecticut Department of Transportation.

Proposed Red Light Enforcement Locations

Main Street @ East Main Street & Myrtle Street

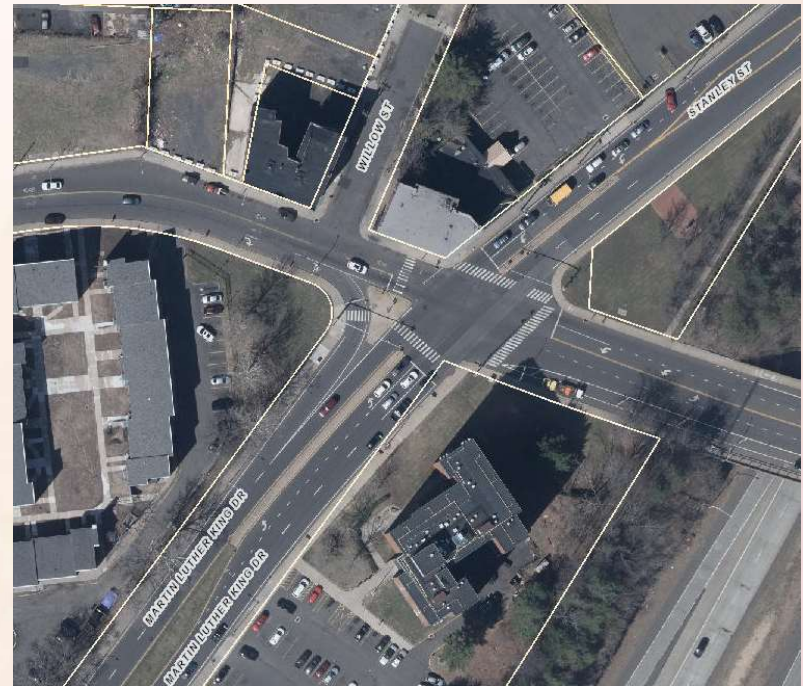
- ❖ 21 Crashes at the intersection over three years
- ❖ 7 Crashes (33%) were determined Red Light Violation related
- ❖ Violation Data was collected for one day from 6:00 AM to 9:00 PM (15 hours)
- ❖ 706 motorists stopped past the stop bar in the crosswalk
- ❖ 445 motorists did not stop at all

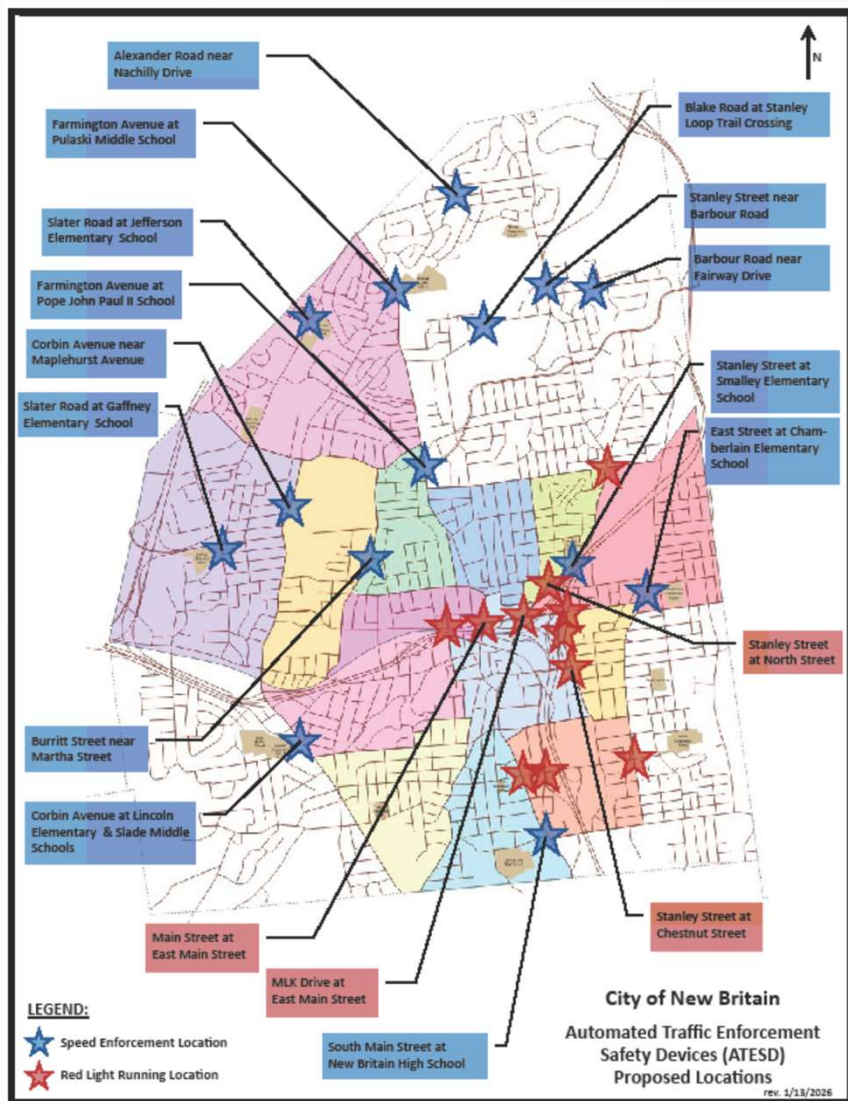


Proposed Red Light Enforcement Locations

Martin Luther King Drive & Stanley St (CT 71) @ North St

- ❖ 39 Crashes at the intersection over three years
- ❖ 7 Crashes (18%) were determined Red Light Violation related
- ❖ Additional Red Light Violation Data is being collected





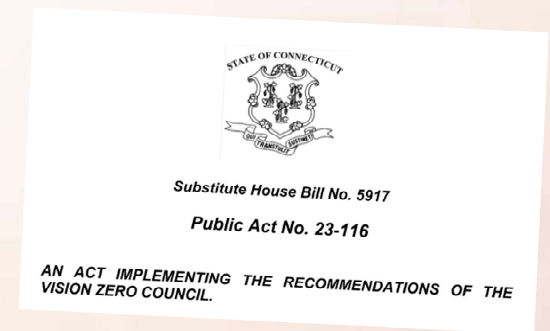
Proposed ATESD Locations

How ATESD study locations were selected

- ❖ Data driven
- ❖ School Zone focused
- ❖ NBPD and public comments, verified by data collection
- ❖ Avoid moving speeding issues to parallel Streets

ATESD Program Key Points

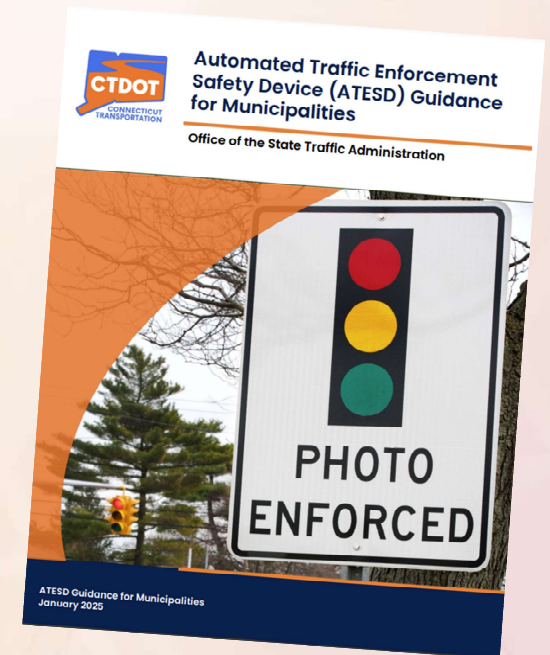
- ❖ All violations are reviewed by a City of New Britain police officer before being issued
- ❖ There will be a 30-day warning period
- ❖ No images of the driver will be captured
- ❖ Vehicle owners will receive a citation via mail
- ❖ The fine for a first violation is \$50 and subsequent violations \$75
- ❖ A \$15 processing fee for each citation will be collected
- ❖ All revenue must go towards roadway safety improvements in New Britain
- ❖ All personally identifiable information will be deleted after the violation is adjudicated



Next Steps

- ❖ ATESD Plan Requires Common Council Approval
- ❖ Office of State Traffic Administration (OSTA) Review & Approval
- ❖ If Approved, Spring/Summer Rollout
- ❖ Planned Phased Implementation
- ❖ 30 Day Warning Period

Stay informed:
NewBritainCT.gov/ATESD



The goal of the ATESD Program is improving public safety, changing driver behavior, and reducing crashes.



Questions & Comments