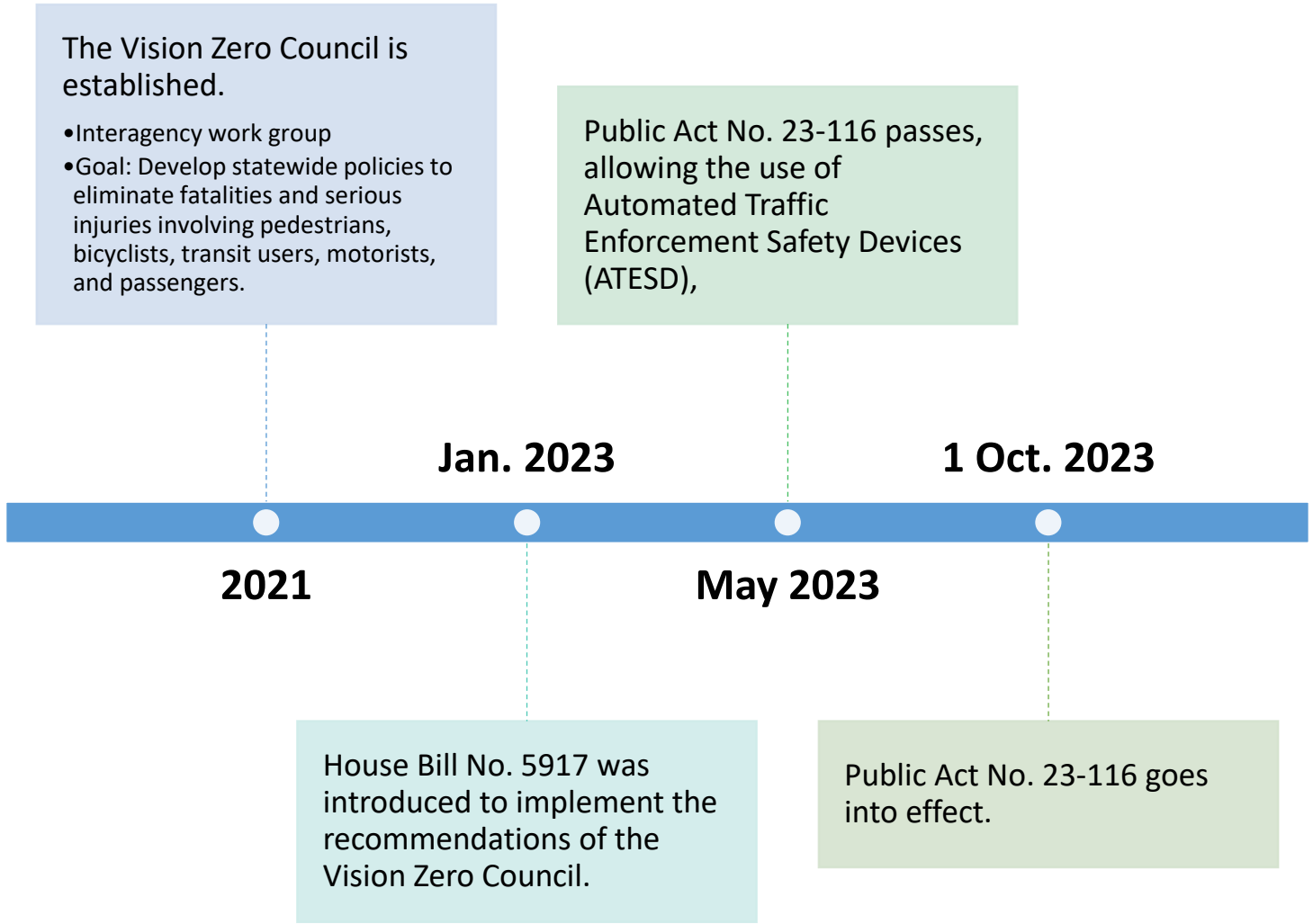
Automated Traffic Enforcement Safety Device (ATESD) Legislation

November 2023

Background


The Vision Zero Council is established.
•Interagency work group
•Goal: Develop statewide policies to eliminate fatalities and serious injuries involving pedestrians, bicyclists, transit users, motorists, and passengers.
Public Act No. 23-116 passes, allowing the use of Automated Traffic Enforcement Safety Devices (ATESD),
2021
Jan. 2023
May 2023
1 Oct. 2023
House Bill No. 5917 was introduced to implement the recommendations of the Vision Zero Council.
Public Act No. 23-116 goes into effect.

What is an Automated Traffic Enforcement Safety Device (ATESD)?

Device designed to detect & collect evidence of alleged violations by recording images that capture license plate, date, time, and location.

An ATESD can only be installed in four types of locations.

- Traffic Control Signals for red light running
- School Zones for speeding
- Pedestrian Safety Zones for speeding
- Other Locations for speeding

Municipalities are responsible for establishing enforcement ordinances, selecting locations for ATESDs, and establishing protocols for maintenance and enforcement.

Applications for an ATESD (aka Plan) must be submitted to the Office of the State Traffic Administration (OSTA) for review and approval.

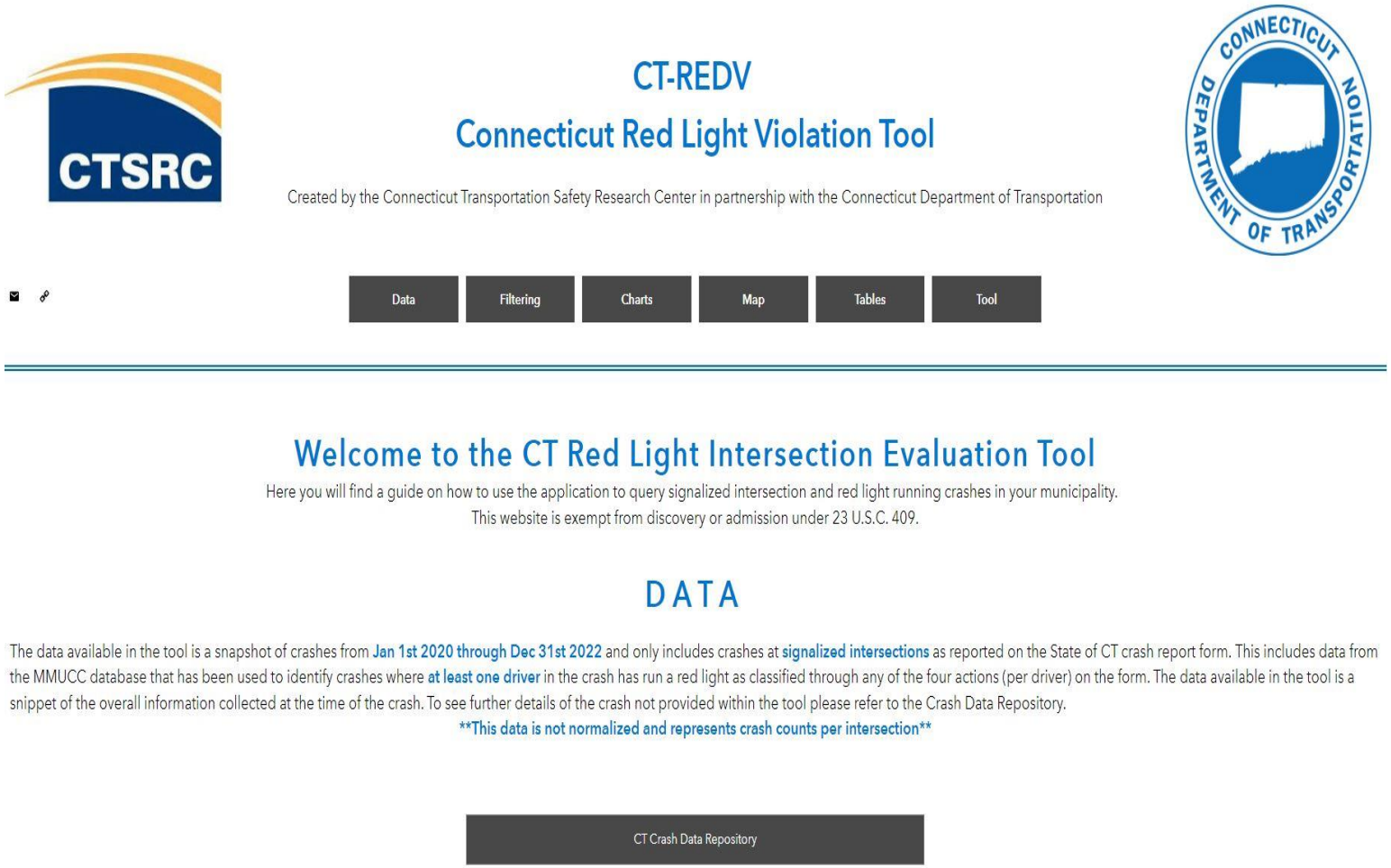
Guidance for Municipalities Regarding ATESDs

- CTDOT to provide guidance for municipalities considering ATESD by 1/1/2024
- ATESD Guidance will include:
  - Factors for selecting ATESD locations
    - Transportation Safety
    - Equity
  - Overview of OSTA review/approval process
  - Duration of ATESD approvals
  - Reporting requirements
  - Model privacy policy for the privacy, security, collection, and destruction of personal data
  - Process to notify companies with mobile applications regarding ATESD locations

ATESD Location Selection

- Transportation Safety Consideration
  - Average Daily Traffic
  - Roadway Geometry
  - History of traffic stops conducted and reported to CT Office of Policy and Management (OPM)
  - History of crashes caused by speeding or red light running

CT Red Light Violation Tool



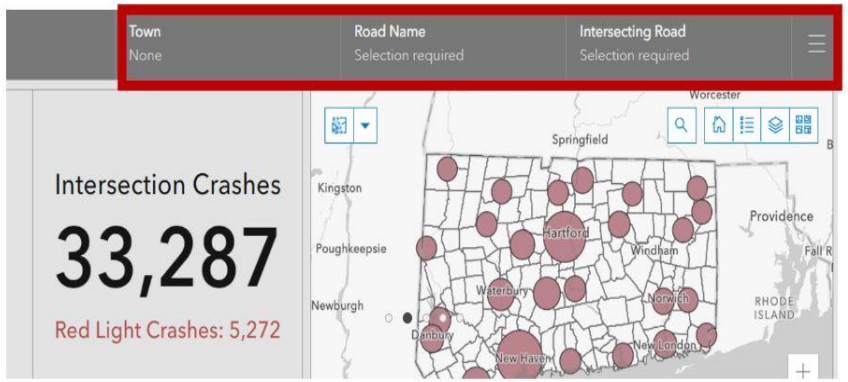
CT Red Light Violation Tool

FILTERING

Upon opening the application the tool shows an overview of the data and is primarily driven by the filters at the top of the screen. The filters work in sequential order and the users will first need to select **Town,** then **Road Name** followed by the **Intersecting Road.** This is also indicated in the filter with the selection required prompt.

When setting the filters, users can scroll through the list of options or type into the filter in the dropdown window. **Only one selection can be made from each filter.** As the filters are set; charts, map and tables on the screen will update to reflect the selections.

Additionally, the user can adjust any of the widget sizing by selecting the edge of the graph and dragging it with the mouse or clicking the four arrows in the top right hand corner of the widget to make it full screen.



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Charts
Map
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CHARTS

The bar charts in the top left corner of the screen, focus on **three different views** of the data all displaying the top 10 values of each area. The first shows the **counts of crashes per town** classified by whether the driver ran a red light. The first chart displays data without setting any filters.

The next two charts show all **intersection crashes** and **red light running crashes.** These views will remain empty until a filter is applied. As you can see from the images to the left, as more filter selections are made the charts update accordingly.

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CT Red Light Violation Tool

MAP

The map will filter and update according to any filters set at the top of the page. Users can also make selections in the map using the selection tool in the top left hand corner of the map screen . Open the drop down arrow and select rectangle then draw a box on the map screen of your selection. This selection will show the individual crash records in the "All Records" table tab. To clear the selection click the X next to the number of highlighted features.

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TABLES

There are two views of the data available in the tables. Both tables will display data without setting filters. However, by filtering the data the user will be able to see the data specific to their town or intersections of interest.
The first tab shows the **totals of the data by each intersection**. This table calls out the municipalities name and the intersection where the crash occurred as specified by the crash report. This also contains the **counts of crashes** at each intersection, the **counts of red light crashes** at each intersection, and the **percentage of red light crashes** by intersection.
The second tab shows **all the individual crash records** that are part of the users data query. There are several fields available for the user to view including the date, municipality, intersection of roadways, type of intersection, most severe injury, route class, manner of collision, if the crash had a violation of 14-299, and if any driver in the crash ran a red light.

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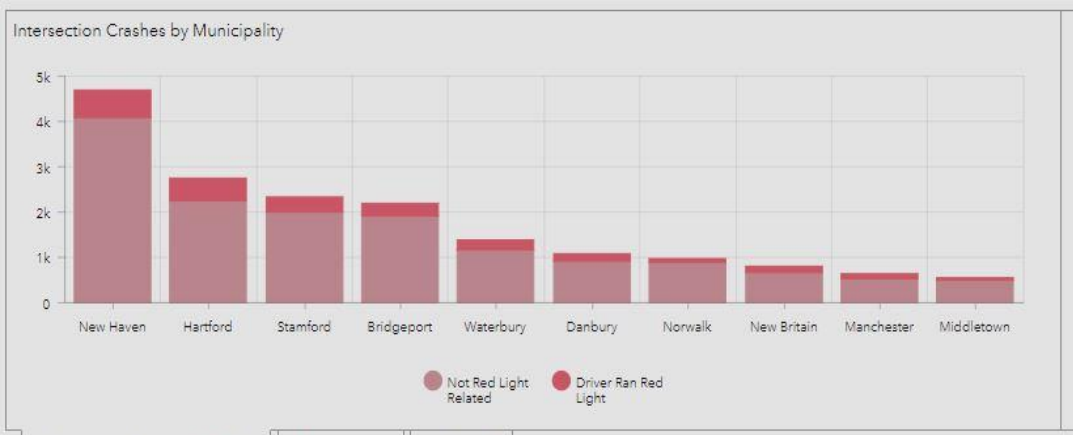
Date	Town	Road Name	Intersecting Road	Traffic Control Device	Type of Intersection	Most Severe Injury	Route Class	Manner Of Collision	Violation Of 14-299	Red Light Related
12/31/2021	Andover	6-E	316-N	Traffic Control Signal	T-Intersection	Possible Injury (C)	USRoute	Angle	No	Driver Ran Red Light
8/8/2022	Andover	6-E	87-N	Traffic Control Signal	T-Intersection	No Apparent Injury (O)	USRoute	Front to rear	No	No
3/1/2020	Andover	6-E	LONG HILL RD	Traffic Control Signal	T-Intersection	No Apparent Injury (O)	USRoute	Front to rear	No	No
10/8/2020	Andover	6-E	316-N	Traffic Control Signal	T-Intersection	No Apparent Injury (O)	USRoute	Front to rear	No	No
10/13/2020	Andover	6-E	LONG HILL RD	Traffic Control Signal	T-Intersection	No Apparent Injury (O)	USRoute	Front to rear	No	No

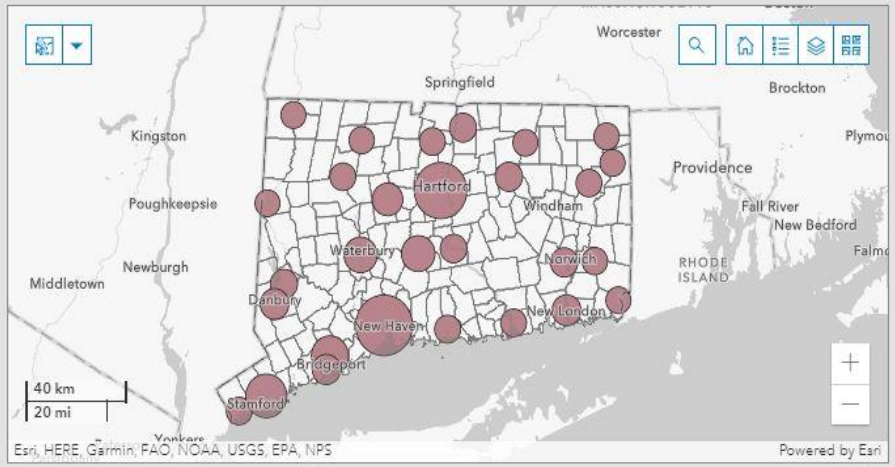
CT Red Light Violation Tool



Intersection Crashes

33,297

Red Light Crashes: 5,275



Intersection Crashes by Town | Intersections | Red Light

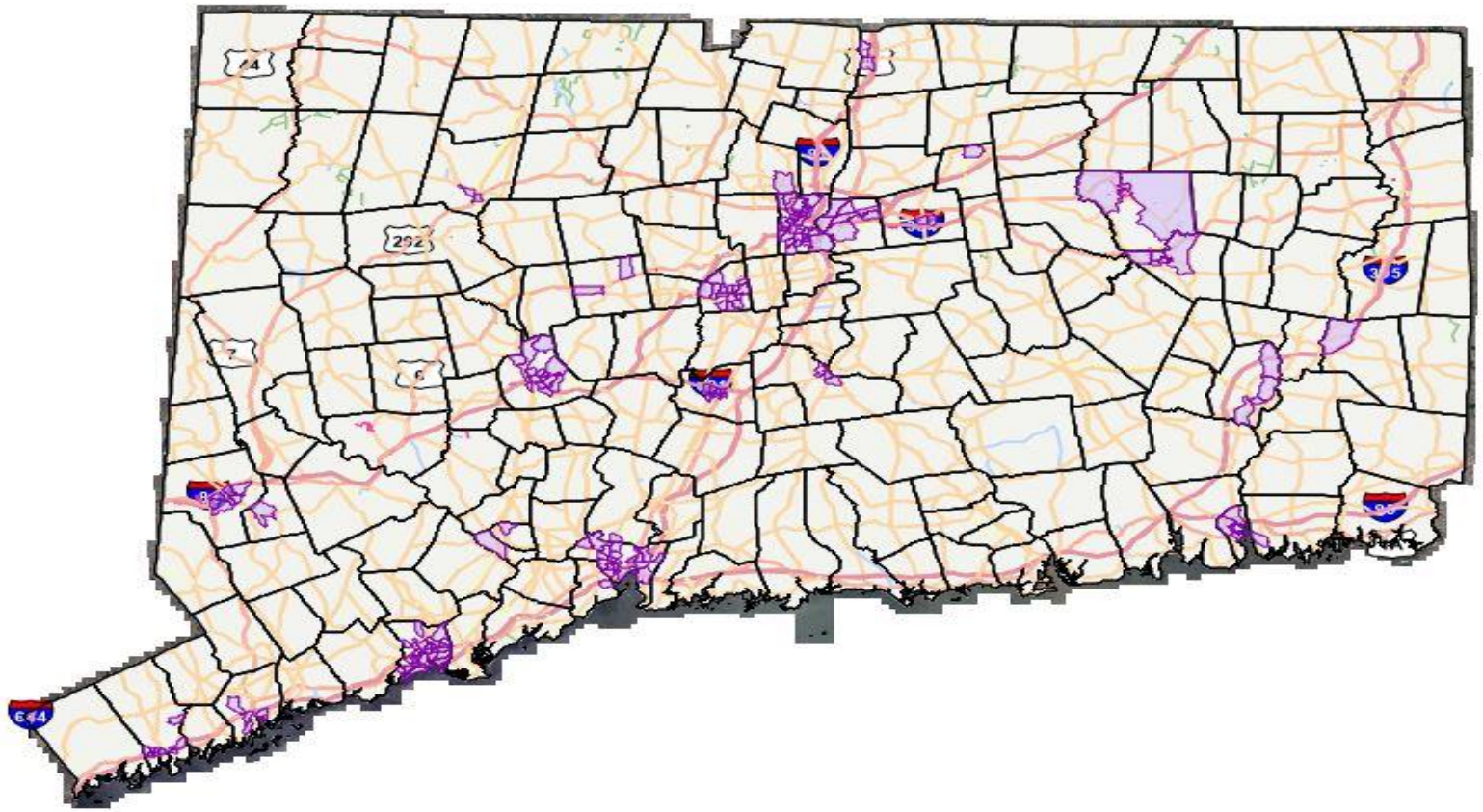
Municipality	Intersection	Count of Intersection Crashes	Count of Red Light Crashes	Percentage Of Red Light Crashes
Andover	6-E, 316-N	3	1	33
Andover	6-E, 87-N	2		
Andover	6-E, LONG HILL RD	2		
Ansonia	115-N, WEST MAIN ST	2	2	100
Ansonia	CLIFTON AV, ATWATER AV	1	1	100
Ansonia	243-E, 853-E	2	1	50
Ansonia	243-E, FINNEY ST	2	1	50
Ansonia	243-E, PARK PL	2	1	50

Totals | All Records

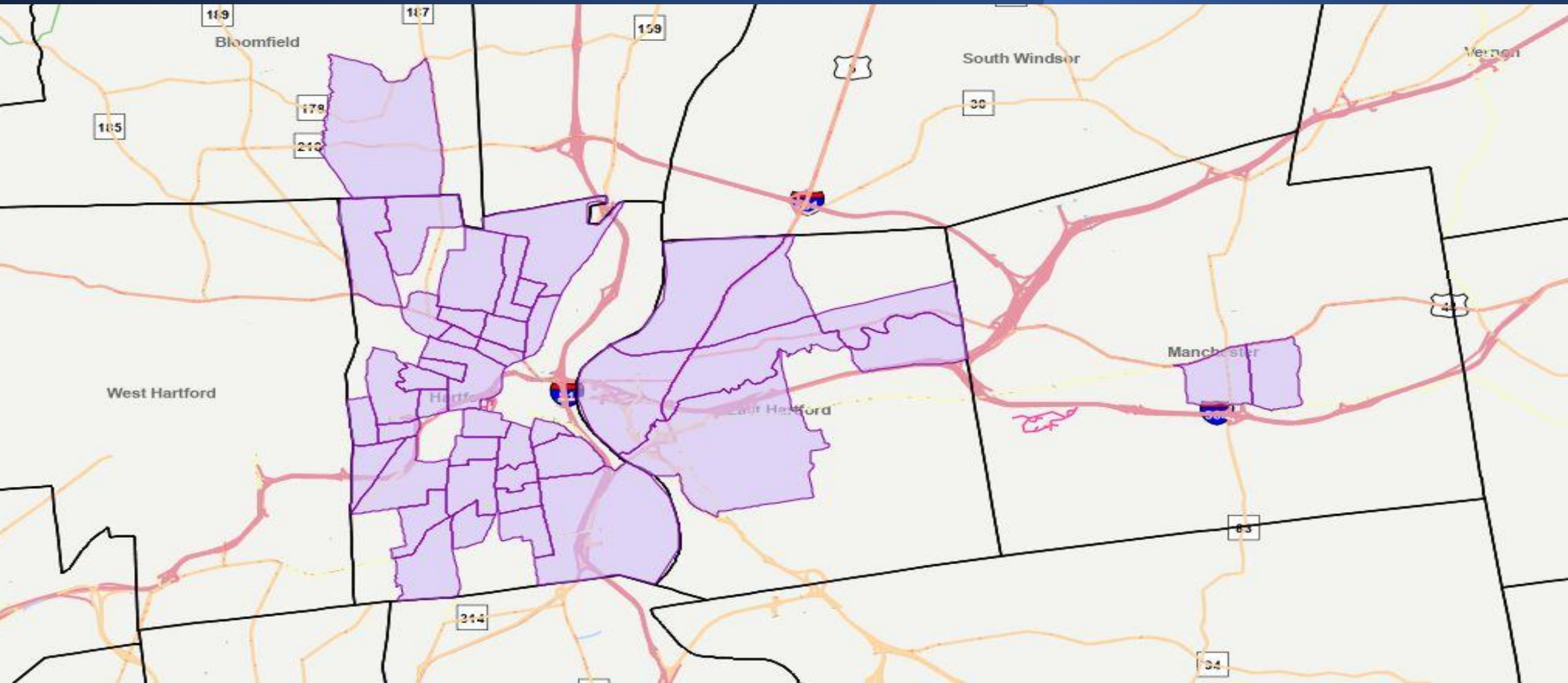
ATESD Location Selection Continued

- Equity
  - Municipal poverty rate
  - Percentage of occupied housing units with vehicles
- **Use of a Qualified Census Tract (QCT). No more than 2 ATESD will be allowed in a QCT.**
- The OSTA will reject any ATESD location if it determines that the location would violate the equity principles established in PA 23-116.

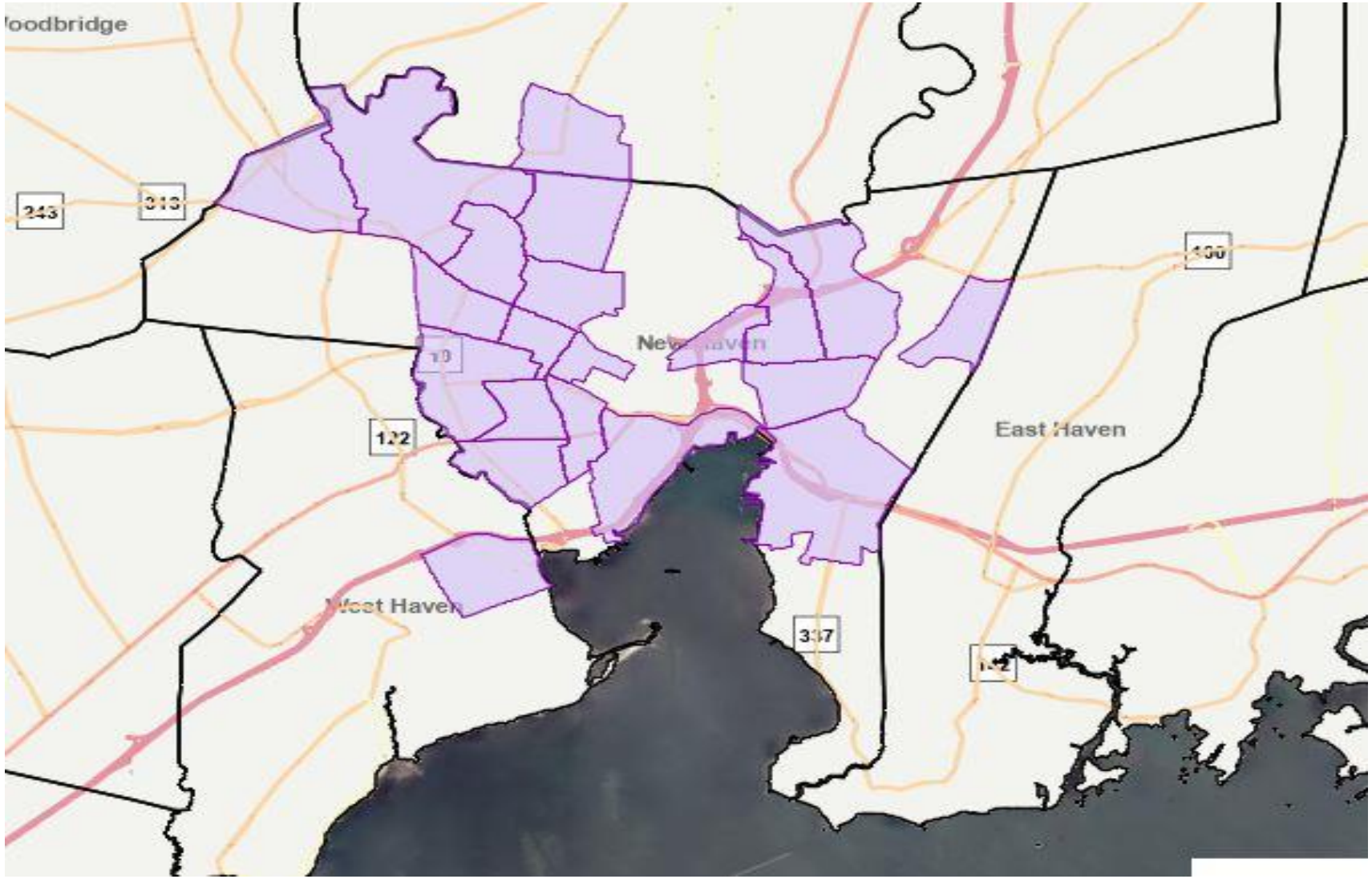
QCTs in Connecticut



QCTs - Hartford Area



QCTs - New Haven Area



OSTA Review Process

All documents must be submitted to DOT.OSTA@ct.gov for review and approval.

Step 1 – Cursory Review

- OSTA will review the submitted documents for completeness, which must include:
  - Written justification explaining how and why an ATESD was selected for each location
  - History of crash data and OPM-reported traffic stops
  - Copy of current traffic control signal plan of record (for ATESD at traffic control signals only)
  - Plan showing the location the advance signs informing motorists of an ATESD
  - Copy of ordinance adopted by the municipality regarding ATESDs
  - Copy of the notice for the required public hearing by the municipality
  - Copy of the municipality's Comprehensive Safety Action Plan
  - Copy of the meeting minutes where the municipal legislative body voted to approve the required ATESD plan
  - Evidence of notice to persons, firms, or companies with mobile applications regarding ATESD locations
- If the submitted documents are determined to be incomplete, the OSTA will notify the municipality of what's needed to be submitted to complete the submission.

OSTA Review Process (cont.)

Step 2 – Formal Review

- Begins once the OSTA determines the request is complete.
- The OSTA has 60 days to determine if:
  - The Plan is likely to improve traffic safety at the proposed location(s)
  - The ATESD distribution is equitable throughout the municipality
- OSTA must approve or reject the Plan (in whole or in part). If rejected, the OSTA will provide its reasoning and guidance for revising the Plan for resubmission.

OSTA Approval

- Original AETSD Plan is valid for 3 years after the 1st device becomes operational. Subsequent AETSD Plans are also valid for 3 years from approval date.
- Municipalities may submit modifications to the plan provided that the approval has not expired, following submittal, review and approval process as the initial ATESD Plan.
- Approval of any modifications to the plan expire on the same date as the original plan approval.

Additional ATESD Requirements by Location

Traffic Control Signal

- Current traffic signal plan of record must be on file with the OSTA
- Signal timings (red, yellow, and pedestrian crossing) must be optimized
- That there is a high frequency or percentage of crashes where the operator ran a red light (See CT-REDV- Red Light Violation Tool)

School Zone

- Location meets definition of a School Zone (see CGS 14-212b)
- School Zone has been previously approved by the OSTA or the Local Traffic Authority (LTA)
  - ➢ OSTA approves school zones on all State Roads and all municipal roads where there is a change in speed limit
  - ➢ LTA can approve school zones in municipal roads where there is **no** change in speed limit
- School Zone signing is consistent with the Manual on Uniform Traffic Control Devices (MUTCD)

Additional ATESD Requirements by Location (cont.)

Pedestrian Safety Zones

- Location meets definition of a Pedestrian Safety Zone (see CGS 14-307a)
- Pedestrian Safety Zone has been previously approved by OSTA or the LTA
- Pedestrian Safety Zone signing is consistent with the MUTCD

Other Locations

- Written justification explaining how and why an ATESD was selected for the location
- History of speed related crashes or speeding violations

If any of the additional criteria for each location type is not submitted, then the OSTA will consider the request to be incomplete.

ATESD Operation

- Municipality must adopt an ordinance to impose a fine for citations.
- Municipalities can enter into agreements with vendors for the design, operation, or maintenance of an ATESD. Vendors' fees cannot be contingent on the number of citations issued or fines paid.
- ATESD operators shall complete training and obtain a signed certificate by the manufacturer.
- Annual calibration of an ATESD is required.
- At least 30 days before an ATESD is operational, the municipality shall develop and implement a public awareness campaign for the following:
  - Educating the public about the importance of obeying speed limits and traffic signals; and,
  - The imminent use of an ATESD in the municipality
- Funds received from fines must be used for:
  - Investing in transportation infrastructure; or,
  - Pay for costs associated with an ATESD

ATESD Enforcement

- Police Department employee or person designed by the Local Traffic Authority shall review and approve recorded images from the AETSD before a citation is mailed to the vehicle owner.
- For the first 30 days after an ATESD device is operational, the owner shall receive a written warning.
- Citations shall include:
  - Name/address of owner and plate number of motor vehicle
  - Violation charged
  - Location of the ATESD and date/time of violation
  - Copy of or information on how to electronically view any recorded images
  - Statement from the reviewing official who determined that the motor vehicle violated the ordinance
  - Verification that the ATESD was operating correctly at the time of the alleged violation
  - Amount of the fine imposed and how to pay fine
  - The right to contest the violation and request a hearing

ATESD Enforcement (cont.)

- Citation shall be mailed via 1st class mail not later than 30 days after owner's address has been confirmed by CT DMV or from another jurisdiction.
- Fines are violations of the ordinance and cannot be more than:
  - $50 for 1st offence; or,
  - More than $75 for 2nd and subsequent offenses.
- A fee of up to $15 can be charged for electronic processing of a payment for the fine.

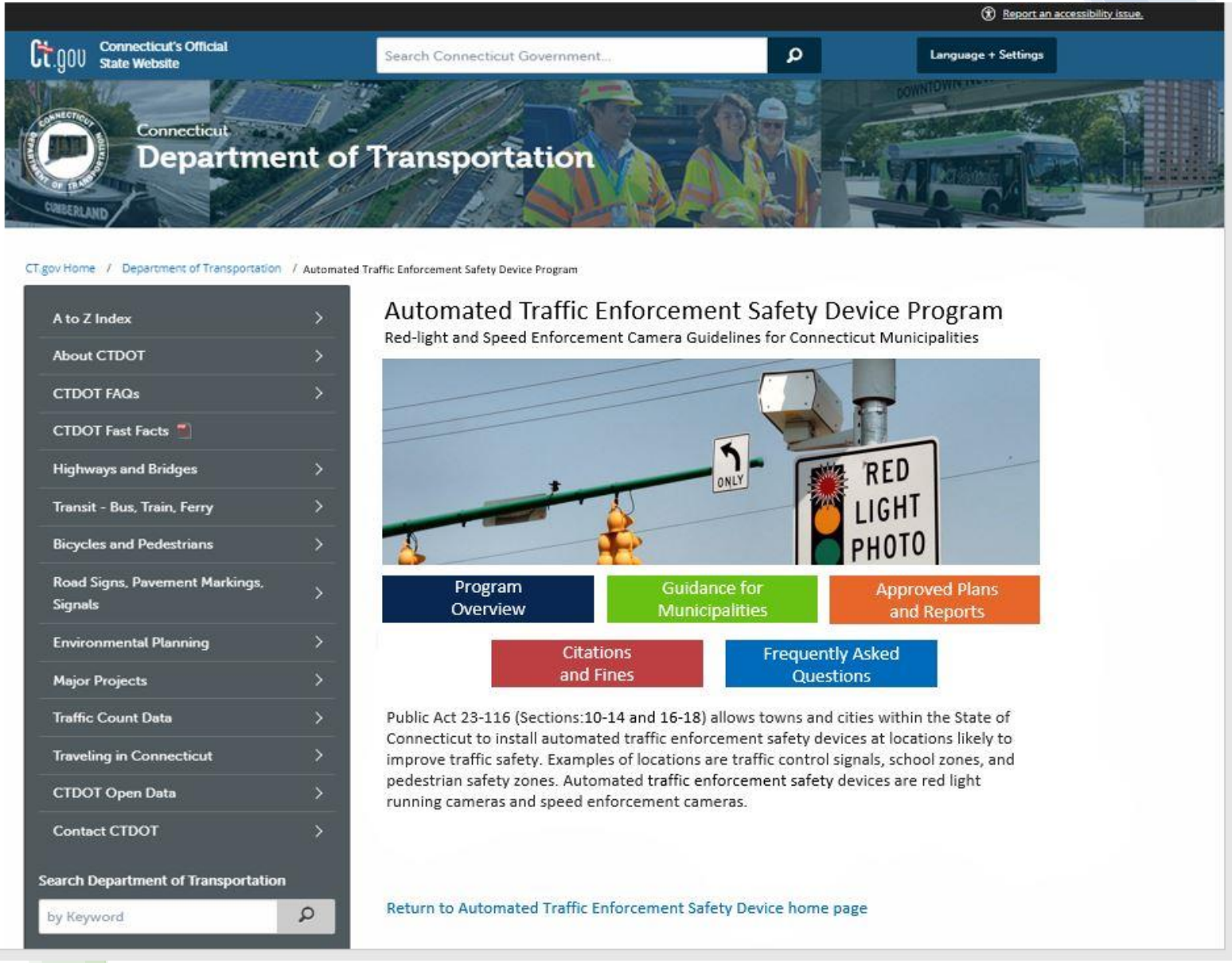
ATESD Reporting

- No later than 18 months after the ATESD becomes operational, the municipality must submit a report to OSTA and the General Assembly containing:
  - Number of violations for failing to comply with a red-light indication and/or speeding that occurred at each location before and after an AETSD was installed.
  - Number and type of crashes that occurred at each location before and after an ATESD was installed.
  - Number of crashes and violations at similar locations that do not have an ATESD
  - Descriptions of situations where recorded images could not be used.
  - Number of leased, rented, and out-of-state vehicles where enforcement efforts were unsuccessful.
  - Amount of revenue from the fines and associated fees retained by the municipality
  - Cost to the municipality for the use of an ATESD

ATESD Reporting (cont.)

- Not later than 1 year after the municipality submits its initial report, and every year thereafter until the ATESD no longer is operational, a report must be submitted to OSTA and the General Assembly containing:
  - Number of motor vehicles that were subject to one (1), two (2), three (3), or four or more (4+) citations.
  - For red light running violation, the number of citations at each locations where the motor vehicle was making a right turn, proceeding through the intersection, or making a left turn.
  - List of engineering and educational measures taken by the municipality to improve safety in locations where an ATESD is operational.
  - Data regarding now many citations were issued, how many hearings were requested, and the results of any such hearings.

ATESD Web page



Questions?