

Greenwich School Zone Safety Presentation

- This presentation was created with the goal of protecting our children
- It's about the principle of the matter - speed cameras were rolled out prematurely
- This has nothing to do with avoiding a one-off ticket or fine
- This isn't simply one missing sign or mistake or loophole – This is about a widespread safety failure
- We need to address and fix systemic issues that are putting our children at risk
- Greenwich was repeatedly warned and instructed multiple times and failed to take corrective action
- The “goals” and “plans” were admirable in most (but not all) respects
- The implementation, oversight and attention to detail is woefully lacking by Blue Line Solutions
- I guarantee there are mistakes in this presentation – Try not to lose sight of the bigger picture
- Let the public know which rules to follow and we will comply
- But the public cannot be expected to comply with rules that haven't been publicized or posted correctly
- The rules of evidence have been relaxed by design (“shall not be strictly applied”) in the statutes (CGS 7-152c) for this purpose



February 2026

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Overview / Executive Summary

Greenwich has a duty to invalidate ALL citations given at the East Putnam ATESD and refund ALL citations already paid, given the magnitude of the deficiencies to regulatory and warning sign compliance and in the interest of justice – The site fails to comply with its ATESD proposal and thus cannot be operated or enforced

From Both Approaches Highlighted With A Red Arrow, There is NO Visible Warning or Regulatory School Zone or Speed Limit Sign Whatsoever

END
SCHOOL
ZONE

If Approaching From Either Red Arrow, Where Does The School Zone End? Where Does It Begin Again? There Are 4 “End School Zone” Signs And NONE Of The Required “Begin School Zone” Signs

GREENWICH HIGH SCHOOL

SCHOOL PHOTO SPEED ENFORCEMENT FOR E PUTNAM AVENUE

02 If a reduced school speed limit zone has been established, a School (S1-1) sign shall be installed in advance (see Table 2C-3 for advance placement guidelines) of the first School Speed Limit sign assembly or S5-1 sign that is encountered in each direction as traffic approaches the reduced school speed limit zone (see Figures 7B-2 and 7B-4). **FAIL...**

School Signs And Speed Signs Need To Be In The School Zone Per MUTCD

Wrong Place – Wrong Signs - Need To Be Visible, FYG, Placed Beyond Intersection, Nearer School Zone And Across From End School Zone – There are not proper “advanced warning signs”

New Sign – But Never Removed The Old Signs

Oops. It Isn't The End Either

END
SCHOOL
ZONE

END
SCHOOL
ZONE

“In particular, speed limit signs shall be located as near as practicable to where the school speed zone begins in each direction” – They are NOWHERE near the beginning/end of the school zones – And NOWHERE in between either

Wrong – It Isn't The End

END
SCHOOL
ZONE

FAIL...

Obstructed By Tree

END
SCHOOL
ZONE

Wrong Place – Wrong Signs - Need To Be Visible, FYG, Placed Beyond Intersection, Nearer School Zone And Across From End School Zone

All Speed Signs And School Zone Signs Were Removed In This Entire 2,900 Foot Stretch, >0.5 miles

#4 Cannot Be Seen From Old Church Approach

#5 Missing (Exists In Plan, But Hasn't Been Here In Years)

Removed

Guidance:

17 Additional Speed Limit signs should be installed beyond interchanges and major intersections and at other locations where it is necessary to remind road users of the speed limit that is applicable.

(d) In no event shall a municipality use, install or operate an automated traffic enforcement safety device unless such use, installation or operation complies with the provisions of a plan approved by the Department of Transportation and the approval of such plan is effective.

Standard: **FAIL...**

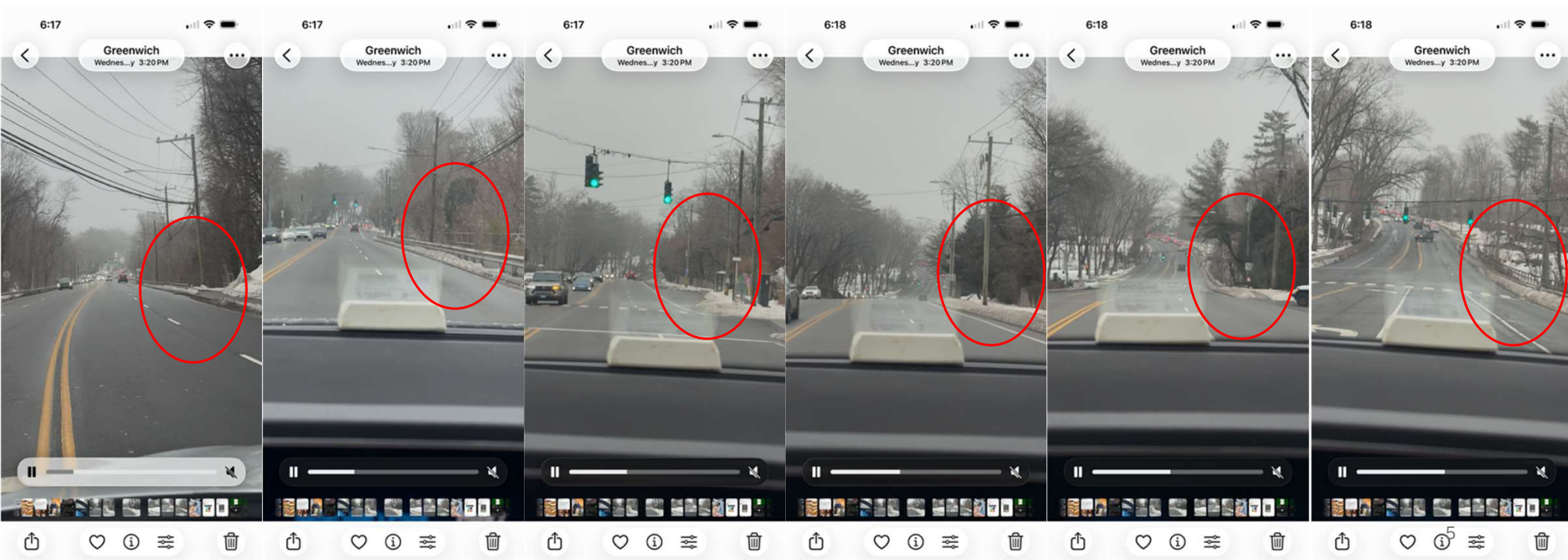
04 If a school zone has been designated under State or local statute, a School (S1-1) sign (see Figure 7B-1) shall be installed to identify the beginning point(s) of the designated school zone (see Figure 7B-2).

*There is **not a single school zone sign or speed limit sign** e/b the ENTIRE ~2,900 ft length of East Putnam between Old Church and Brookridge*

Each and every sign that was there previously (according to plans) or required to be installed by ATESD proposal are missing / gone / removed

There are numerous requirements for several signs at multiple points along this route (i.e. 250 feet from cameras, as close as practicable to end school zone signs, before speed limit assembly sign, etc.) - It is impossible for any reasonable driver to know they are in a school speed zone – there is inadequate warning or notice

These photos are all taken in continuous sequential order from Old Church Road (leftmost photo) to Hillside (rightmost photo)



Despite Requirement, Not One Of These Regulatory / Warning Signs Appear Eastbound on East Putnam Avenue

Standard Highway Signs - 2024 Edition

Including: Standard Alphabets, Pavement Markings and Traffic Signals

S1-1
2024 Edition

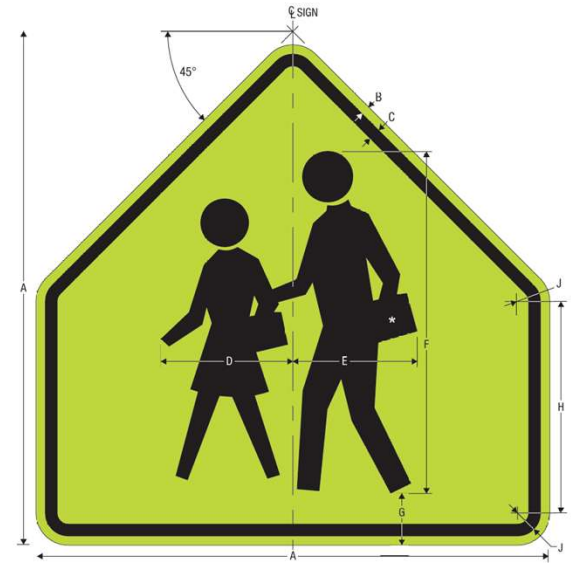


S4-5
REDUCED SCHOOL SPEED LIMIT AHEAD

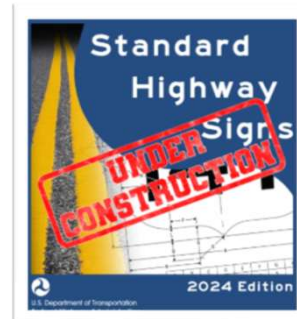
* See page 7-6 for arrow design.
** Optically space numerals
about centerline.



S4-5a
REDUCED SCHOOL SPEED LIMIT AHEAD

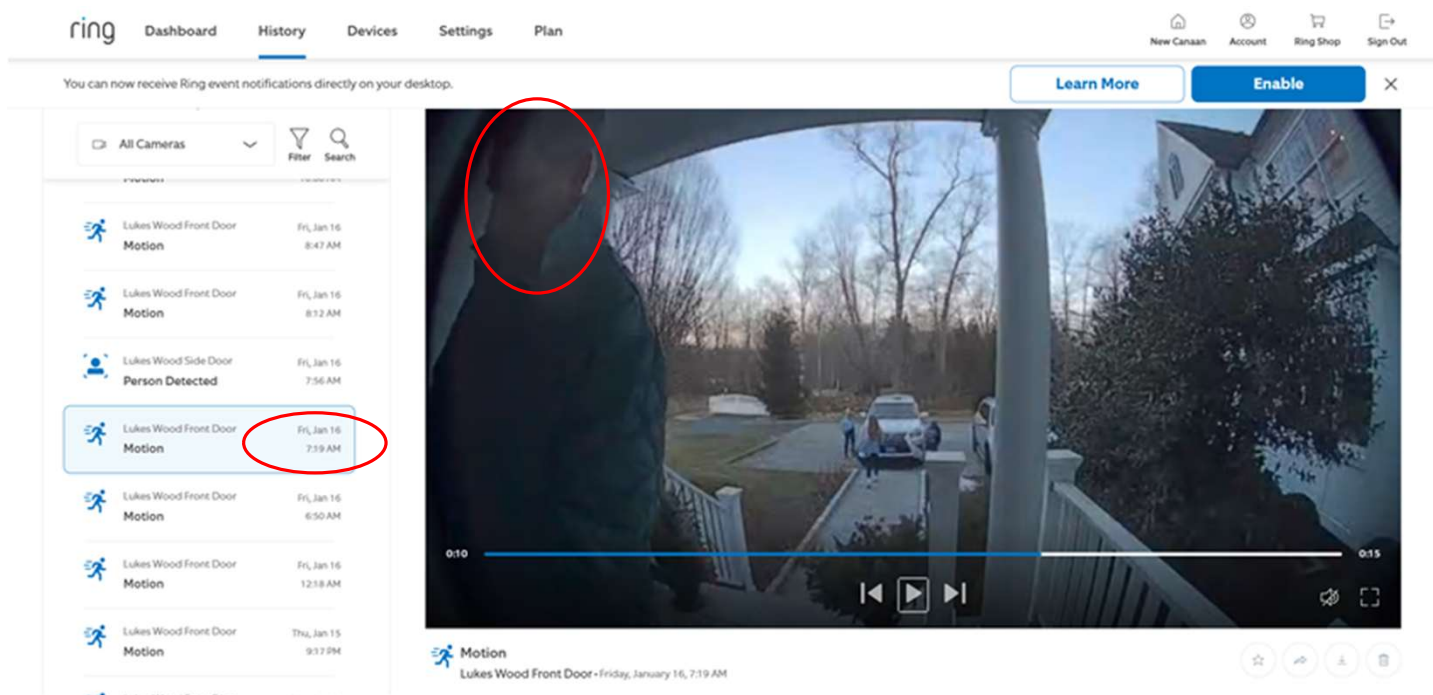


S1-1
SCHOOL



2024 SHS Releases 1-4 - Regulatory, Warning, Temporary Traffic Control, and School Signs
Combined Releases 1-4 (3/12/2025) and (7/3/2025)

- I am here because injustice is here – *Injustice anywhere is a threat to justice everywhere* - MLK
 - I wasn't driving and submitted an affidavit stating that I wasn't driving – At the very least, the cameras should also photograph the driver for accountability
 - I have proof that I was nowhere near the scene at the time (shown below) – other evidence available upon request
 - I haven't been pulled over for speeding in 15+ years, yet got 3 notices from an ATESD in Greenwich (I do not live or work in Greenwich)
 - I've owned six cars over the last two months for business – A variety of people drive them (landscapers, caretakers, babysitters, spouse, etc.)
 - If you show me a photo of the driver I will identify them, but I don't want to speculate absent evidence - I don't track drivers
 - On days that I drive my daughter to school I pass by no fewer than 10 (ten) separate speed cameras twice a day – Seems excessive
- Slow Down – First ask yourself why there isn't broad compliance (17,000 violations makes that obvious) – Ask drivers why they didn't comply – Let's not rush to speed cameras and fines without actually identifying and fixing the problem – That needs to be ironed out first
 - If your goal is to limit speeding and protect children, then put the right signs up in the right places and make them visible from all approaches so that drivers can obey them
 - If your goal is to grab money, keep playing games and failing to post the required signs or adequately inform the public you will be putting our children at risk
 - I know which choice I would make if I were in your position
 - Throw in some school crosswalk signs while you're at it to highlight the school zone (there are none currently on East Putnam)
 - I'm not a traffic engineer – I certainly may have made errors interpreting the guidelines. But common sense dictates you need at least one single visible sign to enforce a school zone speed limit. There isn't a single school/speed sign on the entire approach to GHS from GCDS



"An unjust law is no law at all" – St. Augustine

Site #10- Roadway Images: Greenwich High School (E. Putnam Ave)

GREENWICH HIGH SCHOOL
SCHOOL PHOTO SPEED ENFORCEMENT FOR E PUTNAM AVENUE

02 If a reduced school speed limit zone has been established, a School (S1-1) sign shall be installed in advance (see Table 2C-3 for advance placement guidelines) of the first School Speed Limit sign assembly or S5-1 sign that is encountered in each direction as traffic approaches the reduced school speed limit zone (see Figures 7B-2 and 7B-4).

←The East Putnam Approaches Are Missing This Sign Combination Other Greenwich Zones Have It And So Does Nearly Every Other Town

Because there is an End School Zone From This Approach There Should Be Another Sign Here

The flashing speed limit sign is “perpendicular” to Old Church road and impossible to see – Actual view/photo with “blinders” shown below:

If applicable, for side street(s), the sign below will be used to inform motorists entering an ATESD monitored school zone.

Guidance:

The beginning point of a reduced school speed limit zone should be at least 200 feet in advance of the school grounds or a school crossing; however, this 200-foot distance should be increased if the reduced school speed limit is 30 mph or higher. The maximum beginning point of a reduced school speed limit zone should not be greater than 500 feet in advance of the school grounds or a school crossing.

School Crossing And School Grounds Well Beyond 500 Feet Away

Proposed School Signage

- | | |
|-----|--|
| #1 | Install an R10-15 Photo Enforced sign approx 325' west of the centerline of Old Church Road. |
| #6 | Install an R10-15 Photo Enforced sign approx 550' east of the centerline of Old Church Road. |
| #11 | Install an R10-15 Photo Enforced sign approx 200' east of the centerline of Old Church Road. |
| #16 | Install an R10-15 Photo Enforced sign approx 1' west of the centerline of Indian Field Road. |
| #17 | Install an R10-15 Photo Enforced sign approx 103' north of the stop bar along Old Church Road. |
| #18 | Install an R10-15 Photo Enforced sign approx 104' south of the stop bar along Overbrook Drive. |
| #19 | Install an R10-15 Photo Enforced sign approx 100' south of the stop bar along Woodville Drive. |
| #20 | Install an R10-15 Photo Enforced sign approx 100' south of the stop bar along Woodville Drive. |
| #21 | Install an R10-15 Photo Enforced sign approx 100' north of the stop bar along Woodville Road. |
| #22 | Install an R10-15 Photo Enforced sign approx 100' north of the stop bar along Woodville Drive. |

- #12 Install an R10-19p sign below the existing S5-1 Flashing School Speed assembly approx 110' east of the centerline of Brookledge Drive.

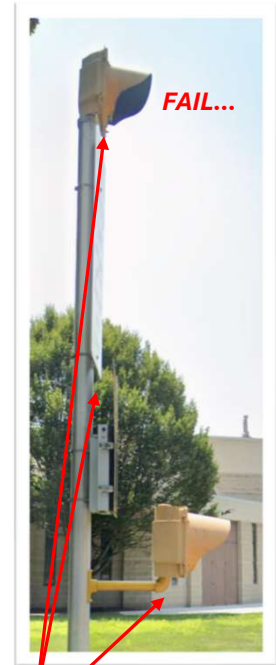
- #10 Install a new AC Power Camera approx 115' west of the centerline of Hilde Road (250' enforcement zone.)

- #15 Existing 30 mph Speed Limit sign located approx 300' east of the centerline of Brookledge Drive.

- #14 Existing S1-1 School Sign is located approx 220' east of the centerline of Brookridge Drive.

- * School Zone to be enforced when flashing. Normal speed to be enforced all other times.

The Speed Limit Sign And Flashing Lights Can Not Be Seen From All Approaches, Namely Old Church Road and Hillside – It is Also Not As Close As Practicable To The Start Of The School Zone – It is not visible or conspicuous – The flashing lights have “blinders” on the side to prevent anyone from Old Church Road from knowing whether or not they are flashing



Section 2B.25 Higher Fines Signs and Plaque (R2-6P, R2-10, and R2-11)

Standard:

01 Except as provided in Paragraph 3 of this Section, if increased fines are imposed for traffic violations within a designated zone of a roadway, a BEGIN HIGHER FINES ZONE (R2-10) sign (see Figure 2B-3) or a FINES HIGHER (R2-6P) plaque (see Figure 2B-3) shall be used to provide notice to road users.

02 If an R2-10 sign or an R2-6P plaque is posted to provide notice of increased fines for traffic violations, an END HIGHER FINES ZONE (R2-11) sign (see Figure 2B-3) shall be installed at the downstream end of the zone to provide notice to road users of the termination of the increased fines zone.

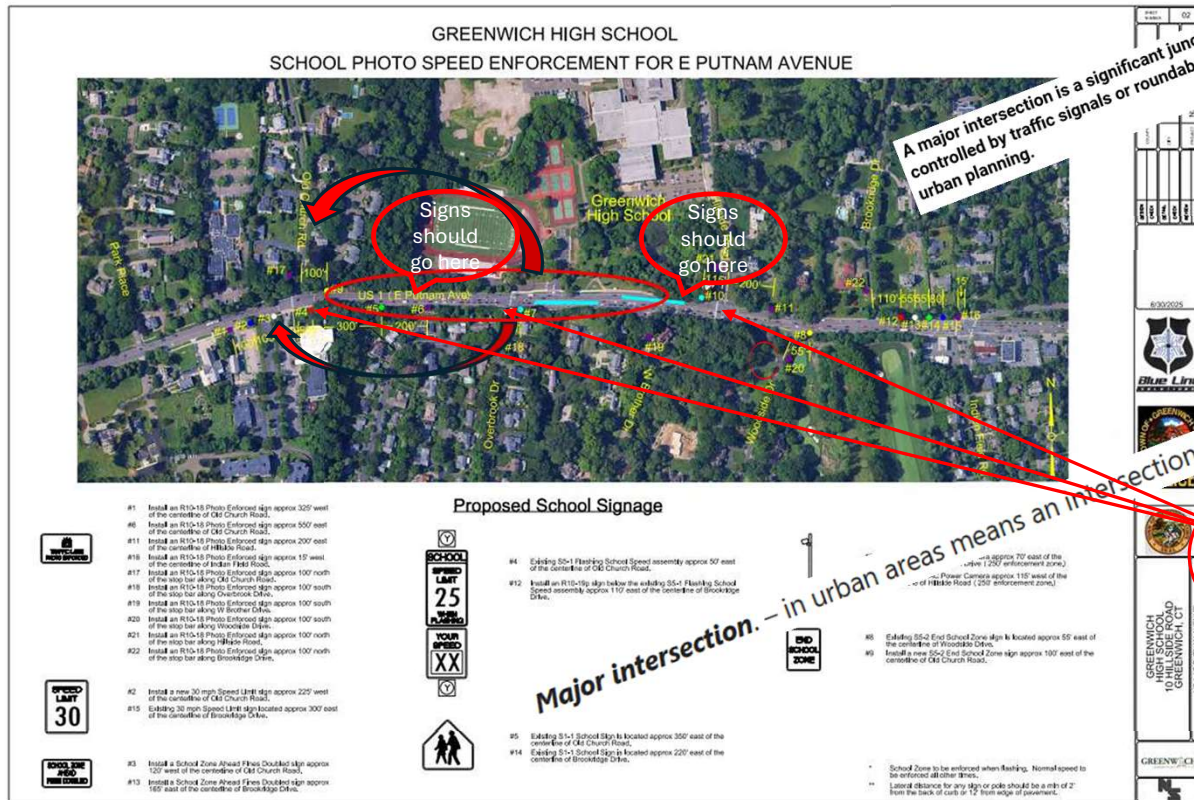
Option:

03 The BEGIN HIGHER FINES ZONE (R2-10) sign or FINES HIGHER (R2-6P) plaque may be omitted where the higher fines zone is established by statute.

Guidance:

04 The BEGIN HIGHER FINES ZONE sign or FINES HIGHER plaque should be located at the beginning of the temporary traffic control zone, school zone, or other applicable designated zone and just beyond any interchanges, major intersections, or other major traffic generators. **FAIL.**

Site #10- Roadway Images: Greenwich High School (E. Putnam Ave)



Operating / Enforcement Times & Speed Limits

Speed Limit Plans Inconsistent - limits shown at: 20mph or 25mph or 30mph or 35mph?
 Different documents/signs show wild variation: 85th percentile of 38mph or 40mph or 42mph?
 Same issues at East Putnam (High School) and North Street – **Conflicting speed limits**

Conflicting time periods shown as well – S: 7:45-8:45? 7:30-8:30? 7:00-8:00? 7:15-8:15?
 Different documents and signs show each of these: E: 1:45-2:45? 2:40-3:40? 3:00-4:00? 2:00-4:00?
 Same issues at East Putnam (High School) and North Street – **Conflicting operating times**

The **85th percentile speed** on roads implies that the speed at or below which 85% of drivers operate under free-flow conditions is a key factor in determining safe speed limits. It suggests that most drivers perceive their speed to be safe and reasonable, and that speed limits set above or below this speed can create unsafe conditions due to speed differential. The 85th percentile speed is used by many states and cities for establishing regulatory speed zones, and it is based on the theory

*This is utterly confusing – What is the speed limit? 20? 25? 30? 35? 40?
 What is the statutory 85th percentile? 38? 40? 42?*



Same HS Location: From Application --- From Google Maps --- From Drive By
 So **which time do we use?** At least Hillside HAS a sign... East Putnam does not

Speed Limit

Average Speed
 50th Percentile Speed
 85th Percentile Speed
 Max Speed

35 mph

34 mph
 35 mph
 42 mph
 103 mph

GREENWICH H.S. -
 25 MPH
 7:00 - 8:00 a.m.
 1:45 - 2:45 p.m.
 School Days
 When Flashing
From TIR



Times: (7:45 AM - 8:45 AM)

Regular Speed Limit: 35 MPH

School Zone Speed Limit: 25 MPH

those associated with 0.36-mile school zone of Greenwich High School. Despite a posted speed limit of 30 mph, 85th percentile speeds of approximately 38 mph northbound and 40 mph southbound indicate a significant number of drivers exceed the limit (per Traffic Investigation Report #056-1509-01, updated report is 056-2409-01)

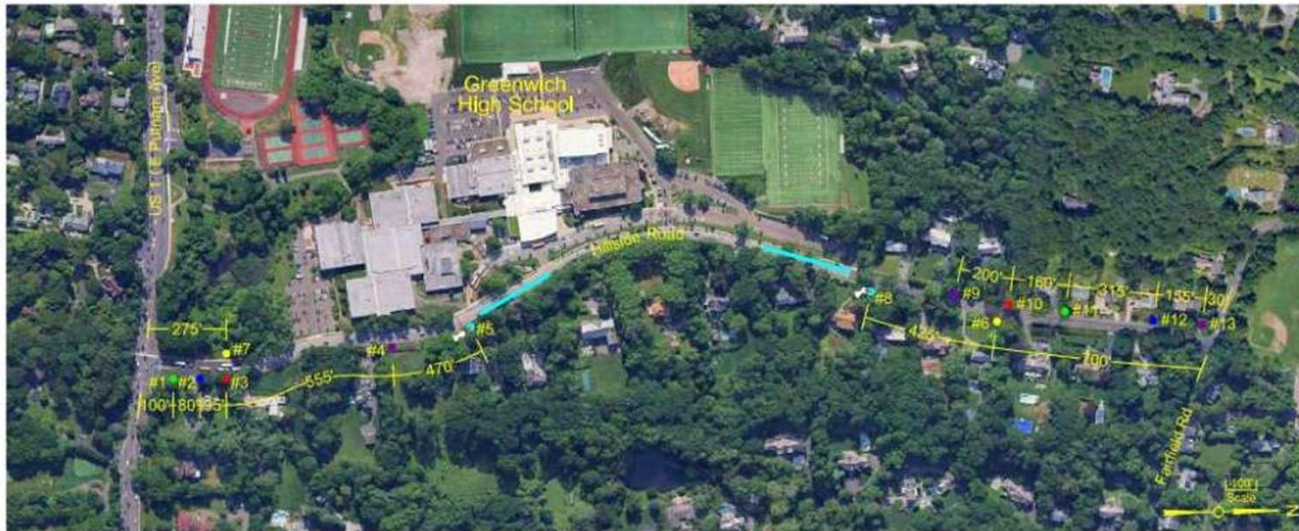
Regular Speed Limit: 25 MPH

School Zone Speed Limit: 20 MPH

Speed Limit	25 mph
Average Speed	29 mph
50 th Percentile Speed	30 mph
85 th Percentile Speed	35 mph
Max Speed	86 mph

Site #9 – Greenwich High School (Hillside Rd)

GREENWICH HIGH SCHOOL
SCHOOL PHOTO SPEED ENFORCEMENT FOR HILLSIDE ROAD



Proposed School Signage



- #11 **Install a new S1-1 School Sign with a School Zone Ahead Flashes Doubled sign** below **approx 100' north of the centerline of US 1 (E Putnam Ave).**
- #12 **Install a new 30 mph Speed Limit sign with an R15-18 Photo Enforced sign** approx **180' north of the centerline of US 1 (E Putnam Ave).**



- #4 Install an R10-18 Photo Enforced sign approx 830' north of the centerline of US 1 (E Putnam Ave).
- #5 Install an R10-18 Photo Enforced sign approx 860' south of the centerline of Fairchild Road.
- #13 Install an R10-18 Photo Enforced sign approx 30' south of the centerline of Fairchild Road.
- #5 Install a new AC Power Camera approx 1075' north of the centerline of US 1 (E Putnam Ave) (250' enforcement zone).
- #8 Install a new AC Power Camera along the east side of Fairchild Road approx 1125' south of the centerline of Fairchild Road (250' enforcement zone).
- #6 Existing SS-2 End School Zone sign is located approx 700' south of the centerline of Fairchild Road.
- #7 Install a new SS-2 End School Zone sign approx 275' north of the centerline of US 1 (E Putnam Ave).

The plan for Greenwich High School stated that enforcement would only take place from 7:45am-8:45am and 2:40pm-3:40pm, yet I have received multiple citations and warnings outside of those times (i.e. at ~7:20am x2 on East Putnam and ~4:20pm on North Street) When asked, I was told the reduced speed times are “8:15am-9:15am and 3:15pm-:15pm [sic]” (Note: Assumed that meant 4:15pm) Furthermore, I was told there were several programming errors with the speed limits and times of flashing beacons

GREENWICH HIGH SCHOOL 10 HILLSIDE ROAD GREENWICH, CT					6/24/2025	PERSON	DATE	TIME	LOCATION	COMMENTS
						1400	1400	1400	1400	1400
						1400	1400	1400	1400	1400
						1400	1400	1400	1400	1400
						1400	1400	1400	1400	1400
						1400	1400	1400	1400	1400

Greenwich High School
Greenwich, CT: Hillside Rd.

Times: (7:45 AM - 8:45 AM), (8:45 AM - 2:40 PM), (2:40 PM - 3:40 PM)

Blue Line Solutions, LLC (BLS) conducted speed studies at Greenwich High School on Hillside Rd. during the periods and times listed below.

Question remains: Has the time of enforcement changed from the original proposal/plan? I asked for clarification in November...

This report was completed given the speed and time limit parameters of:

Regular Speed Limit: 25 MPH

School Zone Speed Limit: 20 MPH

(These speeds and times don't match actual signs of 30mph and 25mph. Identical issues exist at North Street (inconsistent signs vs. plans))

Dates of Study:

Monday	9/23/2024 :	(7:45 AM - 8:45 AM), (8:45 AM - 2:40 PM), (2:40 PM - 3:40 PM)
Tuesday	9/24/2024 :	(7:45 AM - 8:45 AM), (8:45 AM - 2:40 PM), (2:40 PM - 3:40 PM)
Wednesday	9/25/2024 :	(7:45 AM - 8:45 AM), (8:45 AM - 2:40 PM), (2:40 PM - 3:40 PM)
Thursday	9/26/2024 :	(7:45 AM - 8:45 AM), (8:45 AM - 2:40 PM), (2:40 PM - 3:40 PM)
Friday	9/27/2024 :	(7:45 AM - 8:45 AM), (8:45 AM - 2:40 PM), (2:40 PM - 3:40 PM)



NOTE: These stats are WRONG because they used the WRONG speed limits – These are OVERSTATED

The following report only reflects dates and times listed in the dates above. During the specified dates and time periods, the traffic counts were as follows:

(There is no traffic report as required for any times before 7:45am or after 3:40pm)

An extension of operating times on both sides without traffic surveys or notice is not an “incidental” change to a plan

Date	(7:45 AM - 8:45 AM)			(8:45 AM - 2:40 PM)			(2:40 PM - 3:40 PM)		
	Vehicle Count	Speeders	% Speeding	Vehicle Count	Speeders	% Speeding	Vehicle Count	Speeders	% Speeding
9/23/2024	571	139	24.3%	1,295	181	14.0%	402	71	17.7%
9/24/2024	743	197	26.5%	1,369	180	13.1%	465	116	24.9%
9/25/2024	677	138	20.4%	1,543	171	11.1%	419	99	23.6%
9/26/2024	644	121	18.8%	1,411	154	10.9%	489	119	24.3%
9/27/2024	584	102	17.5%	1,621	205	12.6%	467	108	23.1%
Totals:	3,219	697	21.7%	7,239	891	12.3%	2,242	513	22.9%

Furthermore, because school zone signs and speed limit signs were missing and not visible, that easily explains the higher rate of speeding – The stats cannot be relied on

Q: Why are towns required to notify drivers of the location and times of enforcement?

A: So that operators/drivers are reasonably informed and can comply

It's a pretty easy argument that the locations and times of enforcement are unclear based on inconsistent information provided to the public, inadequate and missing signage, media reports and public comments/feedback

Guidance for Municipalities Developing an Automated Traffic Enforcement Safety Device (ATESD) Plan – CT DOT

Such notification shall include appropriate detail as to the nature and hours of operation of the enforcement device, and how the municipality will support such location-based applications through baseline mapping platforms

Changing the time of enforcement and location of enforcement without notice violates the requirements of Public Act 23-116

☐ Publicize changes, including new camera locations. Reinstate the probationary period before ticketing begins at new locations.

Site #10- Traffic/ADT Data: E. Putnam Ave

Extending the times to earlier in the morning and later in the afternoon AND extending the school zone hours (i.e. 2pm-4pm rather than 2:40pm-3:40pm) is not consistent with the plan and not supported by the traffic studies, nor was it publicized – I asked for clarification ahead of time and was told a different time of enforcement – It's blatantly unjust to change enforcement times without public notice – Is it now 7am-4pm? No reasonable person can follow a rule that constantly changes

(d) In no event shall a municipality use, install or operate an automated traffic enforcement safety device unless such use, installation or operation complies with the provisions of a plan approved by the Department of Transportation and the approval of such plan is effective.



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Tel: (855) 252-0086 Fax: (423) 803-1500
www.bluelinesolutions.com

Greenwich High School
Greenwich, CT: E. Putnam Ave.

Times: (7:45 AM - 8:45 AM), (8:45 AM - 2:40 PM), (2:40 PM - 3:40 PM)

Blue Line Solutions, LLC (BLS) conducted speed studies at Greenwich High School on E. Putnam Ave. during the periods and times listed below.

This report was completed given the speed and time limit parameters of:

Regular Speed Limit: 35 MPH

School Zone Speed Limit: 25 MPH

Dates of Study:

Wednesday	10/9/2024 :	(7:45 AM - 8:45 AM), (8:45 AM - 2:40 PM), (2:40 PM - 3:40 PM)
Thursday	10/10/2024 :	(7:45 AM - 8:45 AM), (8:45 AM - 2:40 PM), (2:40 PM - 3:40 PM)
Friday	10/11/2024 :	(7:45 AM - 8:45 AM), (8:45 AM - 2:40 PM), (2:40 PM - 3:40 PM)
Tuesday	10/15/2024 :	(7:45 AM - 8:45 AM), (8:45 AM - 2:40 PM), (2:40 PM - 3:40 PM)
Wednesday	10/16/2024 :	(7:45 AM - 8:45 AM), (8:45 AM - 2:40 PM), (2:40 PM - 3:40 PM)

The following report only reflects dates and times listed in the dates above. During the specified dates and time periods, the traffic counts were as follows:

Date	(7:45 AM - 8:45 AM)			(8:45 AM - 2:40 PM)			(2:40 PM - 3:40 PM)		
	Vehicle Count	Speeders	% Speeding	Vehicle Count	Speeders	% Speeding	Vehicle Count	Speeders	% Speeding
10/9/2024	1,322	305	23.1%	7,471	326	4.4%	1,120	235	21.0%
10/10/2024	1,246	241	19.3%	7,736	283	3.7%	1,163	268	23.0%
10/11/2024	1,187	268	22.6%	8,293	308	3.7%	1,097	201	18.3%
10/15/2024	1,236	300	24.3%	7,902	406	5.1%	1,164	252	21.6%
10/16/2024	1,289	342	26.5%	7,537	288	3.8%	999	218	21.8%
Totals:	6,280	1,456	23.2%	38,939	1,611	4.1%	5,543	1,174	21.2%

5 Day Total Vehicle Count:

50,762

5 Day Total Speeding Violations Recorded:

4,241

in-ci-den-tal [in(t)sə'den(t)]

1. accompanying but not a major part of something:

It can't be an "incidental" change if the public needs to know the change by law in order to comply with the change or if that particular change is going to be enforced. Removing a requirement would be incidental, but Adding / Increasing / Extending a requirement cannot be incidental. The same logic applies to locations of school zones as it does to times of enforcement.

Was there really justification for a speed zone with a < 4% speeding problem most days?

And remember, this is BEFORE the required posting of speed limit and school zone signs

Justifying a school zone change without traffic studies / TIR's to reflect a dramatically different and expanded time frame are not merely time-of-day or incidental changes, despite the request to LTA. The ATESD plan was only authorized to operate during the school times proposed and analyzed. At the very least, public notice was required for changes to the times per CGS. The record of times of enforcement must be released publicly in addition to being maintained by the LTA.

"Speed limits will only be in effect... for the hours listed"

4. Approve a “School Speed Limit 25 MPH When Flashing” for the northbound direction on U.S. Route 1 (East Putnam Avenue) in the Town of Greenwich from Old Church Road (mile point 2.66) to Woodside Drive (mile point 3.14), a distance of 0.48 miles.

The “School Speed Limit 25 MPH When Flashing” speed limit will only be in effect when the flashing warning lights are in operation. This will be on Monday through Friday when school is in session for the hours listed below and during activities outside of these hours with approval of the Local Traffic Authority:

7:45 a.m. - 8:45 a.m.
2:40 p.m. - 3:40 p.m.

From: Kiselak, Michael <Michael.Kiselak@greenwichct.gov>
Sent: Friday, August 30, 2024 3:03 PM
To: DOT OSTA <DOT.OSTA@ct.gov>
Cc: Michel, James <James.Michel@greenwichct.gov>; Circosta Cohee, Gabriella <Gabriella.Cohee@greenwichct.gov>
Subject: Greenwich School Zone Speed Limit Time Modifications - Greenwich High School

You don't often get email from michael.kiselak@greenwichct.gov. [Learn why this is important](#)

EXTERNAL EMAIL: This email originated from outside of the organization. Do not click any links or open any attachments unless you trust the sender and know the content is safe.

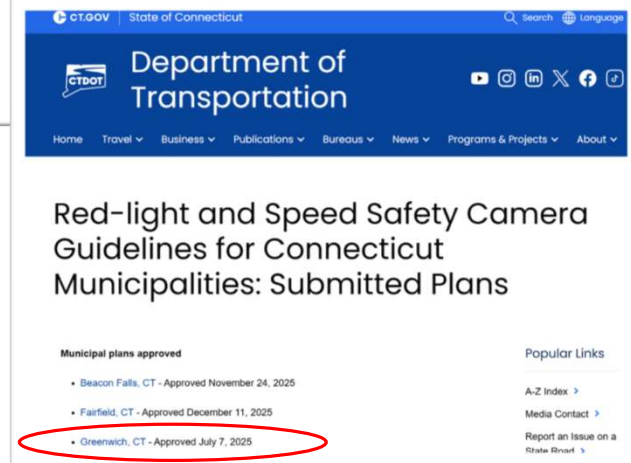
Good afternoon,

We at Greenwich DPW have been evaluating and preparing our school zone beacons for the upcoming 24/25 school year. Some changes to local school bell times have come to our attention so we would like to have the official approved time periods updated to reflect the current bell times.

The only public school with any changes this year is Greenwich High School; the start time remains the same (8:30am) but the dismissal time has moved up from 3:15pm to 2:55pm Monday-Friday. The current associated reduced speed limit timeframes for East Putnam Avenue and Hillside Road are 7:45am-8:45am and 3:00pm-4:00pm per TIR 056-2311-01. We are hereby requesting changing the afternoon period to 2:40pm-3:40pm for East

1

Putnam and Hillside. The Greenwich High periods were modified last year by administrative approval so we would appreciate if the same process can be used again. We do not propose any changes to the physical extents of the Greenwich High school zones.



This is the plan that was approved... At least it's the only plan that drivers have access to from CT DOT under "approved plans" – It must be followed. ATESD's cannot be operated unless it complies with the plan

(d) In no event shall a municipality use, install or operate an automated traffic enforcement safety device unless such use, installation or operation complies with the provisions of a plan approved by the Department of Transportation and the approval of such plan is effective.

Public Act No. 23-116

Street Name/ *Parking Lot	From	Compass Direction	To	Distance	Requested Speed Limit
Lower Cross Road (Rescind previous approval)	150' east of Lake Avenue	both directions	1215' east of Lake Avenue	.20 of a mile	20 MPH 8:15 – 9:15 a.m. 2:45 – 3:45 p.m. School Days When Flashing
North Street (Rescind previous approval)	250' south of Doubling Road	both directions	630' south of Roberta Lane	.41 of a mile	25 MPH 8:15 – 9:15 a.m. 2:45 – 3:45 p.m. School Days When Flashing

Recommendation: *I would make the argument that rescinding a lower speed limit (back to a higher speed limit) or narrowing enforcement times MAY qualify as incidental – However, lowering speed limits or broadening enforcement times is NOT incidental*

1. Rescind existing Parkway Elementary School “School Speed Limit 20 MPH When Flashing” for the westbound direction of travel on Lower Cross Road from CP Pole #74096 westerly to Lake Avenue.
2. Rescind existing “School Speed Limit 25 MPH When Flashing” for both directions of travel on North Street #1 from Doubling Road northerly to a point 0.13 miles south of Roberta Lane, a distance of 0.33 miles.
3. Grant permission to the Town of Greenwich to establish “School Speed Limit 20 MPH When Flashing” for both directions of travel on Lower Cross Road from 150' east of Lake Avenue easterly to 1215' east of Lake Avenue, a distance of 0.20 miles.
4. Grant permission to the Town of Greenwich to establish “School Speed Limit 25 MPH When Flashing” for both directions of travel on North Street #1 from 250' south of Doubling Road northerly to 630' south of Roberta Lane, a distance of 0.41 miles.

The “School Speed Limit When Flashing” zones will only be in effect when the flashing warning lights are in operation, which will be during the hours noted below on Monday through Friday when school is in session, and during activities outside these hours with approval of the Local Traffic Authority:

8:15 a.m. – 9:15 a.m.
2:45 p.m. – 3:45 p.m.

Or is it 3:15pm-4:15pm as instructed? Why am I getting violations at ~4:20pm?

Direction from law enforcement officer as to time in effect of school zone periods was misleading

From: [REDACTED]
Sent: Sunday, November 16, 2025 8:56 AM
To: Smith, James D. <James.Smith@greenwichct.gov>
Subject: Speed Limit Question / North Street School

[EXTERNAL]
Sgt. Smith,

I have four young children that are students and their safety (and all student safety) is paramount. I would like to understand what the speed limit is on North Street at Doubling Road (near North Street School). Safety is a great goal but safety and enforcement without clarity for drivers is challenging.

The posted signs appear to indicate a 35mph speed limit at the school and 40mph speed limits further down North Street, except when a school zone sign is flashing (without any times listed) when it appears to indicate a 25mph speed limit. A little online research seems to indicate the likely hours/times that 25mph speed limits are in effect are 8:15am-9:15am, 9:15am-2:00pm, and 2:00pm-4:00pm (but that's not clear from the sign itself).

State and town websites also indicate 25mph when flashing and 35mph otherwise.

I just received a warning letter that said the posted speed limit was 30mph, while another section of the same letter said the posted speed limit was 25mph (even though it was well outside of the school zone hours posted online and the signs were not flashing). Neither of the speed limits in the letter (25mph and 30mph) match the 35mph speed limit sign on the street itself.

Blue Line traffic surveys show that ~during 25mph school zone hours~ approximately half of all drivers (45%) were speeding 11mph+ over the designated speed limit. The average speed of traffic was 36mph, the 50th percentile was 37mph, and the 85th percentile was 42mph. The study doesn't show speeds after 4:00pm, but it strongly implies that average speeds are likely significantly faster after those school zone periods, given the 10mph higher speed limit.

This is all a long-handed way of asking for clarification on what the speed limits are at the North School speed camera (both within and outside of school zone periods). I would also love to have clarification for all drivers as to when the school zone periods are in effect (since it's unclear from the sign itself).

Since the speed zones shift often (i.e. 25mph, 30mph, 35mph, 40mph, etc.) along North Street, the signs and notifications (and lack thereof) at North School in particular are unclear and confusing for drivers.

Thank you,
[REDACTED]

Re: Speed Limit Question / North Street School

 Smith, James D. <James.Smith@greenwichct.gov>
To: [REDACTED]

 Reply  Reply All  Forward  ...

Wed 11/26/2025 12:43 PM

Hi Mr. [REDACTED]

Sorry for the delayed response. The speed camera program has created an immense amount of inquiries for us to sort through on top of our other day to day tasks.

There was a programming error on North St with a speed of 30 mph, that has since been corrected and amended to 35 mph. My apologies for that. No actual citations have been sent out with the incorrect speed limit.

During the school day the regular speed limit of 35 mph is enforced, during drop off and dismissal the reduced speed of 25 mph is enforced. The reduced speed times are as follows: 0815-0915AM hrs and 315 hrs-15PM hrs.

The flashing beacons indicate that the reduced speed is in effect. The State does not require that school hours be posted signage.

Additionally there was an issue with a flashing beacon while traveling north approaching St. Michaels, that has since been rectified.

I hope that you find this helpful. Have a great Thanksgiving.

Respectfully,

Sgt. JD Smith
Greenwich Police Department
Traffic Section
DRE #22859
Work Cell: 203-517-6875
Desk: 203-622-8015

Direction from law enforcement officer as to time in effect of school zone periods was misleading

(j) The following defenses shall be available to the owner of a motor vehicle who is alleged to have committed a violation of such ordinance adopted under this section: (1) The operator was driving an emergency vehicle in accordance with the provisions of subdivision (1) of subsection (b) of section 14-283; (2) the traffic control signal was inoperative, which is observable on the recorded images; (3) the violation was necessary in order for the operator to comply with an order or direction from a law enforcement officer, which is observable on the recorded images; (4) the violation was necessary to allow the passage of an authorized emergency vehicle, which is observable on the recorded images; (5) the violation took place during a period of time in which the motor vehicle had been reported as being stolen to a law enforcement unit, as defined in section 7-294a, and had not been recovered prior to the time of the violation; or (6) the automated traffic enforcement safety device was not in compliance with the calibration check required pursuant to subsection (h) of this section.

Compliance Issues

- Sign Types
- Locations
- Visibility Issues
- Placement Issues

Yes — the Manual on Uniform Traffic Control Devices (MUTCD) *does* include a provision about how signs should be oriented relative to the view of approaching traffic.

✦ MUTCD Orientation Requirement

In the MUTCD (both the older 2009 edition and the newer 11th Edition), Section 2A.20 (or 2A.17 in the 11th Edition) under *Orientation* states:

"Unless otherwise provided in this Manual, signs should be vertically mounted at right angles to the direction of, and facing, the traffic that they are intended to serve." MUTCD +1

In plain language, this means:

► Traffic signs must be mounted at a 90° angle to the direction of approaching traffic

So the sign face should be perpendicular to the travel direction of motorists who are intended to read it. This ensures the sign is most visible and legible to the approaching road user. MUTCD

MUTCD 11th Edition

FAIL...



FAIL...



This key/only sign (at the intersection of East Putnam and Old Church Road) is obstructed and impossible to see from Old Church Road approach Page 67

GENERAL

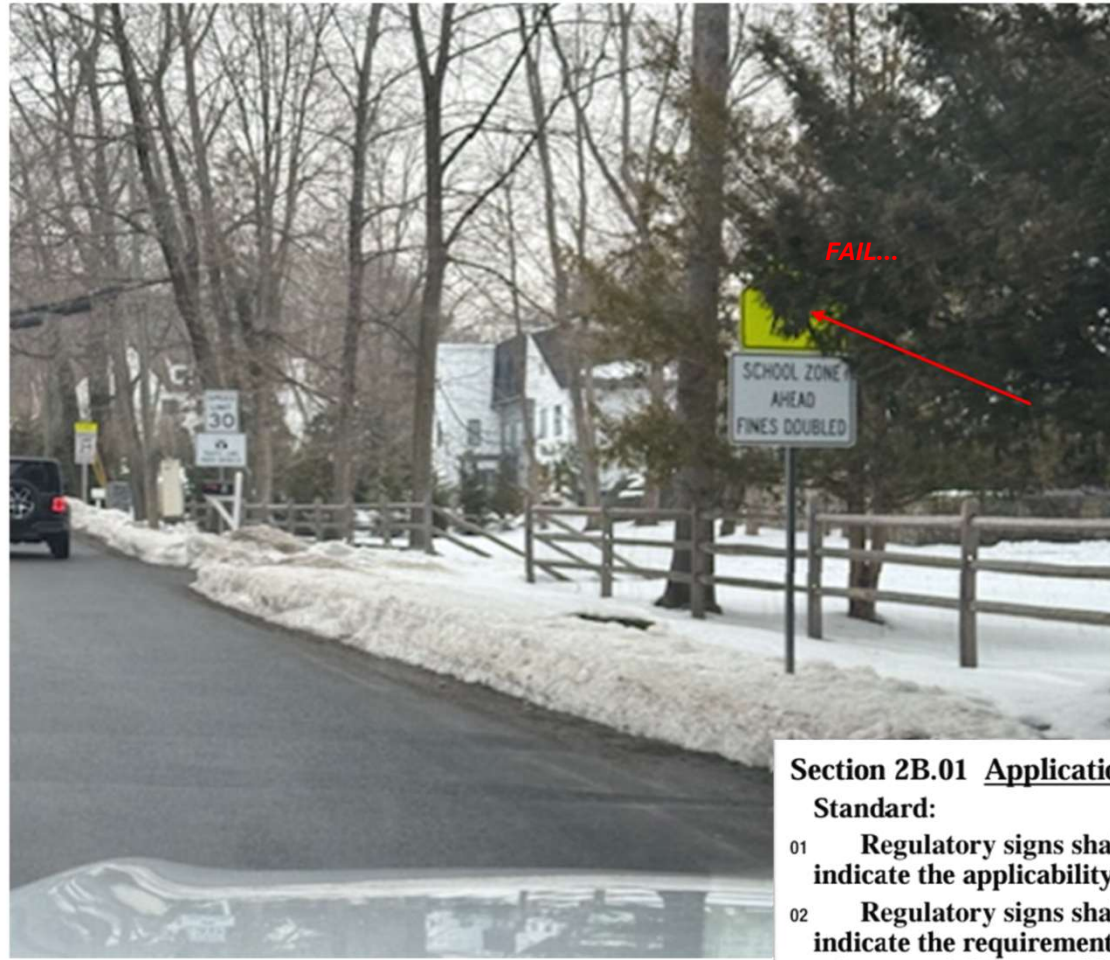
Section 2B.01 Application of Regulatory Signs

Standard:

- 01 Regulatory signs shall be used to inform road users of selected traffic laws or regulations and to indicate the applicability of the legal requirements.
- 02 Regulatory signs shall be installed at or near where the regulations apply. The signs shall clearly indicate the requirements imposed by the regulations and shall be designed and installed to provide adequate visibility and legibility in order to obtain compliance.
- 03 Regulatory signs shall be retroreflective or illuminated (see Section 2A.21).

Another corollary - because the school zone speed limit sign is not at a right angle to Old Church Road, it is not intended to serve notice to those drivers

Obstructed Regulatory / Warning Signs At Greenwich High School



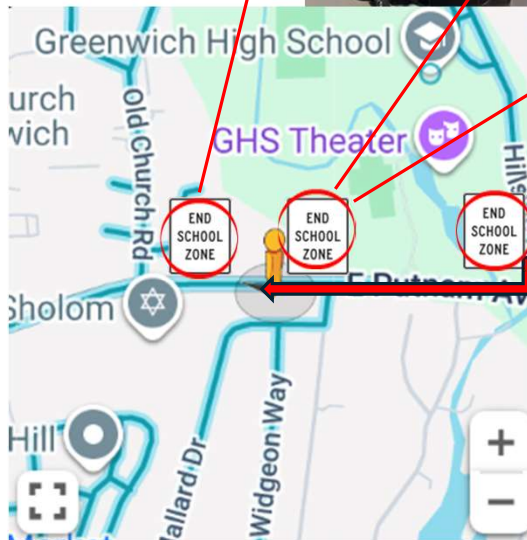
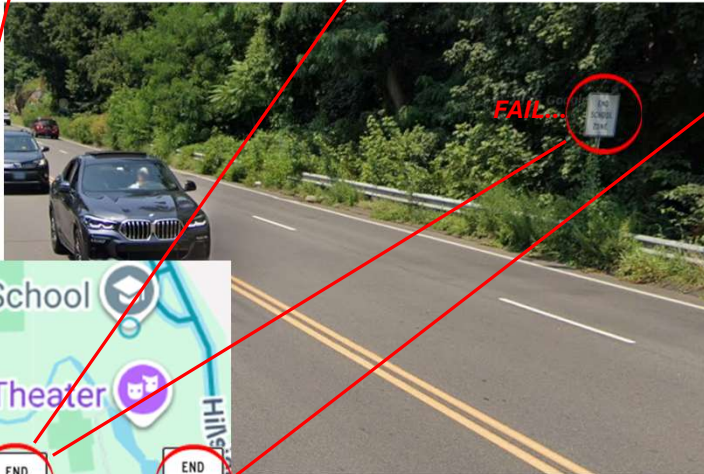
School Zone Signs Are Obstructed Because they were placed immediately behind trees in violation of MUTCD regulations and OSTA guidance and even explicit directions in the Greenwich proposal

Section 2B.01 Application of Regulatory Signs

Standard:

- 01 Regulatory signs shall be used to inform road users of selected traffic laws or regulations and to indicate the applicability of the legal requirements.
- 02 Regulatory signs shall be installed at or near where the regulations apply. The signs shall clearly indicate the requirements imposed by the regulations and shall be designed and installed to provide adequate visibility and legibility in order to obtain compliance.

Three contradictory “end school zone” signs still exist on the same block of East Putnam Ave



Despite three or four “End School Zone” signs within two blocks, there are none of the required “Begin School Zone” or speed limit signs across the street at the same point...

There are no other school signs from the opposite direction / flow of traffic at these same points



- #8 Existing 55-2 End School Zone sign is located approx 55' east of the centerline of Woodside Drive.
- #9 Install a new 55-2 End School Zone sign approx 100' east of the centerline of Old Church Road.



Why are there three “end school zone” locations at different points between Old Church Road and Hillside along East Putnam (presumably all in the same school zone) -- Did one get added to what is now outside of the recognized school zone? (#9) and it isn't located next to the speed zone start sign as required. Regardless, the “End School Zone” is in three different areas (perhaps four) on East Putnam

Where the school zone begins and ends is NOT consistent – It is NOT clear – There are signs in vastly different areas (at least 3 different inconsistencies, 4 in total)

Signs are not posted according to MUTCD standards throughout Greenwich – Compliance problems are not just limited to East Putnam – The town should undergo a comprehensive review and audit of all school zone speed limit signs in Greenwich

← *Obstructed “End School Zone” signs at GCDS
One on Fairfield Rd & One on Old Church Rd)*

The installation of all signage is the responsibility of the Town and must conform with and be installed per the latest edition of the *Manual on Uniform Traffic Control Devices*. In particular, speed limit signs shall be located as near as practicable to where the school speed zone begins in each direction and all speed limit signs should be erected on a separate post and should not be mounted on utility poles. Care should be taken to locate signs behind guide rails, on property lines, five (5) feet +/- in front of utility poles, behind end walls, and, in general, where the sign will command attention and be of least irritation to the abutting property owners. The Town of Greenwich is responsible for installing and maintaining the flashing lights as well as providing power and paying for the electricity needed to operate the flashing lights.

Older version

In accordance with Section 14-298 of the Connecticut General Statutes, the OSTA has adopted the relevant portions of the *Manual on Uniform Traffic Control Devices* (MUTCD) as its regulations for the purpose of standardization and uniformity of traffic control signals, devices, signs, and markings on public roadways within the State.

The installation of all signage is the responsibility of the Town of Greenwich and must conform with and be installed per the latest edition of the MUTCD. In particular, speed limit signs shall be located as near as practical to where the school speed zone begins in each direction and all speed limit signs should be erected on a separate post and should not be mounted on utility poles. Care should be taken to locate signs behind guide rails, on property lines, ten (10) feet +/- in front of utility poles, behind end walls, and, in general, where the sign will command attention and be of least irritation to the abutting property owners.

Newest version

Signs not located at beginning/end of school zone on East Putnam and neither the sign nor the flashing lights can be read from Old Church Road approach

Speed Limit Signs improperly located adjacent to or within 5 feet of utility poles

Note: Sign also broken, which is common



***Flashing beacons are routinely broken – wrong times / always flashing / never flashing
Unreliable for drivers and are ignored as a direct result of regular problems***

Multiple issues with flashing lights outside of their operating times (24 hours a day) and beacons that don't flash at all during the enforcement period (North Street, Fairfield Rd.). Issues with flashing beacons (non-stop / not-working) have been acknowledged by Sgt. Smith. Issues with incorrect programming of speed limits have also been acknowledged. Even the OSTA submission is plagued with contradictory speed limits.

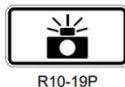
The flashing beacons are not reliable, which is why we specifically asked for a list of times the speed cameras were operational.

We were told in writing 8:15am-9:15am and 3:15pm-4:15pm (on November 26, 2025). The OSTA submissions for East Putnam show vastly different / narrower enforcement times than the flashing beacons.



Additionally there was an issue with a flashing beacon

This was the warning sign chosen by Greenwich – It is NOT the required sign



These Are The REQUIRED ATESD Warning Signs Consistent With Other CT Towns →

04 **The Traffic Signal Photo Enforced (R10-18a) sign shall not be installed on approaches to signalized locations where red-light cameras are not present on any of the approaches to the signalized location.**

Why is it not mounted below a warning sign for a school zone in **FYG** color?

03 A **Photo Enforced** (R10-19P) plaque or a **PHOTO ENFORCED** (R10-19aP) word message plaque (see Figure 2B-32) may be mounted below a regulatory sign to advise road users that the regulation is being enforced by photographic equipment.



CT DOT Sign #31-0813

CT DOT Sign #31-0808

01 A **Photo Enforced** (W16-10P) plaque or a **PHOTO ENFORCED** (W16-10aP) word message plaque (see Figure 2C-16) may be mounted below a warning sign to advise road users that the regulations associated with the condition being warned about (such as a traffic control signal or a toll plaza) are being enforced by photographic equipment.

[illegible]



Automated Traffic Enforcement Safety Device (ATESD) Guidance for Municipalities

Office of the State Traffic Administration



ATESD Guidance for Municipalities
January 2025

ATESD Guidance For Municipalities – January 2025

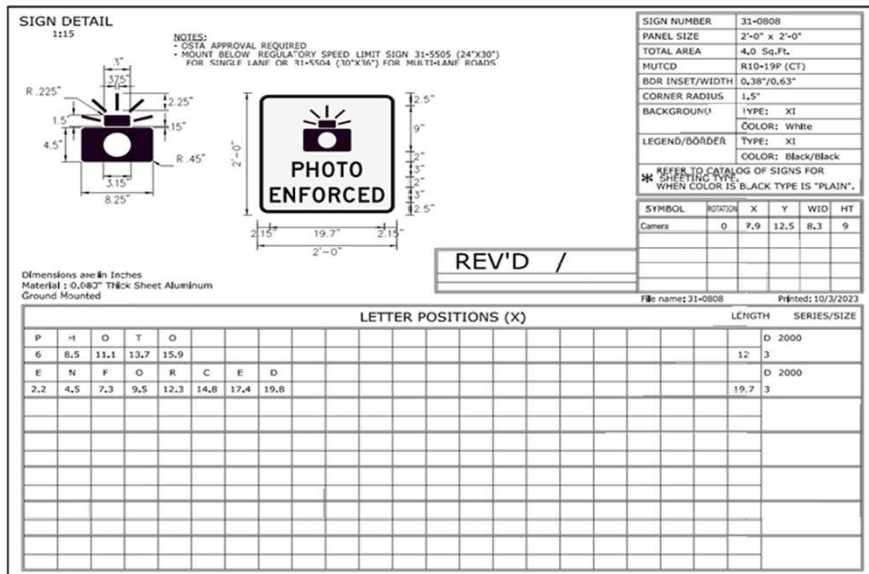
*A scaled roadway plan or an aerial image showing the location for the ATESD at a traffic control signal, School Zone, Pedestrian Safety Zone, or other location(s). The plan or aerial image must also show the proposed location and sign description of the **required two conspicuous signs to be installed on every approach at a reasonable distance in advance of the ATESD**. See **Attachment A** for the details regarding **the required signs**. Such required conspicuous signs are only permitted to be installed at locations where the ATESD is currently operational.*

These Are The REQUIRED ATESD Warning Signs For Consistency & Uniformity

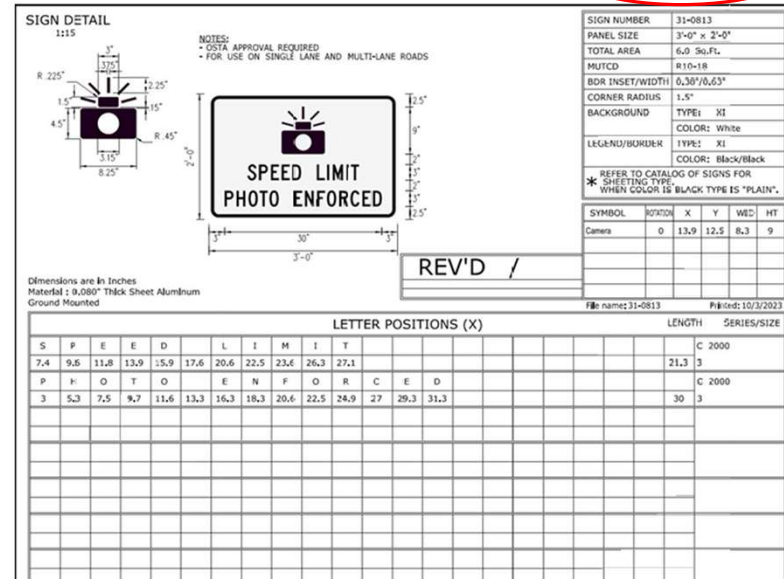
<https://crocogct.gov/wp-content/uploads/2024/01/4a.-60-Seconds-for-Safety-CTDOT-Automated-Traffic-Enforcement-Safety-Guide.pdf>

**Attachment A
(Required Signage)**

Sign detail options for "Photo Enforced" to be installed below a speed limit sign



Sign detail options for "Speed Limit –Photo Enforced" stand alone sign



"Traffic Laws Photo Enforced" Is NOT One Of The Options Allowed AT The ATESD Locations

Warning Signs Are Incorrect

6. New Business

- a. Request for approval of ordinance on Use of Automated Traffic Enforcement Safety Devices (*First Read*) – Chief of Police James Heavey.

Town Administrator and Chief Operating Officer Ben Branyan explained that per the Town Charter, the Board is the Town's traffic authority and approval of camera use would not require approval by the Representative Town Meeting. He explained that the request for proposals has gone out to bid with a May 9 deadline for bid submissions and that it is hoped that a second read of the proposal would be scheduled for the May 9 Board meeting. He also said it is anticipated the cameras would be installed in private and public school zones where there are traffic issues.

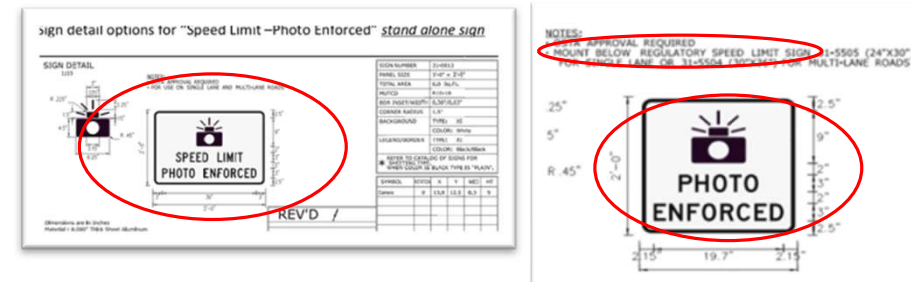
Chief Heavey explained that the department already uses various technologies for traffic safety including license plate readers. He explained there would be traffic studies conducted at all school locations prior to installation of the cameras and warning signs at 15 public school and 6 private school locations. A hearing process to appeal tickets issued to drivers will need to be established. Revenue from fines would be paid to the camera vendor to cover installation expenses with the remainder of the fines going into a fund that would be earmarked for traffic safety initiatives, Chief Heavey explained.

Ms. Stone McGuigan suggested a public information session to explain to the public how the program will work. Ms. Rabin suggested the Town use video and digital media to inform the public.

From April 2024 Selectmen Meeting – Where are the correct warnings signs?

R10-18 is a poor choice to serve as warning signs - they don't match other municipalities (not standard or uniform) and don't meet the Attachment A guidance. If school zone speeding is what is being enforced, then put "speed limit" signs up – put "speed limit photo enforced" signs up as the best option – put "school zone ahead" signs on all approaches instead of just two approaches. Put "school zone" signs within the school zone and near the beginning of the school zones. Furthermore, **they're required and specifically identified in Attachment A:**

Two Conspicuous Required Warning Signs Of This Type:



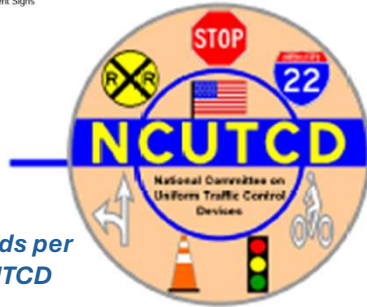
This Sign Is Not Correct According To Attachment A:



NCUTCD PROPOSAL FOR CHANGES TO THE
MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

COMMITTEE / TASK FORCE: Regulatory and Warning Signs Technical Committee
ITEM NUMBER: 25A-RW-03
TOPIC: Photo Enforcement/Automated Enforcement Signs
ORIGIN OF REQUEST: Automated Enforcement MCTF
AFFECTED SECTIONS: 2B.03, 2B.69, 2C.03, 2C.69
OF MUTCD: 01/01
7B.01, 7B.02,
8B.02, 8B.10a

There is an excellent and comprehensive explanation of why "Traffic Laws Photo Enforced" is a poor choice and does not meet several requirements in the case of speed cameras in Connecticut



National Committee on Uniform Traffic Control Devices

13236 North 7th Street, Suite 4-259, Phoenix, Arizona 85022
Phone/Text: 231-4-NCUTCD (231-462-8823)
E-mail: secretary@ncutcd.org Website: https://ncutcd.org

DEVELOPMENT HISTORY:
Approved by RWSTC:
Approved by TTC:
Approved by RRLRT TC:
Approved by NCUTCD Council:

01/09/2025
01/09/2025
01/09/2025

*These are the new standards per
ATESD instructions & MUTCD*



Figure 2 Example Applications

RECOMMENDED MUTCD CHANGES:

The following present the proposed changes to the current MUTCD within the context of the current MUTCD language. Proposed additions to the MUTCD are shown in blue underline and proposed deletions from the MUTCD are shown in ~~red strikethrough~~. Changes previously approved by NCUTCD Council (but not yet adopted by FHWA) are shown in green double underline for additions and ~~green double strikethrough~~ for deletions. In some cases, background comments may be provided with the MUTCD text. These comments are indicated by bracketed white text in shaded green. Deletions made by a technical committee or task force after initial distribution to sponsoring organizations are shown in highlighted red strikethrough and Helvetica text. Additions made by a technical committee or task force after initial distribution to sponsoring organizations are shown in underline blue and Helvetica text.

PART 2. SIGNS

CHAPTER 2B. REGULATORY SIGNS, BARRICADES, AND GATES GENERAL

Section 2B.03 Size of Regulatory Signs

Table 2B-1. Regulatory Sign and Plaque Sizes

Sign or Plaque	Sign Designation	Section	Single Lane	Multi-Lane	Expressway	Freeway	Minimum	Overhead
Traffic-Laws-Photo Enforced	R10-18	2B-69	36 x 24	36 x 24	48 x 30	54 x 36	-	54 x 36
Traffic-Signal-Photo Enforced	R10-18a	2B-69	30 x 42	30 x 42	30 x 42	-	-	36 x 54

SUMMARY:

Automated and photo enforcement have been expanding in the US. The 2017 NTSB Report on crashes involving passenger vehicles ~~calls for greater use of this technique~~. In a 2010 congressional hearing on the topic, they noted the need for prominent posting. Communities have utilized photo or automated enforcement in various ways and signing ranges from inconsistent to non-existent, resulting in states enacting laws in the void. Advances in technology have led to a range of applications beyond single fixed sites (mobile and combination applications). The purpose of this proposal is to improve traffic control device uniformity given the emerging applications.

DISCUSSION:

Photo and automated enforcement use has been growing with attention on safety. States and local jurisdictions have used advancing technology to expand applications. In 2010 Congress held a subcommittee hearing on automated traffic enforcement¹. A significant point was raised by then Rep. DeFazio about prominent posting. In 2017 the NTSB identified 15 states that allowed automated speed enforcement (ASE) and made recommendations to expand the use of ASE nationally². The GHSA urges states to utilize automated enforcement to address problems of red light running, speeding, school bus and school zone violations, work zone violations, and distracted driving³. Forward to today and the text of the 11th Edition of the MUTCD and the text from the 2000 MUTCD are basically the same. While the MUTCD was static, many states and cities have advanced legislation that has gotten very specific about sign wording and placement.

The MUTCD actually provides a basis for uniformity utilizing the photo enforcement plaques under the regulatory condition that is being enforced but it does not clarify this. This proposal seeks to correct this with specific clarifying language that:

- Upgrades the support language to explain the application of traffic control devices and focuses on the prominent posting objective
- Emphasizes that this traffic control device is a warning and supplementary to regulatory signs
- Uses sign and plaque combinations as the consistent application
- Addresses the portable applications and multiple regulations being enforced from a single camera
- Improves symbol recognition by combining boundary signs with words explaining the symbol for situations where the symbol would replace the word message
- Enhanced conspicuity should follow Section 2A.11

The end result of the proposed changes would be to guide practitioners to more uniform applications. Below are images of example application outcomes of this proposal (Figure 2).

Guidance:

01b. Where no advance warning sign with supplementary Photo Enforced warning plaque (W10-16P, W10-16aP, W10-16bP, see Section 2C.69) is appropriate for the photo enforcement application involving a regulation, Photo Enforced (R10-19P or R10-19aP) plaques should be used with the corresponding regulatory sign.

*"Traffic Laws Photo Enforced"
Removed In Latest Proposal*

2C.69. It continues to state that the R10-19P and R10-19aP are plaques to supplement regulatory signs to advise road users that the regulation is being enforced by photographic equipment. However, there are no clarifications that would lead to uniform applications and no clarity as to when warning and regulatory signs are needed. This lack of clarity has historically led to a wide range of non-uniform applications (see Figure 1), as the language does not address a growing range of applications (schools and work zones) and advancing technologies (multiple enforcements from a single camera, portable sites, and wider application than simply red-light running).

PROPOSAL BASIS:

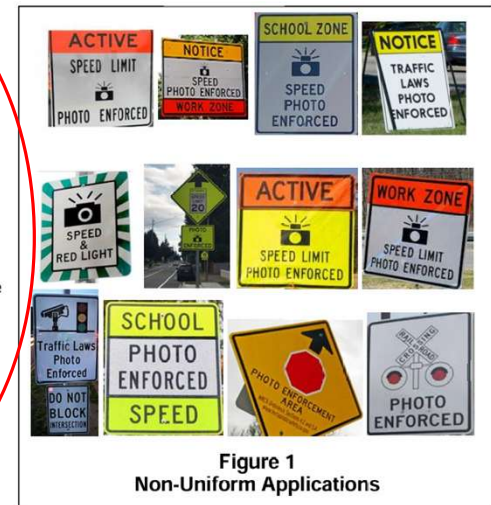


Figure 1
Non-Uniform Applications

25A-RW-03 - Photo/Automated Enforcement Signs

SUPPLEMENTAL WARNING PLAQUES

Section 2C.69 Photo Enforced Sign and Plaques (W3-10, W16-10P and W16-10aP)

Option:

01— Photo Enforced (W16-10P) plaque or a PHOTO ENFORCED (W16-10aP) word message plaque (see Figure 2C-16) may be mounted below a warning sign to advise road users that the regulations associated with the condition being warned about (such as a traffic control signal or a toll plaza) are being enforced by photographic equipment.

Support:

01 Automated enforcement and photo enforcement are ways to enforce certain traffic regulations with the goal of improving safety. Neither are considered traffic control devices. Photo enforcement uses cameras to capture images of road users (including license plates) committing moving violations. Automated enforcement uses technologies, which may or may not use photos, to enforce traffic regulations. For signing purposes, these terms are used interchangeably in the Manual.

02 State and local laws can establish requirements for prominent posting of photo enforcement. To provide uniformity in traffic control device applications related to photo enforcement, the sign and plaque applications to warning road users are mostly warning signs, but some regulatory signs and plaques are better suited to certain applications as noted in Section 2B.69. *Which they have...*

Standard:

03 Photo Enforced (W16-10P or W16-10aP) plaques shall match the background color of the sign with which they are displayed.

04 Photo Enforced plaques shall supplement one advance warning or one regulatory sign.

05 Photo Enforced signs or plaques shall not be used on any intersection approach or roadway segment where photo enforcement equipment is not installed.

Guidance:

06 An advance warning sign or regulatory sign supplemented with a Photo Enforced plaque (W16-10P, W16-10aP, R10-19P, R10-19aP) should be used in advance of locations enforcing regulations using photo enforcement equipment. See Section 2B.69 for examples of point of enforcement regulatory signing. Separate advance warning or regulatory sign installations, related to each enforcement application, should be used for photo enforcement equipment which conducts multiple enforcement activities.

07 A portable mounting of the Traffic Laws Photo Enforced (W3-10) sign should be installed in advance of mobile photo enforcement installations (see Chapter 6F).

08

or

pro

en

PART 7. TRAFFIC CONTROL FOR SCHOOL AREAS

CHAPTER 7B. SIGNS

Section 7B.01 Design of School Signs

Table 7B-1. School Area Sign and Plaque Sizes

Plaque	Sign Designation	Section	Conventional Road	Minimum	Oversized
Photo Enforced (symbol)	R10-19P	7B.02	24 x 12	-	36 x 18
Photo Enforced (legend)	R10-19aP	7B.02	24 x 18	-	36 x 24
Photo Enforced (symbol)	W16-10P	7B.02	24 x 12	-	36 x 16
Photo Enforced (plaque)	W16-10aP	7B.02	24 x 18	-	36 x 24

either State or local laws for prominent posting at the point of photo enforcement, accounting for signs are enforced by a single installation of photo

I did not place these red X marks – This is the guidance → These two were REMOVED From Table 7B-1 in the latest proposal

Guidance:

01b Where no advance warning sign with supplementary Photo Enforced warning plaque (W10-16P, W10-16aP, W10-16bP, see Section 2C.69) is appropriate for the photo enforcement application involving a regulation, Photo Enforced (R10-19P or R10-19aP) plaques should be used with the corresponding regulatory sign.

Figure 2C-16a. Traffic Laws Photo Enforced Sign



11 A Traffic Laws Photo Enforced (W3-10) sign may be installed at a jurisdictional boundary to advise road users that some of the traffic regulations within that jurisdiction are being enforced by photographic equipment. When a Traffic Laws Photo Enforced sign is used at jurisdictional boundaries, the Photo Enforced symbol (W16-10P) plaque may be installed instead of the legend PHOTO ENFORCED (W16-10aP) plaque.

12 The word message TRAFFIC LAWS on the Traffic Laws Photo Enforced (W3-10) sign may be replaced with the word messages such as SPEED LIMIT for specific applications which only enforce that traffic law.

[The plaques W16-10P and W16-10aP from Figure 2C-16 are shown below pertaining to this section for information and reference. Similar plaques would be added to Figure 6H-1 near W3-3 and W3-5; to Figure 7B-1 near the School Speed Limit When Flashing Sign; and Figure 8B-4 at the end. See sections below for details.]

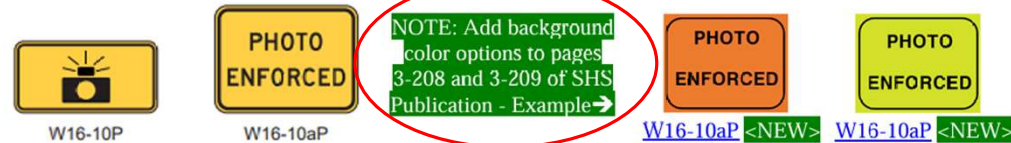


Figure 2B-32. Photo Enforcement Signs and Plaques

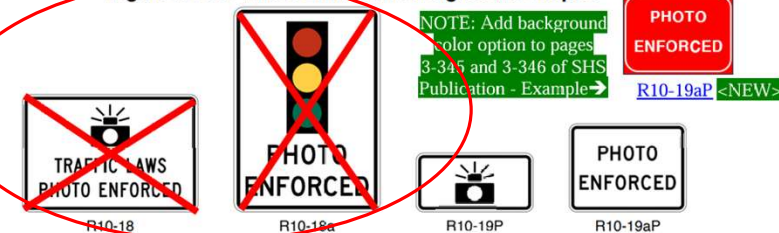


Figure 7B-4. Example of Signing for a School Zone with a School Speed Limit and Higher Fines Only for Speeding

S4-5 sign doesn't exist when coming from Old Church Road – Need to be placed AFTER any intersections to be visible by all approaches

S1-1 Sign Doesn't Exist Either

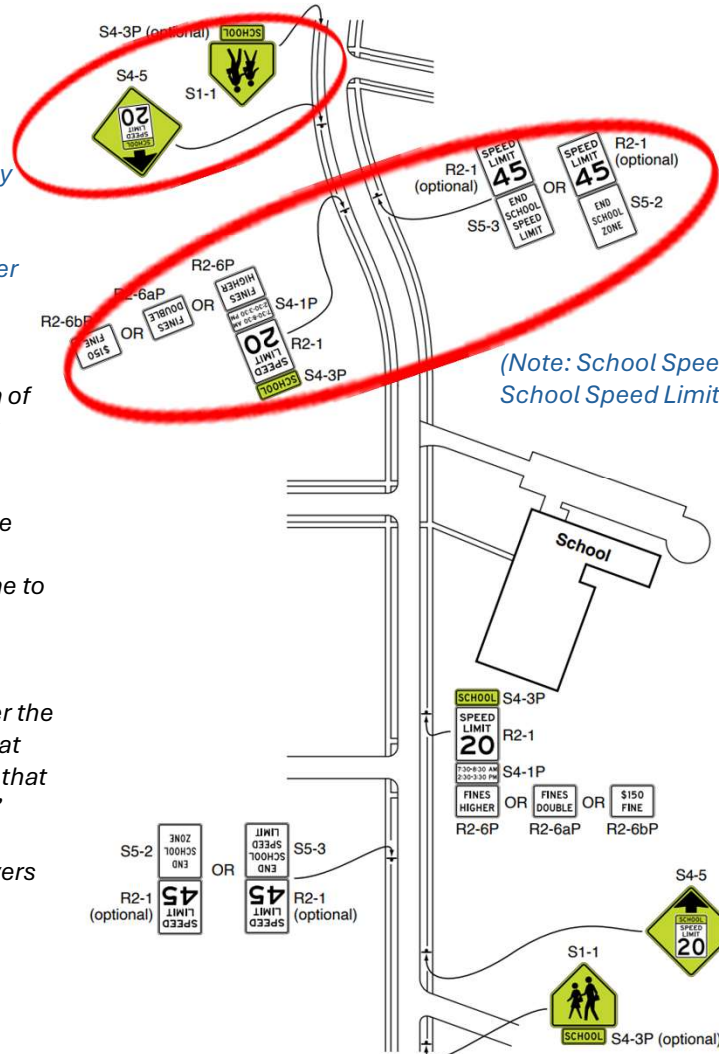
“Signing is primarily for the benefit and direction of road users who are not familiar with the route or area”

“The basic requirements for all highway signs are that they be legible to those for whom they are intended and that they be understandable in time to permit a proper response”

“The excessive signing found on many of Connecticut's major highways has occurred over the years and has resulted in a multitude of signs that are too small, poorly designed and placed such that they do not accomplish their intended purpose”

“Uniformity of traffic control is important for drivers and enhances safety by meeting motorists' expectations”

– CT DOT Signing Guidelines



School Zone notice and Speed Limit Signs should be placed as near as practicable to beginning and end of school zone which was not done on East Putnam

(Note: School Speed Limit Sign Is As Close As Practicable to Begin / End School Zone)
School Speed Limit Sign Is required AFTER the intersection

“Any roadway project funded with federal money must comply with the MUTCD – Since a substantial portion of funding for roadway projects in Connecticut is from the FHA, it is important that signing in Connecticut is accomplished in accordance with the standards”

– CT DOT Signing Guidelines

(Note: You have a “School Zone Ahead Fines Doubled” sign but not the required supplemental sign or showing where it begins)
 “The School Zone Ahead Fines Doubled” sign is not standardized with the S1-1 (School Zone sign) or School Speed Limit (S5-1) sign on East Putnam

Section 7B.06 Higher Fines Zone Signs and Plaques in School Areas

Support:

- 01 The signs and plaques used to inform road users of higher fines zones and their locations depend on whether the fines apply to all traffic violations or only to speeding violations. Their locations also depend on whether the higher fines zone begins and/or ends at the same point as the school zone or school speed limit zone. Figures 7B-4 and 7B-5 show examples of higher fines zones signing.

Standard:

- 02 **Where increased fines are imposed for traffic violations within a designated school zone:**
- A. **A BEGIN HIGHER FINES ZONE (R2-10) sign (see Figure 7B-1) or a FINES HIGHER (R2-6P), FINES DOUBLE (R2-6aP), or \$XX FINE (R2-6bP) plaque (see Figure 7B-1) shall be installed as a supplement to the School Zone (S1-1) sign to identify the beginning point of the higher fines zone (see Figures 7B-4 and 7B-5); and**
 - B. **An END HIGHER FINES ZONE (R2-11) sign (see Figure 7B-1) or an END SCHOOL ZONE (S5-2) sign (see Figure 7B-1) shall be installed at the downstream end of the zone to notify road users of the termination of the increased fines zone (see Figure 7B-5).**
- 03 **If exceeding the speed limit is the only traffic violation that is subject to higher fines, a FINES HIGHER (R2-6P), FINES DOUBLE (R2-6aP), or \$XX FINE (R2-6bP) plaque shall be posted with the School Speed Limit (S5-1) sign and shall not be posted beneath the School Zone (S1-1) sign (see Section 7B.05).**
- 04 **If the portion of the roadway that is subject to higher fines does not begin at the location of the School Zone (S1-1) sign, a BEGIN HIGHER FINES ZONE (R2-10) sign shall be placed at the point where the higher fines begin (see Sheet 2 of Figure 7B-5).**

Option:

- 05 If a BEGIN HIGHER FINES ZONE (R2-10) sign is used downstream of the School Zone (S1-1) sign, a FINES HIGHER (R2-6P), FINES DOUBLE (R2-6aP), or \$XX FINE (R2-6bP) plaque may also be placed beneath the School Zone (S1-1) sign.
- 06 Where appropriate, one of the following plaques may be mounted below the sign that identifies the beginning point of the higher fines zone:
- A. A S4-1P plaque (see Figure 7B-1) specifying the times that the higher fines are in effect,
 - B. A WHEN CHILDREN ARE PRESENT (S4-2P) plaque (see Figure 7B-1), or
 - C. A WHEN FLASHING (S4-4P) plaque (see Figure 7B-1) if used in conjunction with a yellow flashing beacon.

Refer to any of the eight (8) other municipalities regulatory signs attached on the subsequent pages for correct examples / implementation
 Note: The signage on Hillside Road at the high school is correct and different than the signage on East Putnam at the high school

This sign is insufficient to meet requirements



Standard:

- 02 Regulatory, warning, and guide signs and object markers shall be retroreflective (see Section 2A.08) or illuminated to show the same shape and similar color by both day and night, unless otherwise provided in the text discussion in this Manual for a particular sign or group of signs.
- 03 The requirements for sign illumination shall not be considered to be satisfied by street or highway lighting.

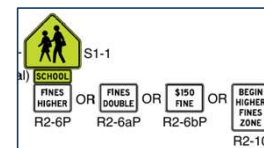
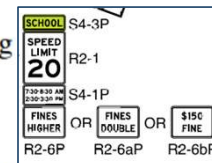


These signs are sufficient but do not exist on East Putnam



S1-1

School zone ahead



“In accordance with Section 14-298 of the Connecticut General Statutes, the OSTA has adopted the relevant portions of the Manual on Uniform Traffic Control Devices (MUTCD) as its regulations for the purpose of standardization and uniformity of traffic control signals, devices, signs, and markings on public roadways within the State.”

Note: ATESDs cannot be installed until the municipality’s ATESD plan has been approved by CTDOT’s Office of the State Traffic Administration (OSTA) and the municipality has met all other requirements of the Act.

“In accordance with Section 14-298a of the Connecticut General Statutes, this report shall serve as the certificate of approval for the school zone speed limit(s) noted above and should be retained by the municipality. The Certificate shall become valid when the speed limit signs have been posted as directed herein.”

Since the speed limit signs are not posted as directed and required, then ATESD’s cannot be operated, and the certificate is not valid. In addition, the municipality has not yet met all other requirements of the Act. It cannot be enforced and in the interest of justice, East Putnam tickets must be voided and refunded retroactively unless and until all requirements are met. A credible argument can be made that ALL tickets issued under the Greenwich ATESD program are invalid because the warning / regulatory signs do not meet CT DOT / ATESD requirements.

Standard:

- 05 Each standard sign shall be displayed only for the specific purpose as prescribed in this Manual. Determination of the particular signs to be applied to a specific condition shall be made in accordance with the provisions set forth in Part 2. Before any new highway, private road open to public travel (see definition in Section 1A.13), detour, or temporary route is opened to public travel, all necessary signs shall be in place. Signs required by road conditions or restrictions shall be removed when those conditions cease to exist or the restrictions are withdrawn.

- 07 Uniformity in design shall include shape, color, dimensions, legends, borders, and illumination or retroreflectivity.
- 08 Standardization of these designs does not preclude further improvement by minor changes in the proportion or orientation of symbols, width of borders, or layout of word messages, but all shapes and colors shall be as indicated.
- 09 All symbols shall be unmistakably similar to, or mirror images of, the adopted symbol signs, all of which are shown in the "Standard Highway Signs and Markings" book (see Section 1A.11). Symbols and colors shall not be modified unless otherwise provided in this Manual. All symbols and colors for signs not shown in the "Standard Highway Signs and Markings" book shall follow the procedures for experimentation and change described in Section 1A.10.

1.2. REQUIREMENTS FOR ALL LOCATIONS

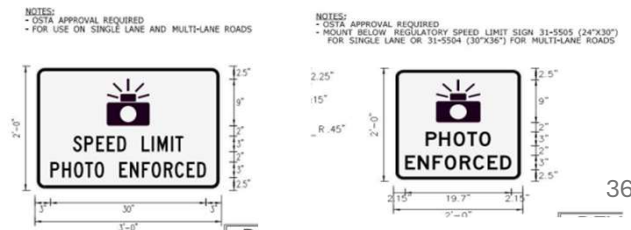
The municipality must include the following in the ATESD plan submitted to the OSTA for all potential ATESD locations:

- A written justification, with supporting documentation, explaining how and why an ATESD was selected for installation at each location.
- A scaled roadway plan or an aerial image showing the location for the ATESD at a traffic control signal, School Zone, Pedestrian Safety Zone, or other location(s). The plan or aerial image must also show the proposed location of the required two conspicuous signs to be installed on every approach at a reasonable distance in advance of the ATESD. See Attachment A for the details regarding the required signs. Such required conspicuous signs are only permitted to be installed at locations where the ATESD is currently operational.

NOTE: A single ATESD location may consist of multiple devices on multiple approaches to properly capture images of license plates at that location.

Attachment A options:

Attachment A does not show "Traffic Laws Photo Enforced" – It shows 3 other options – "Photo Enforced" which requires mounting below a speed limit sign or "Speed Limit Photo Enforced" or "Photo Enforced" with Traffic Control Signal – It does not indicate that "Traffic Laws Photo Enforced" is allowed which is intended for jurisdictional boundaries. Note: Nearly all other towns in CT comply with Attachment A. The Greenwich ordinance requires consistency and uniformity with the rest of the state.



OTHER REGULATORY SIGNS AND PLAQUES

Section 2B.69 Photo Enforced Signs and Plaques (R10-18, R10-18a, R10-19P, R10-19aP)

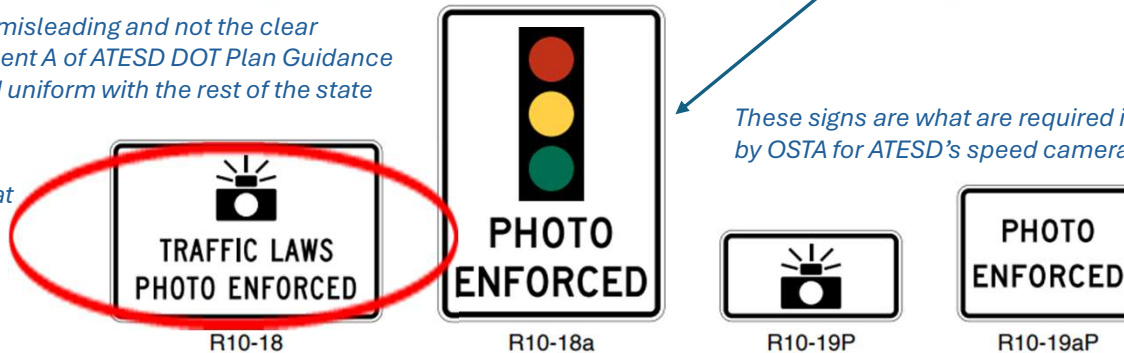
Option:

- 01 A Traffic Laws Photo Enforced (R10-18) sign (see Figure 2B-32) may be installed at a jurisdictional boundary to advise road users that some of the traffic regulations within that jurisdiction are being enforced by photographic equipment.
- 02 A Traffic Signal Photo Enforced (R10-18a) sign (see Figure 2B-32) may be installed in advance of a traffic signal to advise road users that compliance with the signal is enforced by photograph. A Signal Ahead (W3-3) sign and a Traffic Signal Photo Enforced (R10-18a) sign may be used on approaches to a signal provided that they are on separate supports.
- 03 A Photo Enforced (R10-19P) plaque or a PHOTO ENFORCED (R10-19aP) word message plaque (see Figure 2B-32) may be mounted below a regulatory sign to advise road users that the regulation is being enforced by photographic equipment.

Figure 2B-32. Photo Enforcement Signs and Plaques

Greenwich uses the wrong signs / misleading and not the clear warning signs required by Attachment A of ATESD DOT Plan Guidance. These signs are not consistent and uniform with the rest of the state.

Intended to be used at a jurisdictional boundary, not at location of speed cameras or traffic signals, further clarified with the latest proposals and given uniformity requirements.

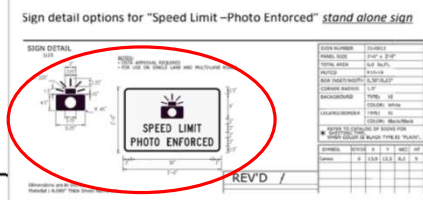


Guidance for Municipalities Developing an Automated Traffic Enforcement Safety Device (ATESD) Plan

Date issued: January 2, 2024, Connecticut Department of Transportation (CTDOT)

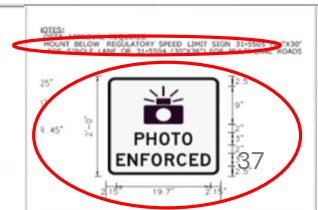
Attachment A
(Required Signage)

These signs are what are required in Attachment A by OSTA for ATESD's speed camera enforcement →



Standard:

- 04 The Traffic Signal Photo Enforced (R10-18a) sign shall not be installed on approaches to signalized locations where red-light cameras are not present on any of the approaches to the signalized location.
- 05 A Traffic Signal Photo Enforced (R10-18a) sign shall not be installed on the same support in combination with a Signal Ahead (W3-3) sign.
- 06 If used below a regulatory sign, the Photo Enforced (R10-19P or R10-19aP) plaque shall be a rectangle with a black legend and border on a white background.



Connecticut has mandated notice at **250 feet** for urban areas and slower speed areas. Refer to Office of Legislative Research (1994) for Connecticut General Assembly

Other states such as GA mandate that warning signs must be within 500 feet of the ATESD – There are not two warning signs within either 250 or 500 feet of the device – Blue Line, Greenwich PD, and the Town of Greenwich have publicly stated this plan was modeled after other similar programs nationwide.

In the context of **warning signs related to Automated Traffic Enforcement Systems (ATESD)**:

- **Placement:** Warning signs for ATESD should be placed at least **24 by 30 inches** in size and must be visible from every lane of traffic. [↪ 1](#)
- **Distance:** Signs should be placed within **500 feet** of any speed detection device to warn approaching motorists. [↪ 1](#)

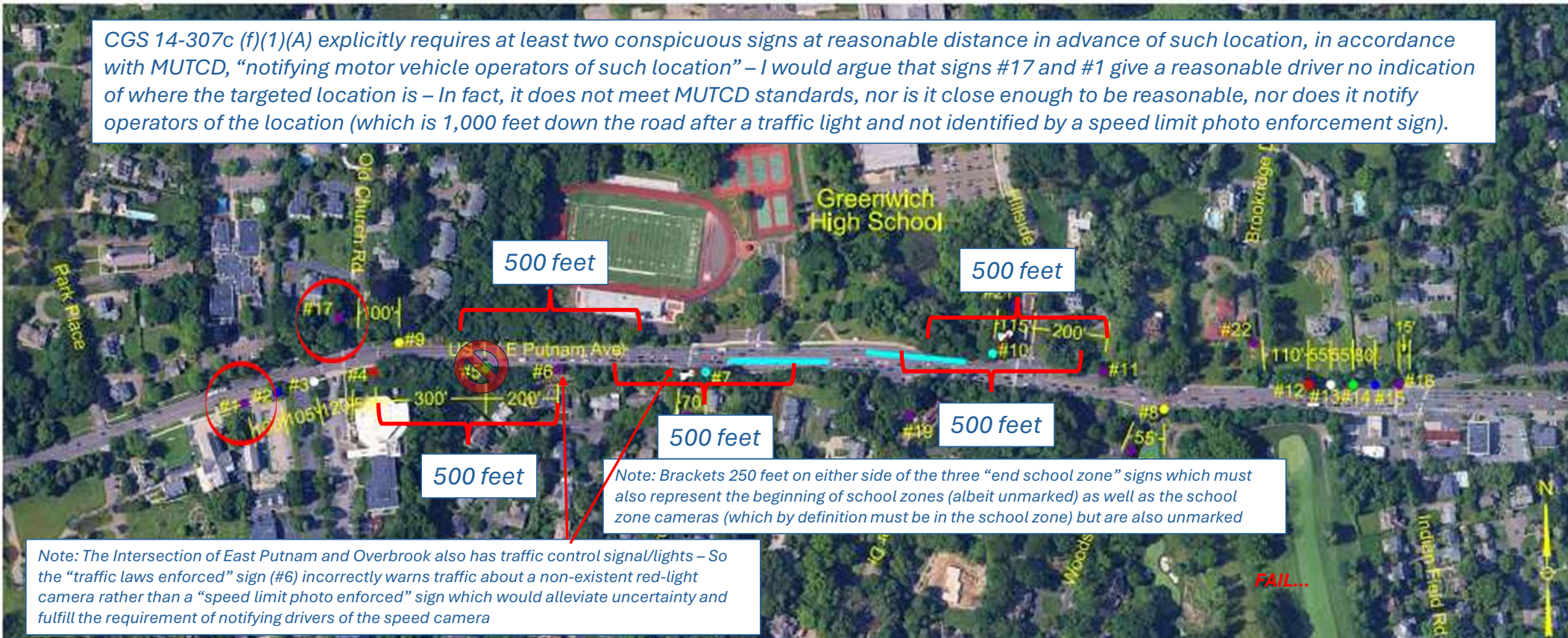
CGS 14-307c

(f) (1) Prior to the operation of an automated traffic enforcement safety device, the municipality shall (A) install at least two conspicuous signs at a reasonable distance in advance of such 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, and (B) 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. The Department of Transportation shall designate which such persons, firms or corporations shall be notified and provide technical guidance to such municipalities regarding how to provide such notification.

(2) At least thirty days before the date the first automated traffic enforcement safety device becomes operational in the municipality, the municipality shall develop and implement a public awareness campaign to educate the public concerning the importance of obeying speed limits and traffic control signals and the imminent use of automated traffic enforcement safety devices in the municipality at the locations identified in the plan approved by the Department of Transportation pursuant to section 14-307e.

Confusion exists because the two conspicuous signs must be installed at a location that is operational. It's unreasonable to have photo enforcement signs 1,000+ feet away **when the legal requirement in CT is 250 feet**. A reasonable person would expect #17 and #1 to imply there is a red light camera at the adjacent/nearby major intersection. However, a sign cannot be placed where a traffic light does not have a camera. Instead, that device (and others farther away) are supposed to inform drivers of a speed camera nowhere near the sign? Illogical and Unreasonable

CGS 14-307c (f)(1)(A) explicitly requires at least two conspicuous signs at reasonable distance in advance of such location, in accordance with MUTCD, "notifying motor vehicle operators of such location" – I would argue that signs #17 and #1 give a reasonable driver no indication of where the targeted location is – In fact, it does not meet MUTCD standards, nor is it close enough to be reasonable, nor does it notify operators of the location (which is 1,000 feet down the road after a traffic light and not identified by a speed limit photo enforcement sign).



"Such required conspicuous signs are only permitted to be installed at locations where the ATESD is currently operational" – There is no ATESD (no traffic control / red light camera) at the intersection of East Putnam & Old Church or Overbrook

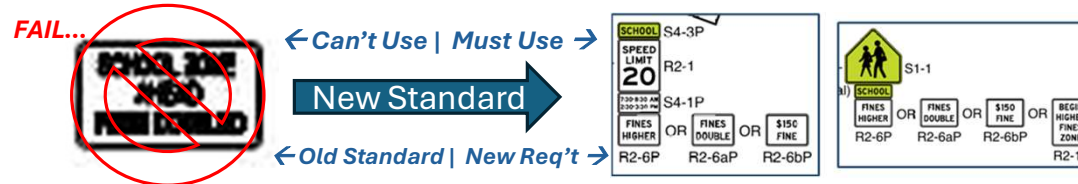
Wrong Signs & Sign Colors

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)

CGS Chap 248 Sec 14-212b was written and passed in 1998 before the 2009 MUTCD codes were updated to reflect FYG mandates – However, MUTCD supersedes CT statutes.

In other words, any new “school zone ahead fines doubled” signs MUST be yellow/green



Because fines are doubled in a school zone in the statute, it triggers additional requirements for which signs must be used – The signs used/chosen are wrong – They must now reflective or illuminated, be yellow/green in color and “Fines Doubled” plaques placed beneath the school sign and speed limit sign

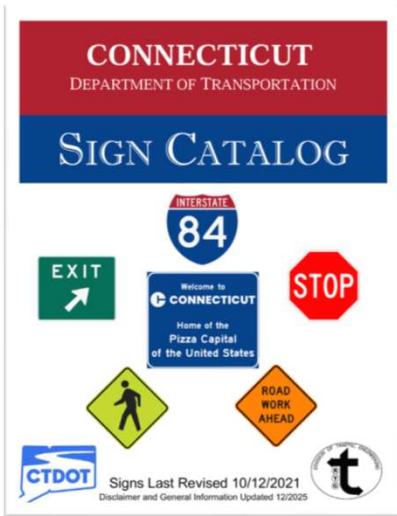
Sec. 14-212b. School zones. Fines doubled. (a) As used in this section, “local highway” means a highway that is under the control of a town, city or borough; and “local traffic authority” means the traffic authority of a town, city or borough.

(b) (1) At the request of the legislative body of a town, city or borough, the Office of the State Traffic Administration may designate as a school zone any part of a state highway that is adjacent to school property or is, in the opinion of said office, sufficiently close to school property as to constitute a risk to the public safety under all the circumstances. At the request of such legislative body, the office may revoke any such designation. (2) A local traffic authority may designate as a school zone, and may revoke any such designation, any part of a local highway that is adjacent to school property or is, in the opinion of the local traffic authority, sufficiently close to school property as to constitute a risk to the public safety under all the circumstances.

(c) The Superior Court shall impose an additional fee equivalent to one hundred per cent of the fine established or imposed for the violation of the provisions of section 14-218a or 14-219, for any such violation committed in a school zone designated in a conspicuous manner by the Office of the State Traffic Administration or local traffic authority.

(d) The Office of the State Traffic Administration with regard to a state highway or the local traffic authority with regard to a local highway shall cause to be posted a sign approved by the Office of the State Traffic Administration (1) at the beginning of a school zone in each direction that traffic is permitted to flow which shall read as follows: “SCHOOL ZONE AHEAD FINES DOUBLED”, and (2) at the end of such zone in each direction that traffic is permitted to flow which shall read as follows: “END SCHOOL ZONE”.

Connecticut General Statutes (CGS) Chapter 248, § 14-212b — the statute titled “School zones. Fines doubled” — was originally enacted as part of the Public Acts of 1998. Specifically, Public Act No. 98-252, Section 64 established this section in law. Justia Law



This Disclaimer Is Prominently Featured On the First Page Of the Connecticut DOT Sign Catalog

DISCLAIMER:

The Sign Catalog is intended for reference purposes only. The selection, design, and placement of signs must comply with the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD).

Additional References:

- Traffic Guide Sheets
- FHWA Standard Highway Signs

What does an ATESD "school zone ahead fines doubled" sign look like?

The "school zone ahead fines doubled" sign is a yellow or fluorescent yellow-green sign with black designs. It is in the shape of an irregular pentagon, which is a rectangle with longer horizontal sides, with a triangle of top. The sign is placed at the beginning and end of a school zone to alert drivers of the increased fines for speeding violations within that area. [LawServer](#)

During the reviews, it was noted that there are currently posted speed limit signs within the proposed school zone limits. The existing speed limit signs will require relocation out of the school speed limit zone. It was also observed that the existing School Warning and School Entrance Ahead signs are not in compliance with the latest color standards contained in the Manual on Uniform Traffic Control Devices (MUTCD) and should be upgraded in conjunction with the School Zone speed limit sign installations.

		Flashing								
S5-1 (CT)	31-2101	School Zone Ahead Fines Doubled	36	24	2	SL,ML	IX	White	FAIL...	SCHOOL ZONE AHEAD FINES DOUBLED
S5-2	31-2103	End School Zone	24	30	1	SL,ML	IX	White		END SCHOOL ZONE
S5-2	31-2105	End School Zone	36	48	2	O	IX	White		END SCHOOL ZONE

FINES DOUBLE

R2-6aP (optional)



S4-5a

School Advance Crossing Assembly



S1-1

W16-9P

S1-1	41-2112	School (Area/Zone/Crossing)	36	36	1	SL,ML	XI	Fluor Yel/Grn	
S1-1	41-2113	School (Area/Zone/Crossing)	48	48	2	O	XI	Fluor Yel/Grn	
S1-1 (CT)	41-5012	Retroreflective Strip	4	48	1	A	XI	Fluor Yel/Grn	
S1-1 (CT)	41-5010	Retroreflective Strip	4	72	1	A	XI	Fluor Yel/Grn	
S3-1	41-2166	School Bus Stop Ahead Symbol	36	36	1	SL,ML	XI	Fluor Yel/Grn	
S3-1	41-2167	School Bus Stop Ahead Symbol	48	48	2	O	XI	Fluor Yel/Grn	
S3-2	41-2104	School Bus Turn Ahead	36	36	1	SL,ML	XI	Fluor Yel/Grn	

A = All P = Path SL = Single Lane ML = Multi-Lane E = Expressway F = Freeway SP = Span Mounted O = Oversize
OC = Specific Location NR = Non-Roadway TR = Transit

CONNECTICUT DEPARTMENT OF TRANSPORTATION SIGN CATALOG									
MUTCD No.	Catalog No.	Legend	Width	Height	No. of Posts	Road Type *	Sheeting Type	Background Color	Sign Detail (click image for sign detail)
S4-3P	41-2101	School (Plaque)	24	8	1	SL,ML	XI	Fluor Yel/Grn	
S4-5a	41-2105	00 MPH School Zone Ahead	36	36	1	SL,ML	XI	Fluor Yel/Grn	

<https://newcanaanite.com/town-seeks-to-designate-additional-school-zones-for-south-saxe-and-nchs-11845501>



S5-1(CT) is a CT sign that does not comply with MUTCD – Notice that every other school sign is FYG – MUTCD Does Not Allow A "School Zone Ahead Fines Doubled" Sign In Black & White – MUTCD Mandates S1-1 with W16-9P and S4-5a

What new signs were installed? The inconsistent use of warning / regulatory signs in Greenwich at different sites is confusing and fails the standard of uniformity

Site #1 Wrong signs, wrong color

- FAIL...**
- #2 Install a School Zone Ahead Fines Doubled sign approx 215' north of the centerline of Rye Lake Avenue.
- #14 Install a School Zone Ahead Fines Doubled sign approx 315' north of the centerline of Lincoln Avenue.
- FAIL...**
- #3 Install an R10-18 Photo Enforced sign approx 100' north of the centerline of Rye Lake Avenue.
- #6 Install an R10-18 Photo Enforced sign approx 520' south of the centerline of Rye Lake Avenue.
- #12 Install an R10-18 Photo Enforced sign approx 1050' south of the centerline of the school drive.
- #17 Install an R10-18 Photo Enforced sign along Rye Lake Avenue approx 150' west of the centerline of CR 120A (May Street).

Site #6

- FAIL...**
- #3 Relocate the existing S1-1 (sign #3 from sheet 01) and install a School Zone Ahead Fines Doubled sign below approx 20' south of the centerline of Jordan Lane.
- #15 Existing S1-1 School Sign is located approx 41' north of the centerline of North Street.
- #4 Install a School Zone Ahead Fines Doubled sign approx 85' south of the centerline of Jordan Lane.
- #14 Install a School Zone Ahead Fines Doubled sign directly across from North Street.

These signs are installed separately instead of together

- FAIL...**
- #1 Install an R10-18 Photo Enforced sign approx 250' north of the centerline of Jordan Lane.
- #6 Install an R10-18 Photo Enforced sign approx 250' south of the centerline of Jordan Lane.
- #11 Install an R10-18 Photo Enforced sign approx 325' north of the centerline of North Street.
- #16 Install an R10-18 Photo Enforced sign as shown along Jordan Lane.
- #17 Install an R10-18 Photo Enforced sign as shown along Gilego Lane.

Wrong signs, wrong color

Site #2 Wrong signs, wrong color

- FAIL...**
- #2 Install a School Zone Ahead Fines Doubled Sign approx 500' north of the centerline of Calhoun Drive.
- #15 Existing S1-1 School Sign is located approx 830' east of the centerline of Calhoun Drive.
- FAIL...**
- #3 Install an R10-18 Photo Enforced sign approx 300' northwest of the centerline of Calhoun Drive.
- #6 Install an R10-18 Photo Enforced sign approx 300' northwest of the centerline of Valley Drive.
- #14 Install an R10-18 Photo Enforced sign approx 710' east of the centerline of the School Entrance.
- #18 Install an R10-18 Photo Enforced sign approx 80' from the stop bar along Calhoun Drive.
- #19 Install an R10-18 Photo Enforced sign approx 120' from the stop bar along Valley Drive.
- #20 Install an R10-18 Photo Enforced sign approx 100' from the stop bar along Brookside Drive.

These signs are installed separately instead of together

- FAIL...**
- #1 Install an R10-18 Photo Enforced sign in front of utility pole along Lower Cross Road as shown.
- #6 Install an R10-18 Photo Enforced sign approx 210' east of the centerline of Lake Avenue.
- #11 Install an R10-18 Photo Enforced sign approx 675' east of the centerline of the School Entrance.
- #16 Install an R10-18 Photo Enforced sign approx 1425' east of the centerline of the School Entrance.

Wrong signs, wrong color

Site #3 Wrong supplemental plaque

- FAIL...**
- #1 Install a new 25 mph Speed Limit Sign with an R10-18 sign approx 25' east of the centerline of Valley Road.
- #8 Install a new 25 mph Speed Limit Sign with an R10-18 sign approx 90' southwest of the centerline of Orchard Street.
- FAIL...**
- #3 Install an R10-18 Photo Enforced sign approx 540' east of the centerline of Jordan Lane.
- #6 Install an R10-18 Photo Enforced sign approx 300' south of the centerline of Brookside Lane.
- #14 Install an R10-18 Photo Enforced sign approx 100' from the stop bar along Jordan Lane.
- #15 Install an R10-18 Photo Enforced sign approx 75' from the stop bar along Brookside Lane.

Site #8

- FAIL...**
- #4 Install a School Zone Ahead Fines Doubled sign approx 190' south of the centerline of Hawkwood Lane.
- #13 Install a School Zone Ahead Fines Doubled sign approx 670' north of the centerline of Avon Lane.

Wrong signs, wrong color

Site #4 This is Correct - Note the difference

- pass**
- #1 Install an R10-18 sign below the existing 25 mph Speed Limit sign located approx 240' north of the centerline of Heywood Road.
- #13 Install an R10-18 sign below the existing 25 mph Speed Limit sign located approx 240' north of the centerline of Heywood Road.

Site #9

- pass**
- #1 Install a new S1-1 School Sign with a School Zone Ahead Fines Doubled sign below approx 100' north of the centerline of US 1 (E Putnam Ave).
- #11 Install a School Zone Ahead Fines Doubled sign below the existing S1-1 School Sign is located approx 500' south of the centerline of Putnam Road.
- Marginal**
- #2 Install a new 30 mph Speed Limit sign with an R10-18 Photo Enforced sign approx 180' north of the centerline of US 1 (E Putnam Ave).

Site #5 This is Correct - Note the difference - Still needs proper photo enforced warning signs

- pass**
- #1 Install a School Sign (sign #2 from sheet 01) to a School Zone Ahead Fines Doubled sign below the existing S1-1 School Sign located approx 1700' north of the centerline of the School Entrance.
- FAIL...**
- #3 Install an R10-18 Photo Enforced sign approx 250' north of the centerline of Old Church Road.
- #6 Install an R10-18 Photo Enforced sign approx 500' north of the centerline of Old Church Road.
- #12 Install an R10-18 Photo Enforced sign approx 400' north of the centerline of the school entrance.
- #18 Install an R10-18 Photo Enforced sign approx 190' south of the centerline of the Pocock Road.

Site #10

- FAIL...**
- #3 Install a School Zone Ahead Fines Doubled sign approx 120' west of the centerline of Old Church Road.
- #13 Install a School Zone Ahead Fines Doubled sign approx 165' east of the centerline of Brookridge Drive.

Wrong sign, wrong color

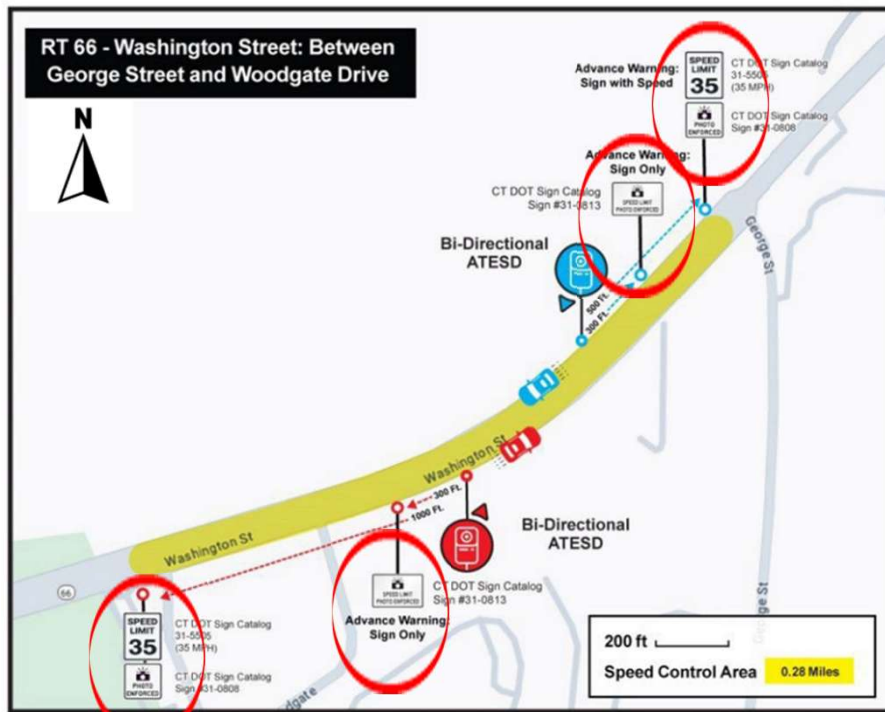
- FAIL...**
- #1 Install an R10-18 Photo Enforced sign approx 325' west of the centerline of Old Church Road.
- #6 Install an R10-18 Photo Enforced sign approx 500' east of the centerline of Old Church Road.
- #11 Install an R10-18 Photo Enforced sign approx 200' east of the centerline of Old Church Road.
- #16 Install an R10-18 Photo Enforced sign approx 15' west of the centerline of Jordan Lane.
- #17 Install an R10-18 Photo Enforced sign approx 100' north of the stop bar along Old Church Road.
- #18 Install an R10-18 Photo Enforced sign approx 100' south of the stop bar along W. Brookridge Drive.
- #20 Install an R10-18 Photo Enforced sign approx 100' south of the stop bar along Brookridge Drive.
- #21 Install an R10-18 Photo Enforced sign approx 100' north of the stop bar along Brookridge Drive.

Wrong sign, wrong color

Examples of Other Municipalities ATESD Plans

- Consistent & Uniform Approach That Contrasts With Greenwich

Examples from other towns in CT that have the correct regulatory / warning signs from all approaches

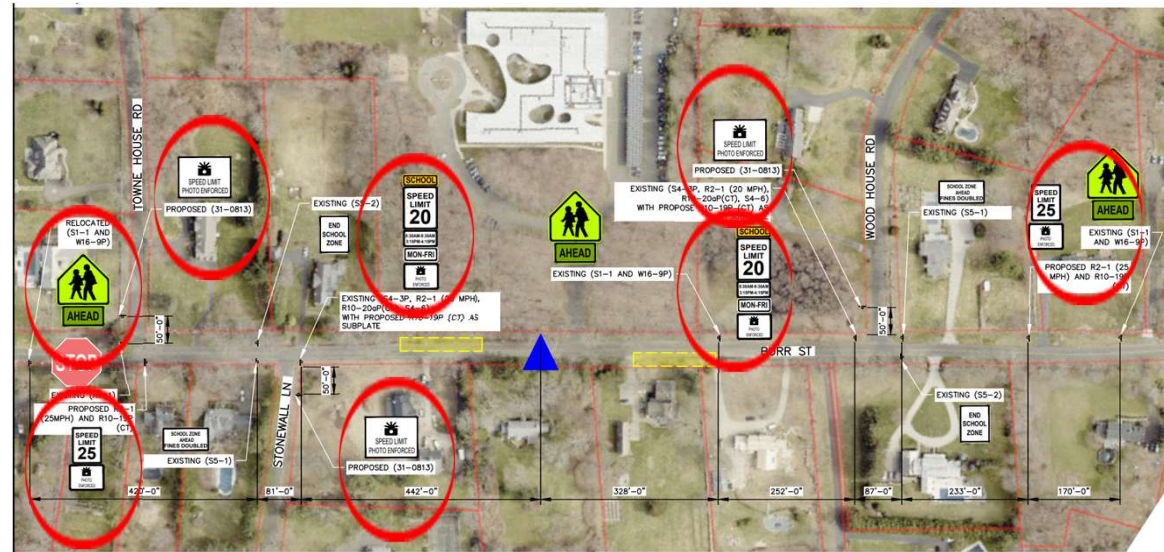


Middletown

1.3.2. School Zones

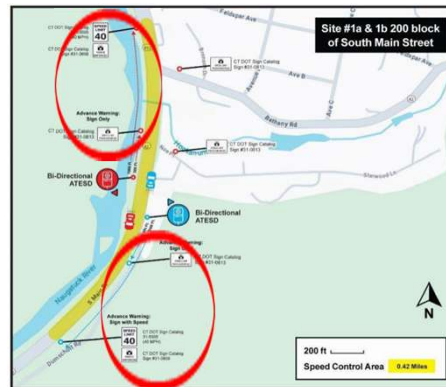
The following conditions must be met for the OSTA to approve an ATESD in a **school zone**:

- The location meets the definition of a school zone pursuant to [CGS 14-212b](#).
- The school zone has been approved by the appropriate statutory authority – either the OSTA or the [Local Traffic Authority](#).
- The school zone signage is consistent with Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD).



Fairfield

Beacon Falls, CT



New Haven



Greenwich signs are not consistent with FHA/MUTCD/OSTA requirements and approved plans and signs from other towns in CT

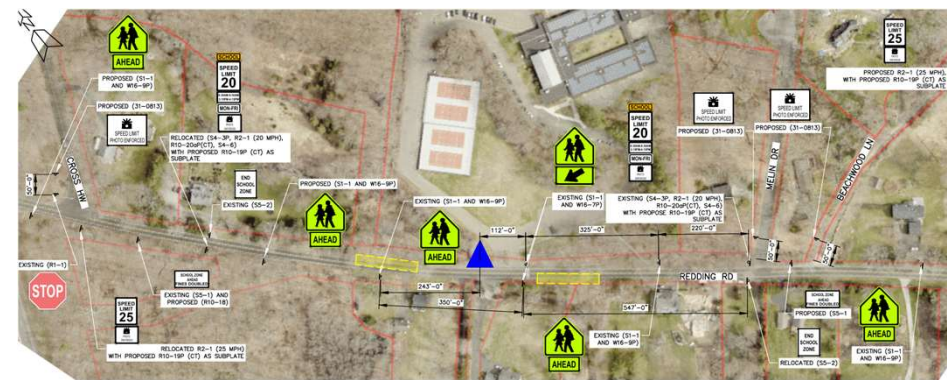
Examples of Proper Speed Limit Warning Signs That Are Consistent With Other ATESD Locations In Towns Across Connecticut and the CT DOT ATES Guide

Requirement: Signs Must Be Consistent And Uniform Across The State

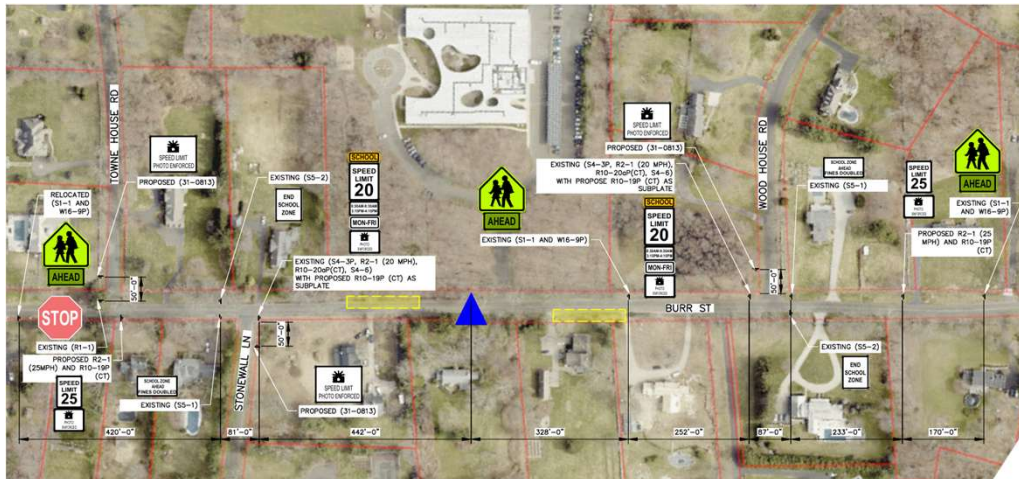
New Haven



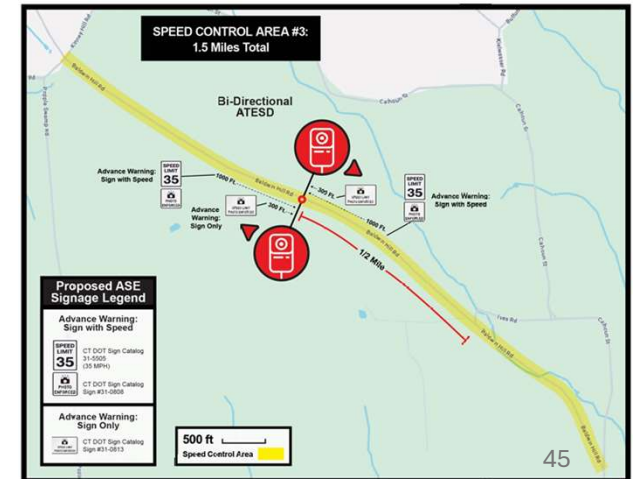
Fairfield



Fairfield

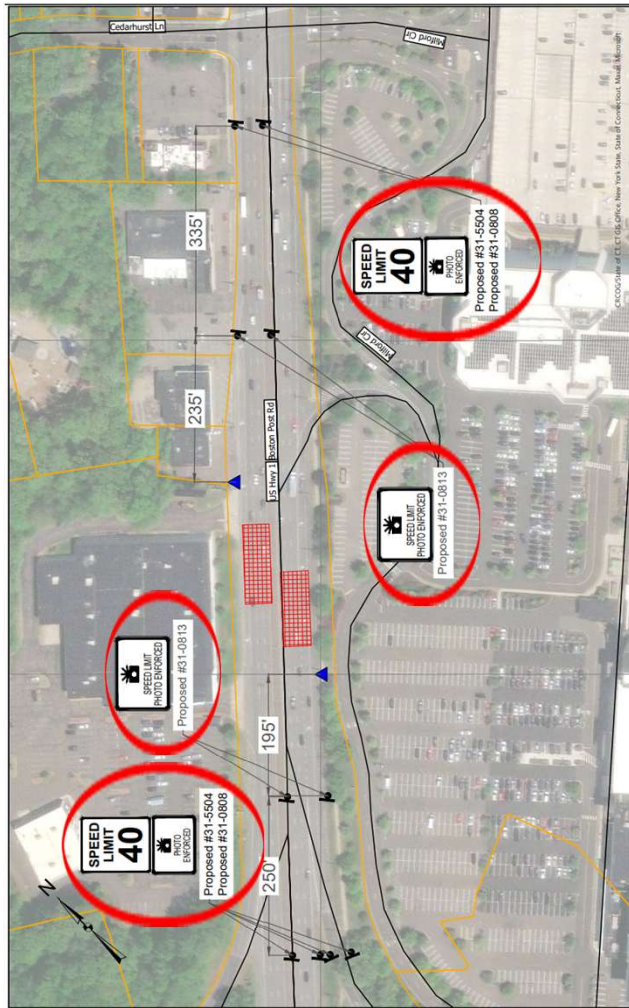


Washington



Focus on the sheer number of school zone and speed limit signs

Examples from other towns in CT that have the correct regulatory / warning signs from all approaches



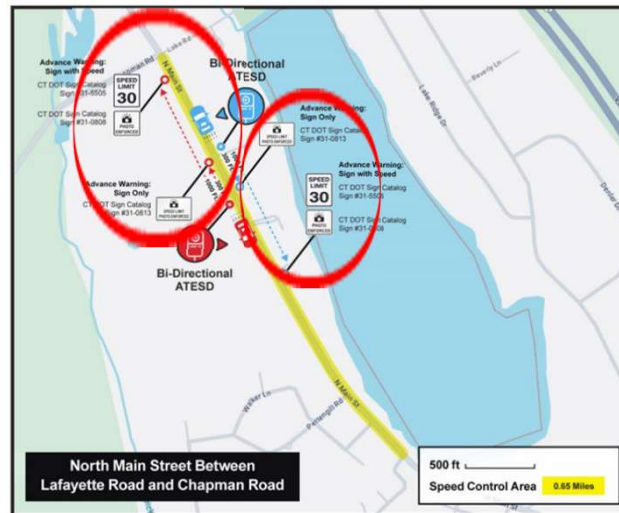
Milford

Greenwich signs are not consistent with OSTA / MUTCD requirements and approved plans and signs from other towns in CT

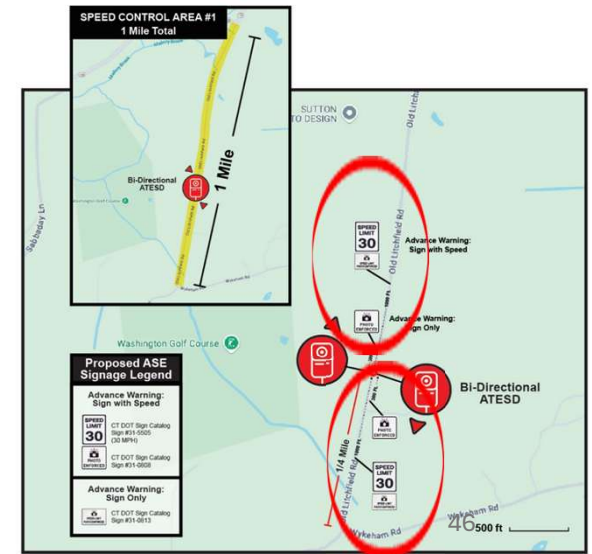
Stratford

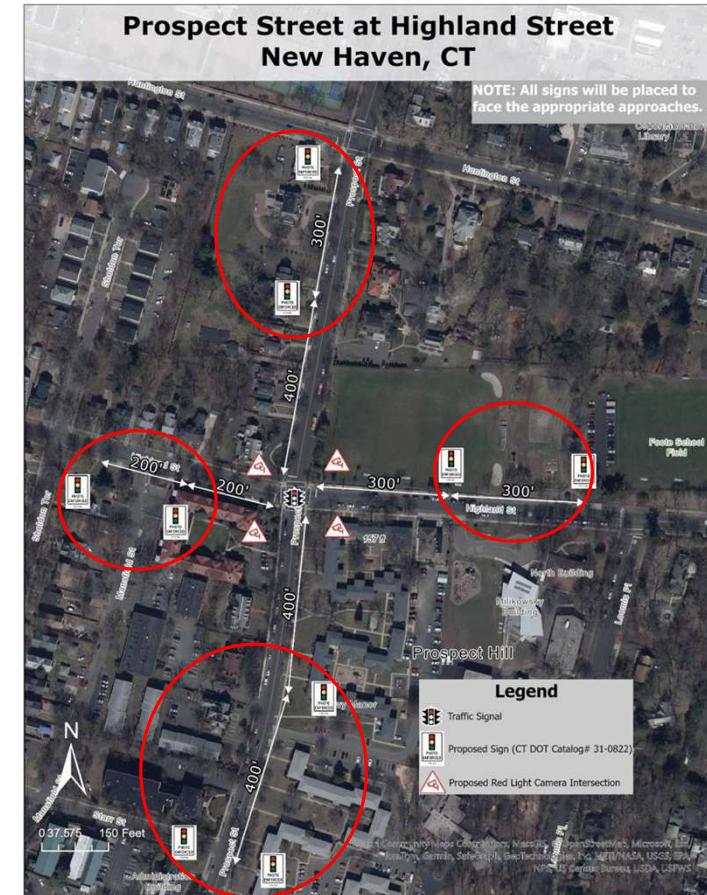
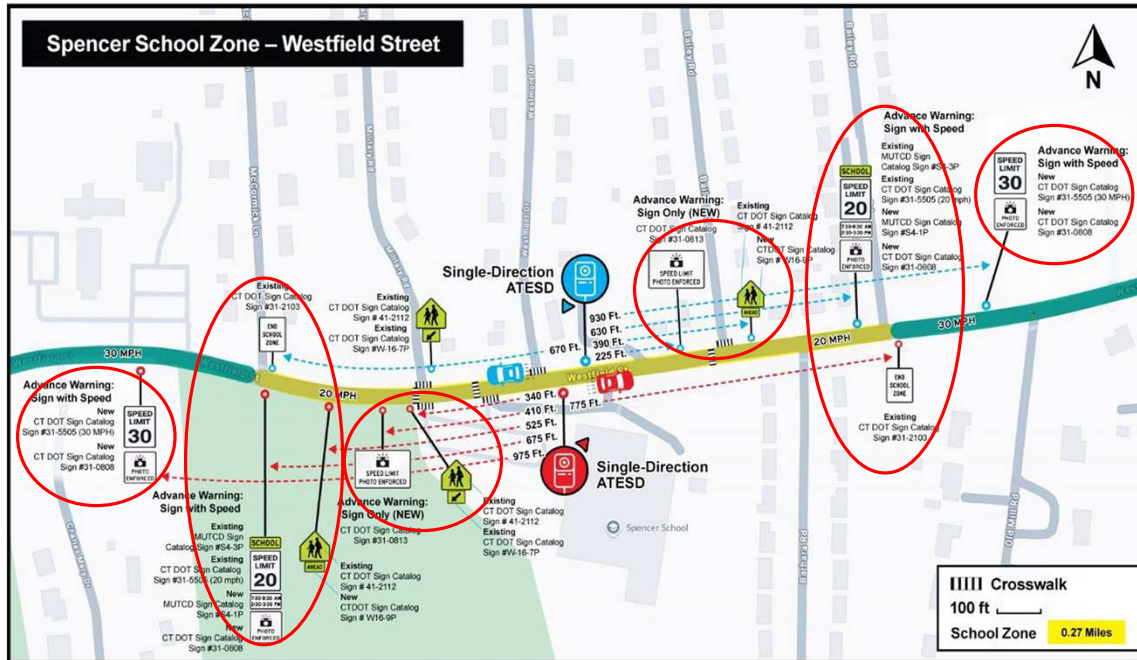


Marlborough, CT



Washington, CT





MUTCD Requirements

In Connecticut, **MUTCD sign requirements for speed cameras on school zones** include the installation of conspicuous signs on all approaches to a school zone. These signs must be placed at a reasonable distance in advance of the speed camera to ensure visibility and compliance with safety standards. The Connecticut Department of Transportation (CTDOT) ensures that all supplemental signing conforms to the MUTCD, including the specific requirements for school zone signs.

Yes

Yes, all approaches to a school zone typically require notice. This is to ensure that road users are aware of the school area they are entering, which may include school buildings, grounds, crossings, or related activities adjacent to the highway. The use of signs like the School (S1-1) sign is common for this purpose, and they are used to warn road users of the presence of a school area or to identify the beginning of a designated school zone. Additionally, the S1-1 sign can be used to warn road users of a school crossing or to indicate the location of a school entrance.

Yes, school zone signs, including warnings and reduced speed limit signs, should be placed on all, or at least the primary, approaches to a school zone to ensure proper notice. The [Manual on Uniform Traffic Control Devices \(MUTCD\)](#) mandates that advance warning signs be used for each direction of traffic to alert drivers before they reach the designated school zone.

Approach Requirements: Signs must be placed to notify drivers approaching the zone from any direction, including from cross streets, to ensure awareness of the reduced speed limit.

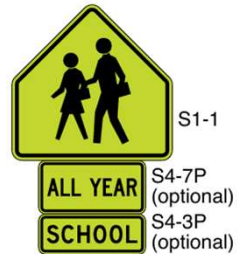
Sign Placement: School zone signs (S1-1) are typically placed at the beginning of the zone, with, in some cases, advanced warning signs, as per the CT.GOV-Connecticut's Official State Website.

Distance: Regulations suggest that in urban areas, these warnings signs should be placed roughly 250 feet in advance, while rural areas require up to 750 feet or more, depending on speed.

Termination: The end of a school zone must also be marked with an "END SCHOOL ZONE" sign or a standard speed limit sign, according to the Department of Transportation.



School Zone Sign



S1-1

S4-7P (optional)
S4-3P (optional)

OR



W16-5P (optional)

OR



W16-6P (optional)



S4-5a

Source: dot.gov

School Speed Limit signs required at the beginning of the zone (opposite the end zone) and visible from all approaches – Wrong signs, Wrong colors, Missing Signs

Sec. 14-212b. School zones. Fines doubled. (a) As used in this section, “local highway” means a highway that is under the control of a town, city or borough; and “local traffic authority” means the traffic authority of a town, city or borough.

(b) (1) At the request of the legislative body of a town, city or borough, the Office of the State Traffic Administration may designate as a school zone any part of a state highway that is adjacent to school property or is, in the opinion of said office, sufficiently close to school property as to constitute a risk to the public safety under all the circumstances. At the request of such legislative body, the office may revoke any such designation. (2) A local traffic authority may designate as a school zone, and may revoke any such designation, any part of a local highway that is adjacent to school property or is, in the opinion of the local traffic authority, sufficiently close to school property as to constitute a risk to the public safety under all the circumstances.

(c) The Superior Court shall impose an additional fee equivalent to one hundred per cent of the fine established or imposed for the violation of the provisions of section 14-218a or 14-219, for any such violation committed in a school zone designated in a conspicuous manner by the Office of the State Traffic Administration or local traffic authority.

(d) The Office of the State Traffic Administration with regard to a state highway or the local traffic authority with regard to a local highway shall cause to be posted a sign approved by the Office of the State Traffic Administration (1) at the beginning of a school zone in each direction that traffic is permitted to flow which shall read as follows: “SCHOOL ZONE AHEAD FINES DOUBLED”, and (2) at the end of such zone in each direction that traffic is permitted to flow which shall read as follows: “END SCHOOL ZONE”.

These are the requirements of Sec. 14-212b. but they IGNORE the additional MUTCD requirements on colors and styles/signs/locations these signs must conform with and installed per the latest edition



This sign is required in each direction that traffic is permitted to flow – It DOES NOT EXIST coming from Old Church Road – There is one 120 feet west of Old Church Road on East Putnam, but that’s not on all approaches

Furthermore, it does not exist AT the beginning of the school zone (either the old location of “end zone” or new location “end zone”) – It is also required beyond any major intersections (i.e. required East of Old Church)

Section 2B.25 Higher Fines Signs and Plaque (R2-6P, R2-10, and R2-11)

Standard:

01 Except as provided in Paragraph 3 of this Section, if increased fines are imposed for traffic violations within a designated zone of a roadway, a BEGIN HIGHER FINES ZONE (R2-10) sign (see Figure 2B-3) or a FINES HIGHER (R2-6P) plaque (see Figure 2B-3) shall be used to provide notice to road users.

02 If an R2-10 sign or an R2-6P plaque is posted to provide notice of increased fines for traffic violations, an END HIGHER FINES ZONE (R2-11) sign (see Figure 2B-3) shall be installed at the downstream end of the zone to provide notice to road users of the termination of the increased fines zone.

Option:

03 The BEGIN HIGHER FINES ZONE (R2-10) sign or FINES HIGHER (R2-6P) plaque may be omitted where the higher fines zone is established by statute.

Guidance:

04 The BEGIN HIGHER FINES ZONE sign or FINES HIGHER plaque should be located at the beginning of the temporary traffic control zone, school zone, or other applicable designated zone and just beyond any interchanges, major intersections, or other major traffic generators.

Section 7B.02 School Area Signs and Plaques

Support:

01 Many state and local jurisdictions find it beneficial to advise road users that they are approaching a school that is adjacent to a highway, where additional care is needed, even though no school crossing is involved and the speed limit remains unchanged. Additionally, some jurisdictions designate school zones that have a unique legal standing in that fines for speeding or other traffic violations within designated school zones are increased or special enforcement techniques such as photo radar systems are used. It is important and sometimes legally necessary to mark the beginning and end points of these designated school zones so that the road user is given proper notice.

02 The School (S1-1) sign (see Figure 7B-1) has the following four applications:

- A. School Area – the S1-1 sign can be used to warn road users that they are approaching a school area that might include school buildings or grounds, a school crossing, or school related activity adjacent to the highway.
- B. School Zone – the S1-1 sign can be used to identify the location of the beginning of a designated school zone.
- C. School Advance Crossing – if combined with an AHEAD (W16-9P) plaque or an XX FEET (W16-2P or W16-2aP) plaque to comprise the School Advance Crossing assembly (see Figure 7B-1), the S1-1 sign can be used to warn road users that they are approaching a crossing where schoolchildren cross the roadway (see Section 7B.03).
- D. School Crossing – if combined with a diagonal downward-pointing arrow (W16-7P) plaque to comprise the School Crossing assembly (see Figure 7B-1), the S1-1 sign can be used to warn approaching road users of the location of a crossing where schoolchildren cross the roadway (see Section 7B.03).

Section 7B.05 School Speed Limit Signs and Plaques

Standard:

- 01 A School Speed Limit assembly (see Figure 7B-1) or a School Speed Limit When Flashing (S5-1) sign (see Figure 7B-1) shall be used to indicate the speed limit where a reduced school speed limit zone has been established based upon an engineering study or where a reduced school speed limit is specified for such areas by statute. The School Speed Limit assembly or School Speed Limit When Flashing sign shall be placed at or as near as practicable to the point where the reduced school speed limit zone begins (see Figures 7B-2 and 7B-4).
- 02 ~~If a reduced school speed limit zone has been established, a School (S1-1) sign shall be installed in~~ advance (see Table 2C-3 for advance placement guidelines) of the first School Speed Limit sign assembly or S5-1 sign that is encountered in each direction as traffic approaches the reduced school speed limit zone (see Figures 7B-2 and 7B-4).
- 03 Except as provided in Paragraph 4 of this Section, ~~the downstream end of an authorized and posted~~ reduced school speed limit zone shall be identified with an END SCHOOL SPEED LIMIT (S5-3) sign (see Figures 7B-1, 7B-2, and 7B-4).

The latest version of the MUTCD is nearly 1,200 pages – Let’s follow the guidelines, not pick and choose –
Spend the time and energy to have clear signs before jumping immediately to 10+ speed camera locations

Standard:

- 05 School warning signs, including the “SCHOOL” portion of the School Speed Limit (S5-1) sign and including any supplemental plaques used in association with these warning signs, shall have a **fluorescent yellow-green background** with a black legend and border unless otherwise provided in this Manual for a specific sign.
- 06 The signs used for school area traffic control shall be retroreflective or illuminated.

Fluorescent Yellow-Green (FYG) signs are required for all new or replaced school zone, school crossing, and bus stop warning signs per the 2009 MUTCD (Manual on Uniform Traffic Control Devices) updates. They are optional but recommended for pedestrian, bicycle, and playground crossing signs to enhance visibility, but they are not mandatory for these non-school applications. Custom Products +3

Key Details on FYG Sign Requirements:

- Mandatory Use:** School zone signs (S1-1), school speed limit signs (S5-1), and related, specific warning signs must use



*Improper: Uses wrong color and is not systematic with one color
There is no vertical reflective strip
These are at East Putnam and North Street*



*Proper: Consistent colors and vertical reflective strip
These are at GCDS, ironically where there is no ATESD*

Guidance:

- 13 When a **fluorescent yellow-green background** is used, a systematic approach featuring one background color within a zone or area should be used. The mixing of standard yellow and **fluorescent yellow-green backgrounds** within a selected site area should be avoided.

Standard:

- 09 Warning signs regarding conditions associated with school buses and schools and their related supplemental plaques shall have a black legend and border on a **fluorescent yellow-green background** (see Section 7B.01).

Mixing standard yellow and fluorescent yellow green backgrounds on school warning signs within a zone or area shall be avoided. When school signs are replaced, use the fluorescent yellow green background for all School Signs within the zone or area.

*Warning Signs Must Meet MUTCD Requirements – For School Zones, Regulatory School Warning Signs Must Be Fluorescent Yellow Green
(This Has Been The Standard For 15+ Years)*

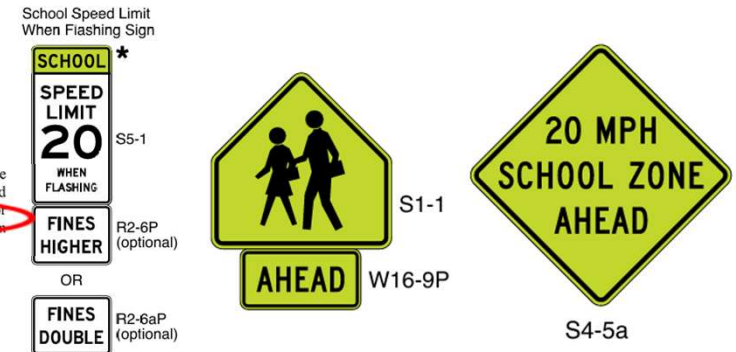
Standard:

- 05 School warning signs, including the “SCHOOL” portion of the School Speed Limit (S5-1) sign and including any supplemental plaques used in association with these warning signs, shall have a fluorescent yellow-green background with a black legend and border unless otherwise provided in this Manual for a specific sign.
- 06 The signs used for school area traffic control shall be retroreflective or illuminated.

All school warning signs, in addition to the following signs, are to have a fluorescent yellow green background:



During the reviews, it was noted that there are currently posted speed limit signs within the proposed school zone limits. The existing speed limit signs will require relocation out of the school speed limit zone. It was also observed that the existing School Warning and School Entrance Ahead signs are not in compliance with the latest color standards contained in the Manual on Uniform Traffic Control Devices (MUTCD) and should be upgraded in conjunction with the School Zone speed limit sign installations.



These signs on East Putnam are not in the MUTCD (they are not standardized like R2-10) and do not meet the FYG requirement

Fluorescent Yellow-Green

School Zone Ahead fines doubled be FYG?

Yes, school zone ahead fines doubled should be in **Fluorescent Yellow-Green (FYG)**. The use of FYG for school zone signs is mandated by the Federal Highway Administration (FHWA) and the Manual on Uniform Traffic Control Devices (MUTCD) to maximize visibility and reduce conflicts between vehicles and children. The color choice is effective in challenging conditions, such as dawn, dusk, and adverse weather, where visibility is compromised. The FHWA and MUTCD require that all school and bus stop signs be in FYG, ensuring that drivers are alerted to the presence of pedestrians, bicycles, and schools, signaling a vulnerable user environment.

↪ dot.gov

Section 1D.05 Color Code

Support:

- 01 The following color code establishes general meanings for 11 colors of a total of 13 colors that have been identified as being appropriate for use in conveying traffic control information.

Standard:

- 02 The general meaning of the 13 colors shall be as follows:

- A. Black—regulation
- B. Blue—road-user services guidance, tourist information, and evacuation route
- C. Brown—recreational and cultural interest area guidance
- D. Coral—reserved for future designation (see Paragraph 4 of this Section)
- E. Fluorescent Pink—incident management
- F. Fluorescent Yellow-Green—pedestrian warning, bicycle warning, playground warning, school bus warning, and school warning
- G. Green—indicated movements or actions permitted and direction guidance

Note: Greenwich submitted proposed school signage only in black-and-white thus the potential oversight. It is important to state that in the submission, there was no MUTCD sign number attached to “School Zone Ahead – Fines Doubled” for East Putnam as existed with all other signs and most other locations.

Section 2C.69 Photo Enforced Plaques (W16-10P and W16-10aP)

Option:

- 01 A Photo Enforced (W16-10P) plaque or a PHOTO ENFORCED (W16-10aP) word message plaque (see Figure 2C-16) may be mounted below a warning sign to advise road users that the regulations associated with the condition being warned about (such as a traffic control signal or a toll plaza) are being enforced by photographic equipment.



W16-13P

Note: The background color (yellow or fluorescent yellow-green) shall match the color of the warning sign that it supplements.

SUPPLEMENTAL WARNING PLAQUES

Section 2C.57 Use of Supplemental Warning Plaques

Option:

- 01 A supplemental warning plaque (see Figure 2C-16) may be displayed with a warning or regulatory sign when engineering judgment indicates that road users require additional warning information beyond that contained in the main message of the warning or regulatory sign.

Standard:

- 02 Supplemental warning plaques shall be used only in combination with and installed on the same post(s) as warning or regulatory signs. They shall not be mounted alone or displayed alone.
- 03 Unless otherwise provided in this Manual for a particular plaque, supplemental warning plaques shall be mounted below the sign they supplement.



W16-10P



W16-10aP

Section 2C.58 Design of Supplemental Warning Plaques

Standard:

- 01 A supplemental warning plaque used with a warning sign shall have the same legend, border, and background color as the warning sign with which it is displayed. A supplemental warning plaque used with a regulatory sign shall have a black legend and border on a yellow background.
- 02 Supplemental warning plaques shall be square or rectangular.

"Shall not" is defined as "Must not" by Connecticut Law

Section 7B.02 School Area Signs and Plaques

Support:

- 01 Many state and local jurisdictions find it beneficial to advise road users that they are approaching a school that is adjacent to a highway, where additional care is needed, even though no school crossing is involved and the speed limit remains unchanged. Additionally, some jurisdictions designate school zones that have a unique legal standing in that fines for speeding or other traffic violations within designated school zones are increased or special enforcement techniques such as photo radar systems are used. It is important and sometimes legally necessary to mark the beginning and end points of these designated school zones so that the road user is given proper notice.
- 02 The School (S1-1) sign (see Figure 7B-1) has the following four applications:
- A. School Area – the S1-1 sign can be used to warn road users that they are approaching a school area that might include school buildings or grounds, a school crossing, or school related activity adjacent to the highway.
 - B. School Zone – the S1-1 sign can be used to identify the location of the beginning of a designated school zone.
 - C. School Advance Crossing – if combined with an AHEAD (W16-9P) plaque or an XX FEET (W16-2P or W16-2aP) plaque to comprise the School Advance Crossing assembly (see Figure 7B-1), the S1-1 sign can be used to warn road users that they are approaching a crossing where schoolchildren cross the roadway (see Section 7B.03).
 - D. School Crossing – if combined with a diagonal downward-pointing arrow (W16-7P) plaque to comprise the School Crossing assembly (see Figure 7B-1), the S1-1 sign can be used to warn approaching road users of the location of a crossing where schoolchildren cross the roadway (see Section 7B.03).

Option:

- 03 If a school area or school zone is located on a cross street in close proximity to the intersection, a School (S1-1) sign with a supplemental arrow (W16-5P or W16-6P) plaque (see Figure 7B-1) may be installed on each approach of the street or highway to warn road users making a turn onto the cross street that they will encounter a school area soon after making the turn.

Standard:

- 04 If a school zone has been designated under State or local statute, a School (S1-1) sign (see Figure 7B-1) shall be installed to identify the beginning point(s) of the designated school zone (see Figure 7B-2).

Section 7B.03 School Crossing Signs

Standard:

- 01 The School Advance Crossing assembly (see Figure 7B-1) shall consist of a School (S1-1) sign supplemented with an AHEAD (W16-9P) plaque or an XX FEET (W16-2P or W16-2aP) plaque.
- 02 Except as provided in Paragraph 3 of this Section, a School Advance Crossing assembly shall be used in advance (see Table 2C-3 for advance placement guidelines) of the first School Crossing assembly that is encountered in each direction as traffic approaches a school crosswalk (see Figure 7B-3).
- Option:
- 03 The School Advance Crossing assembly may be omitted (see Figure 7B-2) where a School Zone (S1-1) sign (see Section 7B.02) is installed to identify the beginning of a school zone in advance of the School Crossing assembly.
- 04 If a school crosswalk is located on a cross street in close proximity to an intersection, a School Advance Crossing assembly with a supplemental arrow (W16-5P or W16-6P) plaque may be installed on each approach of the street or highway to warn road users making a turn onto the cross street that they will encounter a school crosswalk soon after making the turn (see Figure 7B-3).
- 05 A 12-inch reduced size in-street School (S1-1) sign (see Figure 7B-1), installed in compliance with the mounting height and special mounting support requirements for an In-Street Pedestrian Crossing (R1-6 or R1-6a) sign (see Section 2B.20), may be used in advance of a school crossing to supplement the post-mounted school warning signs. A 12 x 6-inch reduced size AHEAD (W16-9P) plaque (see Figure 7B-1) may be mounted below the reduced size in-street School (S1-1) sign.
- Standard:
- 06 If used, the School Crossing assembly (see Figure 7B-1) shall be installed at the school crossing (see Figures 7B-2 and 7B-3), or as close to it as possible, and shall consist of a School (S1-1) sign supplemented with a diagonal downward-pointing arrow (W16-7P) plaque (see Section 2C.63) to show the location of the crossing.
- 07 The School Crossing assembly shall not be used at crossings other than those adjacent to schools and those on established school pedestrian routes.
- 08 The School Crossing assembly shall not be installed on an approach controlled by a STOP or a YIELD sign except as provided in Paragraphs 9 and 10 of this Section.

Section 7B.05 School Speed Limit Signs and Plaques

Standard:

01 A School Speed Limit assembly (see Figure 7B-1) or a School Speed Limit When Flashing (S5-1) sign (see Figure 7B-1) shall be used to indicate the speed limit where a reduced school speed limit zone has been established based upon an engineering study or where a reduced school speed limit is specified for such areas by statute. The School Speed Limit assembly or School Speed Limit When Flashing sign shall be placed at or as near as practicable to the point where the reduced school speed limit zone begins (see Figures 7B-2 and 7B-4).

02 If a reduced school speed limit zone has been established, a School (S1-1) sign shall be installed in advance (see Table 2C-3 for advance placement guidelines) of the first School Speed Limit sign assembly or S5-1 sign that is encountered in each direction as traffic approaches the reduced school speed limit zone (see Figures 7B-2 and 7B-4).

03 Except as provided in Paragraph 4 of this Section, the downstream end of an authorized and posted reduced school speed limit zone shall be identified with an END SCHOOL SPEED LIMIT (S5-3) sign (see Figures 7B-1, 7B-2, and 7B-4).

Option:

04 If a reduced school speed limit zone ends at the same point as a designated school zone (see Section 7B.02), an END SCHOOL ZONE (S5-2) sign may be used instead of an END SCHOOL SPEED LIMIT (S5-3) sign. A standard Speed Limit sign showing the speed limit for the section of highway that is downstream from the authorized and posted reduced school speed limit zone may be mounted on the same post above the END SCHOOL SPEED LIMIT (S5-3) sign or the END SCHOOL ZONE (S5-2) sign.

Guidance:

05 The beginning point of a reduced school speed limit zone should be at least 200 feet in advance of the school grounds or a school crossing; however, this 200-foot distance should be increased if the reduced school speed limit is 30 mph or higher. The maximum beginning point of a reduced school speed limit zone should not be greater than 500 feet in advance of the school grounds or a school crossing.

Standard:

06 The School Speed Limit assembly shall be either a static sign assembly, a blank-out sign, or a changeable message sign (see Chapter 2L).

Section 7B.06 Higher Fines Zone Signs and Plaques in School Areas

Support:

01 The signs and plaques used to inform road users of higher fines zones and their locations depend on whether the fines apply to all traffic violations or only to speeding violations. Their locations also depend on whether the higher fines zone begins and/or ends at the same point as the school zone or school speed limit zone. Figures 7B-4 and 7B-5 show examples of higher fines zones signing.

Standard:

02 Where increased fines are imposed for traffic violations within a designated school zone:

- A. A BEGIN HIGHER FINES ZONE (R2-10) sign (see Figure 7B-1) or a FINES HIGHER (R2-6P), FINES DOUBLE (R2-6aP), or \$XX FINE (R2-6bP) plaque (see Figure 7B-1) shall be installed as a supplement to the School Zone (S1-1) sign to identify the beginning point of the higher fines zone (see Figures 7B-4 and 7B-5); and
- B. An END HIGHER FINES ZONE (R2-11) sign (see Figure 7B-1) or an END SCHOOL ZONE (S5-2) sign (see Figure 7B-1) shall be installed at the downstream end of the zone to notify road users of the termination of the increased fines zone (see Figure 7B-5).

03 If exceeding the speed limit is the only traffic violation that is subject to higher fines, a FINES HIGHER (R2-6P), FINES DOUBLE (R2-6aP), or \$XX FINE (R2-6bP) plaque shall be posted with the School Speed Limit (S5-1) sign and shall not be posted beneath the School Zone (S1-1) sign (see Section 7B.05).

04 If the portion of the roadway that is subject to higher fines does not begin at the location of the School Zone (S1-1) sign, a BEGIN HIGHER FINES ZONE (R2-10) sign shall be placed at the point where the higher fines begin (see Sheet 2 of Figure 7B-5).

Option:

05 If a BEGIN HIGHER FINES ZONE (R2-10) sign is used downstream of the School Zone (S1-1) sign, a FINES HIGHER (R2-6P), FINES DOUBLE (R2-6aP), or \$XX FINE (R2-6bP) plaque may also be placed beneath the School Zone (S1-1) sign.

06 Where appropriate, one of the following plaques may be mounted below the sign that identifies the beginning point of the higher fines zone:

- A. A S4-1P plaque (see Figure 7B-1) specifying the times that the higher fines are in effect,
- B. A WHEN CHILDREN ARE PRESENT (S4-2P) plaque (see Figure 7B-1), or
- C. A WHEN FLASHING (S4-4P) plaque (see Figure 7B-1) if used in conjunction with a yellow flashing beacon.

The Connecticut Department of Transportation (CT DOT) requires school zone ahead signs to be posted at the beginning and end of the school zone in each direction. These signs must read: "SCHOOL ZONE AHEAD FINES DOUBLED" at the beginning and "END SCHOOL ZONE" at the end. The signs must be approved by the Office of the State Traffic Administration (OSTA) and posted in compliance with the Manual on Uniform Traffic Control Devices (MUTCD). The signs should be placed at least 750 feet from the school zone in rural areas, 1,500 feet on faster roads, and 250 feet away in urban areas. The signs must be retroreflective yellow-green color sheeting to ensure visibility, especially at night or in poor weather conditions. [ct.gov](https://portal.ct.gov/dot/)

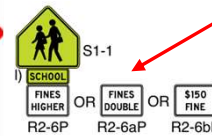


- 02 The School (S1-1) sign (see Figure 7B-1) has the following four applications:
- A. School Area – the S1-1 sign can be used to warn road users that they are approaching a school area that might include school buildings or grounds, a school crossing, or school related activity adjacent to the highway.
 - B. School Zone – the S1-1 sign can be used to identify the location of the beginning of a designated school zone.
 - C. School Advance Crossing – if combined with an AHEAD (W16-9P) plaque or an XX FEET (W16-2P or W16-2aP) plaque to comprise the School Advance Crossing assembly (see Figure 7B-1), the S1-1 sign can be used to warn road users that they are approaching a crossing where schoolchildren cross the roadway (see Section 7B.03).
 - D. School Crossing – if combined with a diagonal downward-pointing arrow (W16-7P) plaque to comprise the School Crossing assembly (see Figure 7B-1), the S1-1 sign can be used to warn approaching road users of the location of a crossing where schoolchildren cross the roadway (see Section 7B.03).

Standard:

- 02 Where increased fines are imposed for traffic violations within a designated school zone:
- A. A BEGIN HIGHER FINES ZONE (R2-10) sign (see Figure 7B-1) or a FINES HIGHER (R2-6P), FINES DOUBLE (R2-6aP), or SXX FINE (R2-6bP) plaque (see Figure 7B-1) shall be installed as a supplement to the School Zone (S1-1) sign to identify the beginning point of the higher fines zone (see Figures 7B-4 and 7B-5); and
 - B. An END HIGHER FINES ZONE (R2-11) sign (see Figure 7B-1) or an END SCHOOL ZONE (S5-2) sign (see Figure 7B-1) shall be installed at the downstream end of the zone to notify road users of the termination of the increased fines zone (see Figure 7B-5).

THESE SIGNS "SHALL" BE INSTALLED →



[In Connecticut, "shall" is defined by law as "must"]

School Advance Crossing Assembly



Given the requirements that school related signs be FYG in color, why would Greenwich choose to use an older black and white CT DOT version than the newer MUTCD FYG signs?

To be clear, sign S5-1 (CT) is NOT an MUTCD approved sign and thus not allowed by the ATESD statute as a warning sign

Standard:

- 05 School warning signs, including the "SCHOOL" portion of the School Speed Limit (S5-1) sign and including any supplemental plaques used in association with these warning signs, shall have a fluorescent yellow-green background with a black legend and border unless otherwise provided in this Manual for a specific sign.

- 06 The signs used for school area traffic control shall be retroreflective or illuminated.

CT DOT Sign Catalog (new)

S4-5a	41-2105	00 MPH School Zone Ahead	36	36	1	SL,ML	XI	Fluor Yel/Grn	
-------	---------	--------------------------	----	----	---	-------	----	---------------	--

CT DOT Sign Catalog (old)

S5-1 (CT)	31-2101	School Zone Ahead Fines Doubled	36	24	2	SL,ML	IX	White	
-----------	---------	---------------------------------	----	----	---	-------	----	-------	--

57

<https://portal.ct.gov/dot/-/media/dot/traffic-design/signcatalogpdf.pdf> -- Refer to Figure 7B-5 For The Correct MUTCD School Ahead / Fines Double Illustrations

Figure 7B-4. Example of Signing for a School Zone with a School Speed Limit and Higher Fines Only for Speeding

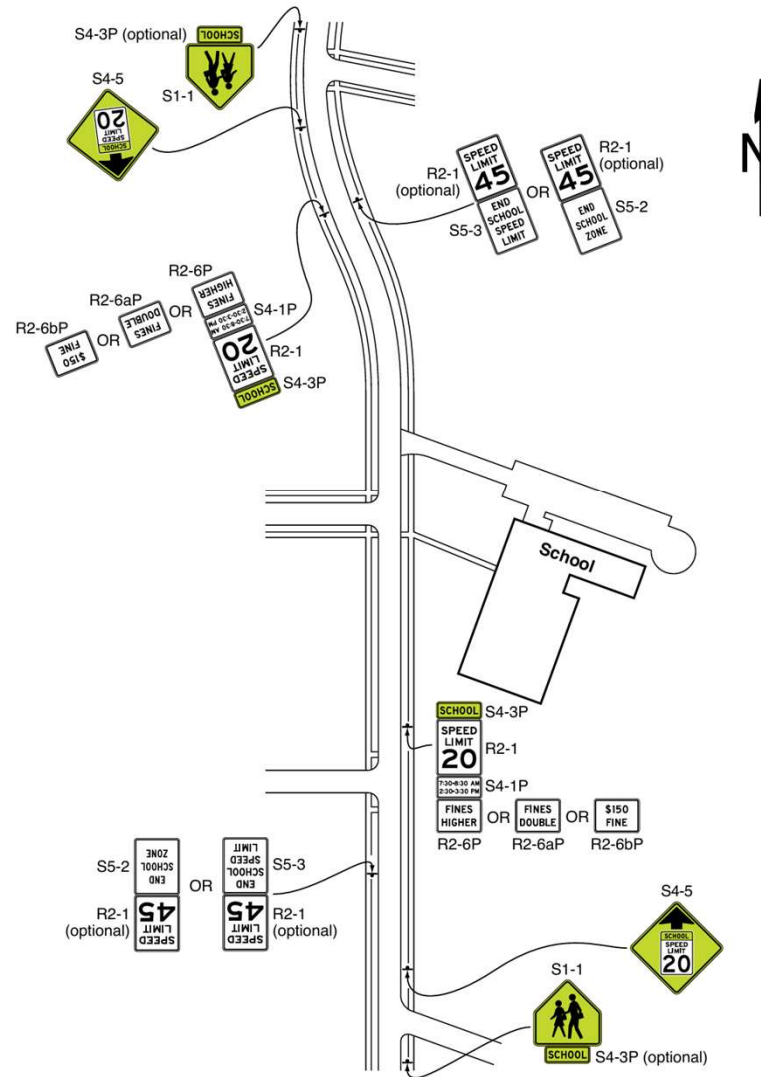


Figure 7B-5. Example of Signing for a School Zone with Higher Fines for All Traffic Violations (Sheet 1 of 2)

A – Higher fines zone begins at the beginning of the school zone

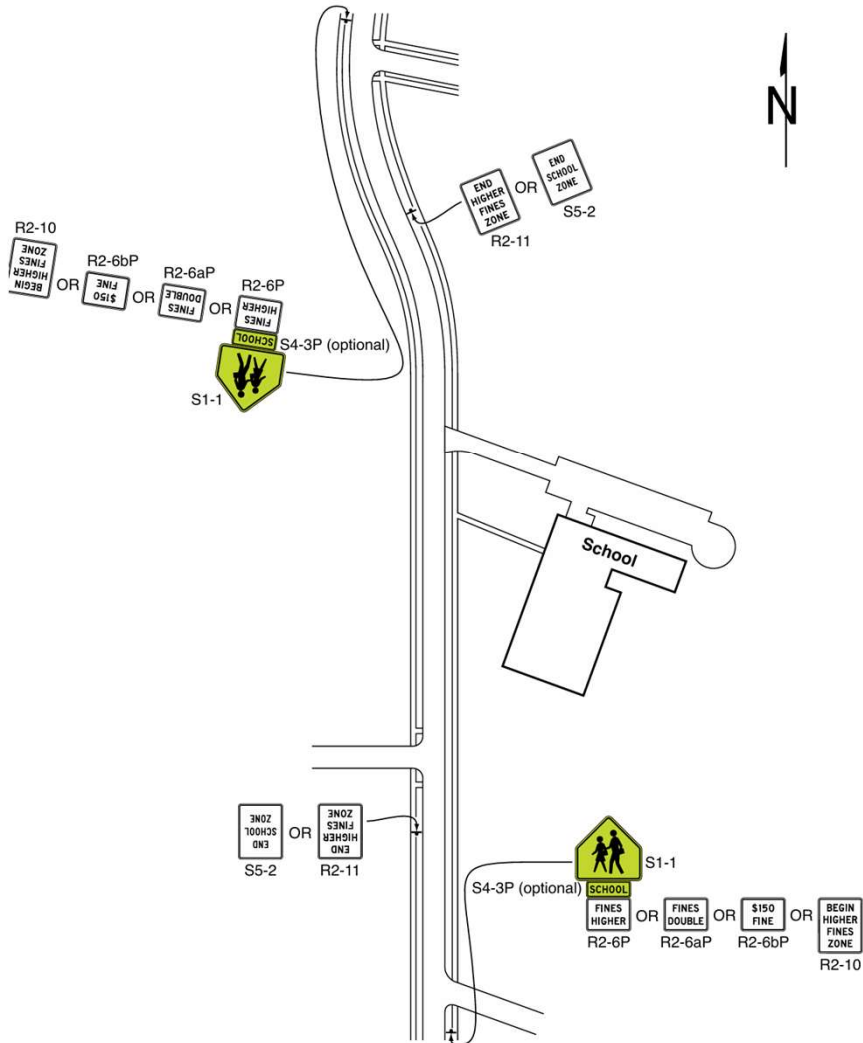
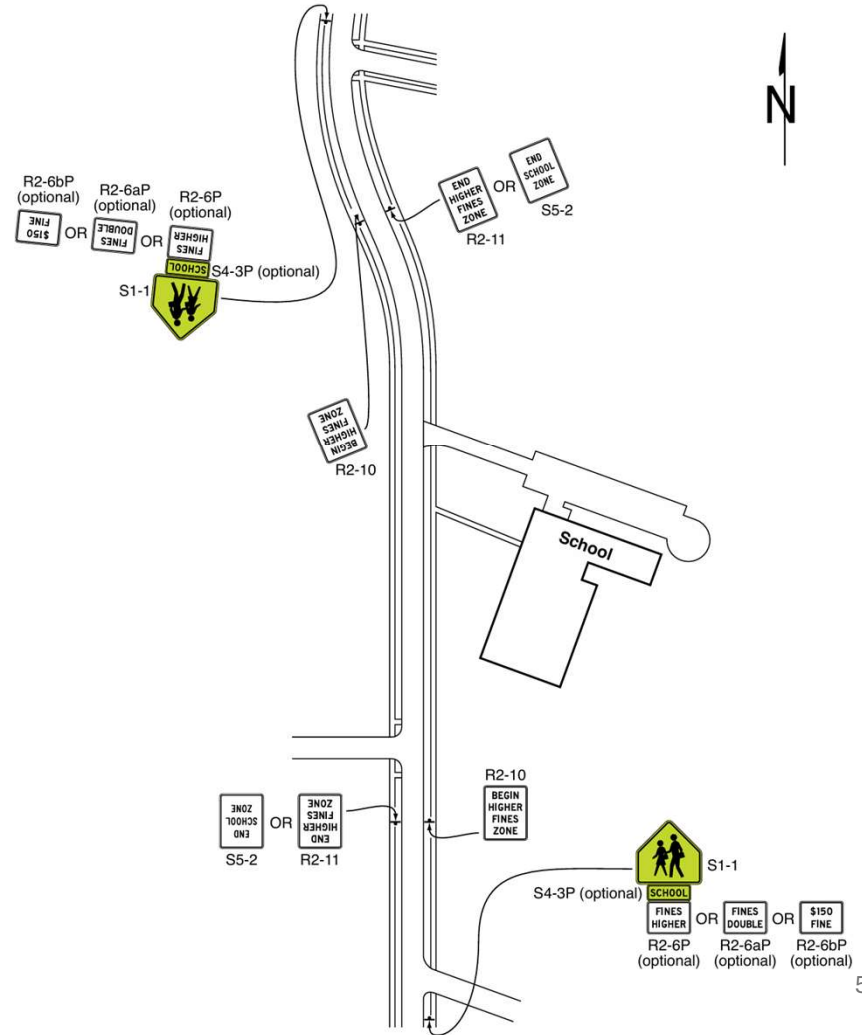


Figure 7B-5. Example of Signing for a School Zone with Higher Fines for All Traffic Violations (Sheet 2 of 2)

B – Higher fines zone begins after the beginning of the school zone



School Zone Information Guide



LEGISLATION:

Statutory Definition (C.G. S Section 14-212b):

- (1) At the request of the legislative body of a town, city or borough, the Office of the State Traffic Administration (OSTA) may **designate** as a school zone any part of a state highway that **is adjacent to school property** or is, in the opinion of said office, **sufficiently close to school property as to constitute a risk to the public safety** under all the circumstances. At the request of such legislative body, the office may revoke any such designation.
- (2) A local traffic authority (LTA) may **designate** as a school zone, and may revoke any such designation, any part of a local highway that **is adjacent to school property** or is, in the opinion of the local traffic authority, **sufficiently close to school property as to constitute a risk to the public safety** under all the circumstances.

SCHOOL AREA:

- School signs are pentagon shaped and fluorescent yellow/green in color. They can be supplemented with an optional "Ahead" or "School" subplate.
- These signs are **warning**, not regulatory.
- They are typically used to advise road users that they are approaching a school area or a marked school crosswalk, but their presence does not automatically mean that there is a school zone.
- These signs are also used in conjunction with a reduced school speed limit (OSTA has purview on all public roads).



SCHOOL ZONE WITH REDUCED SPEED LIMIT:

- This is an **overlay zone with two speed limits**.
 - One in effect during specific school days & hours.
 - One in effect during all other hours (background speed limit).
- OSTA has jurisdiction for all speed limits on public roads.
- **On State roads**, School Zone speed limit signs **MUST** have flashers. The flashers are installed and paid for by the municipality under an encroachment permit.
- **On Municipal roads**, the signs can be static or have flashers.
- "School Zone Ahead - Fines Doubled" signs are required when the speed limit is reduced. "End School Zone" signing is also required.



APPLYING FOR A SCHOOL ZONE WITH REDUCED SPEED LIMIT:

- Review the [CT School Zone Checklist](#)
- Contact your [Local Traffic Authority](#).
 - The LTA should then submit an [Application for Approval of Speed Limits](#) to DOT.OSTA@ct.gov which includes the City/Town, road, school name & designation (elementary, middle, or high school), and time frame for speed reductions (typically 2 hours in AM & 2 hours in PM).
- If your school is on a state road:
 - After the LTA submits the application, OSTA will then determine whether a School Zone designation is appropriate given the characteristics of the road.

Find more information about Safe Routes to School
at ct.gov/saferoutes



When Children Are Present Standard

“When children are present” has been defined narrowly for children within crosswalks, waiting at the curb or present along the roadway – Greenwich PD should not state enforcement will only be active when “children are present” if that’s not the case



Photo speed cameras will be active and enforced on days that school is in session, children are present and when the school zone beacons are flashing. These cameras will detect individual vehicles speeding in school zones. If you are traveling through High School during school hours, these cameras will be active enforcing appropriate enforceable speed limit.

Those caught will be sent warnings (for the applicable cameras in the warning period) by mail to the address the vehicle is registered but no fine will be assessed yet. For the cameras in the citation period, the citations will be mailed to the address the vehicle is registered.

* Initial violation: \$50

* Each subsequent violation: \$75

We look forward to the community's support in keeping kids safe as they return to school, and we know that together, we can save lives. Working together, we can achieve our Vision of ZERO: Zero crashes, Zero injuries, and Zero fatalities.

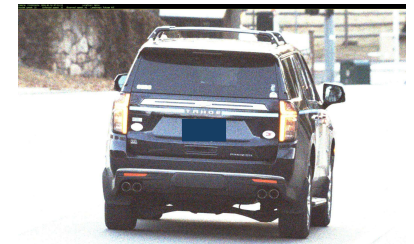
For more information or inquiries, please contact Sgt. James Smith at james.smith@greenwichct.gov or call 203-622-8015.

The term "when children are present" in school zones refers to the legal requirement for drivers to reduce their speed due to the presence of school-aged children. This applies when children are walking within marked crosswalks, waiting at the curb, or present along the roadway. The MUTCD does not define this term, but it is clarified in the Washington Administrative Code, indicating that it can apply during school hours or even during recess periods. Additionally, some signs may specify that the speed limit is in effect "when flashing," which means that even if children are not visible, the speed limit is still in effect. [The Wise Drive](#) +2

This ordinance was passed by stating it would only be enforced when children are present, which is reiterated on the Greenwich town website. Note: When children are present AND school zone beacons are flashing is the requirement.

There are NO children present in ANY of the speed camera photos shown as evidence

Furthermore, there were NO children present at ~7:20am in the morning on East Putnam – walking within crosswalks, waiting at the curb, or present along the roadway



Event: 3612602000114772241721337 Unit: FX1253 Date: 2023JAN08 Time: 07:23:21.369 Direction: Proceeding Lane: 2
 Lateral: FL1237 Speed Limit: 25 MPH GP AI: GPD Location: 18218



Event: 3612602000114772241721337 Unit: FX1253 Date: 2023JAN08 Time: 07:23:24.372 Direction: Proceeding Lane: 2
 Lateral: FL1237 Speed Limit: 25 MPH Vehicle Speed: 45 MPH Vehicle Range: 253 FT GP AI: GPD Location: 18218

Several states have similar definitions of “when children are present”

While precise wording can vary by local municipality, law enforcement generally interprets “present” according to these criteria:

- **Physical Proximity:** Children are on a roadway, sidewalk, or school grounds adjacent to the street.
- **Potential Hazard:** Children are close enough to motorized traffic that their presence constitutes a safety risk.

This is the reasonable interpretation of guidance from Greenwich



No children present... flashing beacons not visible



Steady_Habits_CT • 5d ago

At North St School, no child is EVER near the road. Parents block the street at the start and end of school so one could never go the speed limit at those time.

These cams are just another political stunt that taxes police resources as they have to sort through all the data. It would be more effective just to post a police car in front of the school. At least that would get the cops away from their desks and into the community.

↑ 2 ↓

*Greenwich school zone speed cameras are operational during school hours **when children are present** and when the school zone beacons are flashing. These cameras enforce speed limits and are active on days that school is in session. Greenwich, CT | Official Website*



Here's what the Town of Greenwich, CT publicly states about when school zone speed cameras are in effect on East Putnam Avenue at Greenwich High School, along with direct sources:

📌 Official Town Information (Greenwich Police / Town of Greenwich)

✅ Activation Conditions

According to the Town of Greenwich's official *School Speed Cameras* page, the automated cameras (including the one on East Putnam Avenue at Greenwich High School) are active and enforced when all of the following are true:

- School is in session (i.e., regular school days)
- Children are present
- The school-zone beacons/flashing lights are activated

This means the cameras are enforcing the school-zone speed limit *only during times when the beacons are flashing on school days* — not 24/7. greenwichct.gov

🔗 Source (Town of Greenwich official page):

→ <https://www.greenwichct.gov/3072/School-Speed-Cameras> greenwichct.gov

🕒 Typical Enforcement Time Window (Reported in local coverage)

According to *Greenwich Free Press*, the broader school speed camera program — including Greenwich High School — is generally described as operating Monday through Friday during school hours, roughly 7:00 am to 4:00 pm, though the precise activation is tied to posted beacons and children being present rather than a strict clock. Greenwich Free ...

🔗 Source (Greenwich Free Press coverage of program)

→ <https://greenwichfreepress.com/police-fire/greenwich-high-school-now-included-in-speed-camera-program-241451/> Greenwich Free ...

📌 Key Takeaways

- The East Putnam Avenue / Greenwich High School camera is enforced on school days when beacons are flashing and students are present. greenwichct.gov
- Local reporting notes the program runs Monday–Friday during typical school hours (e.g., ~7 am–4 pm) unless beacons dictate otherwise. Greenwich Free ...
- Cameras are *not active when school is not in session* and the beacons are off. greenwichct.gov

If this policy is wrong, the town and police department need to first correct the record on their own websites before they can enforce it

Greenwich Wise

Greenwich Wisdom

School Safety vs Speed Trap? Residents are increasingly frustrated by the "always-on" nature of the system. Many assumed that "no flashing lights = no camera," but that isn't the case. While the cameras enforce the lower 20 mph speed limit when beacons are flashing, they remain active from 7am to 4pm to enforce the "normal" speed limit (typically 30-35 mph) while school is in session. While the town justifies this as a protective measure for students on campus all day, critics argue that all-day operations feel more like revenue-generating surveillance than a targeted safety initiative.

Now it's a bait and switch – Tickets being issued even when children are not present

But we can't even look up the Ordinance 14-52(a)(i) because it isn't on the website yet –

The only information on the Greenwich website states it will only be enforced when children are present

Critical take on "big brother" control:

"I can never understand how people just willingly accept more big brother control without any pushback."
— Opposes perceived government overreach in enforcement. Reddit

ATESD's (speed cameras) were supposed to be used in school zones – The question of when and where is unanswered and unclear given conflicting instructions and guidance and signs

Inadequate Public Notice

Lack of adequate public notice contradicts the Act/Ordinance

Failure of thorough public relations / outreach

No press releases on the town website

Nothing shows up when you search the town website

No press releases on the police website

Even worse, misleading press releases that enforcement is delayed

Useful Police Department Categories		
Mission Statement, General Information, and History of the the Greenwich Police Department	General Services Division Alarm Awaits Board Alarm Ordinance Freedom of Information Records	Public Information Crime Reporting Tip Lines Contact the Police Department Employment Opportunities Parking Tickets Useful Links Unclaimed Property Language Assistance Plan
Greenwich Police Command Structure	Animal Control & Adoption Animal Adoption	Fingerprinting and Permits Public Fingerprinting - Greenwich Residents Permits
Professional Standards and Accreditation Accreditation	Officer Commendations and Officer Complaints Citizen Comment Program	Domestic Violence Prevention
Patrol Division Uniformed Patrol Domestic Violence Unit K-9 Unit Organized Retail Crime Unit - ORCU Bike Unit	Community Events and Programs Community and Police Partnership (CAPP) Citizens' Police Academy Youth Citizens Police Academy (Police Camp) Women's Self-Defense Classes Dark House Checklist Home Security and Business Surveys	Protecting Children On-Line
Detective Division Investigations Section Special Victims Section Narcotics Section Forensic Investigations Community Impact Section	Support Services Division E-911 Communications Center Marine Operations Section Traffic Section Training Section	Identity Theft
		Greenwich Police Extra Duty Hiring Procedures Social Media Policy

[Home](#) > [Government](#) > [Departments M - Z](#) > [Public Works](#) > [Services](#) > [Campaigns and Initiatives](#) > Traffic and Pedestrian Safety Community Input

Traffic and Pedestrian Safety Community Input

Attention

The traffic and pedestrian safety community input form will be open to the public until May 30, 2024.

About this Initiative

The Town of Greenwich Department of Public Works (DPW), in conjunction with the Traffic and Pedestrian Safety Task Force (Greenwich Police, Fire, Planning and Zoning, and Parking Services departments), is hosting a series of public meetings based on neighborhood location to gain valuable public input on traffic and pedestrian safety. To accommodate the public and effectively collect community feedback throughout town, there will be five neighborhood-specific hybrid night meetings and an additional daytime meeting that will encompass all areas of town. If you cannot attend any meeting, please fill out the form provided, below.

[Home](#) > [Government](#) > [Departments M - Z](#) > [Police](#) > Public Information

Public Information

[Limited English Proficiency & Language Assistance Plan](#)

[Crime Reporting Tip Lines](#)

[Department Contact Information](#)

[Employment Opportunitites](#)

[Parking Tickets](#)

[Useful Links](#)

[Unclaimed Property](#)

FAIL...

No public information on Greenwich CT police department website

Public comment ended in 2024 for DPW Community Input

Lack of adequate public notice

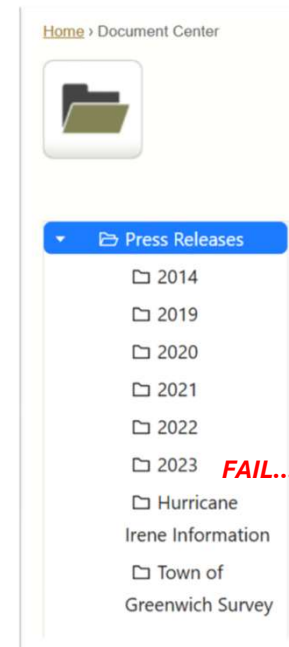
- At least 30 days before an ATESD is operational, the municipality shall develop and implement a public awareness campaign for the following:
 - Educating the public about the importance of obeying speed limits and traffic signals; and,
 - The imminent use of an ATESD in the municipality

The reason I ask whether there was a public awareness campaign is because Sgt. Smith said “The speed camera program has created an immense amount of inquiries for us to sort through”

Also – The Town of Greenwich Ordinances have not even been updated to reflect either the existence of Chapter 14, Article VI – OR – ordinance 14-52(a)(i)

No Town Press Releases Since 2023

The Last Press Release From Greenwich PD showed a halt of the camera program



Lack of adequate public notice contradicts the Act/Ordinance

Code of Ordinances

Supplement 122 - 7-2025

Online content updated on December 19, 2025

MUNICIPAL CODE Town of GREENWICH, CONNECTICUT Codified through Representative Town Meeting of September 15, 2025. (Supp. No. 122, 7-2025)

VIEW WHAT'S CHANGED

This Code of Ordinances and/or any other documents that appear on this site may not reflect the most current legislation adopted by the Municipality.

Where is the **publication** of the ordinances enacted by legislative body or at town meeting as required?

There is no public record of the Town Ordinance or even Chapter 14, Article VI

CHAPTER 14. VEHICLES AND TRAFFIC.

ARTICLE 1. - TOWN PROPERTY.

ARTICLE 2. - TRAFFIC AND PARKING REGULATIONS.

ARTICLE 3. - SNOW EMERGENCY REGULATIONS.

ARTICLE 4. - PENALTY.

ARTICLE 5. - SCHEDULES.

CHAPTER 15. UTILITIES.

FAIL...

First Selectman Camillo said even though this was new business and the Board typically does a second read he did not see a reason for it because it was something that had to be done and they didn't want to hold this up. Heavey said they had not received any reply from the project on this program and noted there was no opposition to the approval last year of the use of the devices and it had been reported in all the media then. Heavey said the public hearing was required to fulfill a requirement in the State application.

Under the advice of Town Attorney Barbara Schellenberg the Board decided they had to formally close the public hearing before voting on the request itself.

Selectwoman Rabin made a motion to close the public hearing. It was seconded by Selectperson Stone McGuigan and was approved unanimously.

Selectwoman Rabin made a motion to approve the Town of Greenwich's Automated Traffic Enforcement Safety Device Plan for 10 school zones. It was seconded by Selectperson Stone McGuigan and was approved unanimously.

7. Public comment period

No public comments were made.

who specifically and at what meeting was the greenwich CT ordinance 14-52(a)(i) passed by the selectmen?

I searched for information on a "Greenwich, CT ordinance 14-52(a)(i)", but all of the available **Greenwich municipal code sources I could find online do *not* show any section numbered 14-52(a)(i) in the Town of Greenwich Code of Ordinances. The available municipal code listings, including the Greenwich codified ordinances, do not contain a heading or index entry corresponding to "14-52" that is specific to Greenwich; the closest results were general municipal code portals and unrelated references.

Here's what can be said based on the research so far:

- No Record of "Ordinance 14-52(a)(i)" in Greenwich Code Available Publicly **FAIL...**
- I could not locate the text of an ordinance titled "14-52(a)(i)" in the Town of Greenwich's municipal code as published online (e.g., through Municode or the official Greenwich Code of Ordinances). The code is organized by chapters on topics like *Veterans*, *Selectmen*, *Ordinances*, etc., but there isn't a public entry matching that specific citation.

Sec. 7-157. Publication. Referendum. Publication of summary. (a) Ordinances may be enacted by the legislative body of any town, city, borough or fire district. Any such ordinance so enacted, except when enacted at a town or district meeting, shall become effective thirty days after publication thereof in some newspaper having a circulation in the municipality in which it was enacted, provided, upon a petition of not less than fifteen per cent of the electors of such municipality filed with the town or borough clerk, as the case may be, within thirty days after the publication of such ordinance, asking that the same be submitted to the voters of such municipality at its next regular or special meeting, it shall be so submitted and in such event shall not become effective unless a majority of the voters voting at such meeting vote in favor thereof. Any ordinance enacted at a town or district meeting shall become effective fifteen days after publication thereof in some newspaper having a circulation in such town or in such district, as the case may be. Cities and other municipalities whose charters provide for the manner in which they may enact ordinances may enact ordinances in such manner.

(b) Whenever any town, city, borough or fire district is required to publish any proposed ordinance or ordinance in accordance with subsection (a) of this section, the legislative body of such town, city, borough or fire district may provide that a summary of such proposed ordinance or ordinance shall be published in lieu of such proposed ordinance or ordinance, provided that, in any case in which such a summary is published, the clerk of such town, city, borough or fire district shall make a copy of such proposed ordinance or ordinance available for public inspection and shall, upon request, mail a copy of such or proposed ordinance or ordinance to any person requesting a copy at no charge to such person. Any summary so published shall bear a disclaimer as follows: "This document is prepared for the benefit of the public, solely for purposes of information, summarization and explanation. This document does not represent the intent of the legislative body of (here insert the name of the town, city, borough or fire district) for any purpose." The provisions of this subsection shall not apply to any proposed ordinance or ordinance which makes or requires an appropriation.

Inadequate public relations and public input / comment / notice period:

Despite the precedent, this was pushed through without adequate public input – There was no second read in 2025 (they relied on April 2024 discussion) – They rushed it through and relied on OLD media rather than adequate public relations or press releases to gather public comment before they voted to approve it.

Public Feedback / Criticism

- Due Process Concerns – Significant Burden on the Innocent
- Unreliability / Failure To Abide With Plan
- Public Outcry
- Constitutional Issues

There is broad public opposition to speed cameras in Greenwich

Demonstrably untrue comment by Camillo that there was no opposition to the proposal the prior year – There were plenty of people that spoke out publicly against it. They were not given a chance to give public input or feedback before the 2025 vote.

As for speed cameras, which were discussed earlier in the day at the Selectmen meeting and an RFP for a vendor to study locations and install/monitor them, starting in school zones, Fassuliotis said she vehemently opposed them.

“I personally do not favor traffic cameras in town. As a New England Yankee our personal freedoms are paramount,” Fassuliotis said.

Public reaction to Greenwich, CT's new school zone speed cameras has been mixed, with town officials reporting that many residents are "upset" and frustrated about receiving tickets, while officials emphasize public safety and the need for compliance. Thousands of violations were reported in the first few months of the program, which began in late 2025. [🔗](#)

📌 Local Online Comments & Resident Sentiments (2025 – early 2026)

Online residents discussing the cameras around Greenwich expressed opposition that reflects local pushback:

2. Anonymous commenter on Reddit (general Greenwich sentiment)

"Fuck those cameras. One thing that you learn from China."

— Strongly critical reaction to the installation of cameras. [Reddit](#)

3. Resident on Newark-style quote (Reddit-based comment)

"Just another way to tax us."

— Characterizing enforcement as a financial burden rather than a safety tool. [Reddit](#)

4. Commenter from local threaded discussion

"It [speed cameras] feel more like revenue-generating surveillance than a targeted safety initiative."

— Reflects sentiment that enforcement is overly broad. [GreenwichWise](#)

5. Another local commenter from Reddit thread

"At North St School, no child is EVER near the road ... These cams are just another political stunt..."

— Criticizing camera placement and purpose. [Reddit](#)

6. Same Reddit thread – opposition to how system works

"Having cops sit behind a screen and sort through thousands of tickets ... is worse than doing nothing!"

— Complaints about enforcement logistics and perceived inefficiency. [Reddit](#)

[Laughing all the way to the bank? — Christopher Fountain](#)

15 Comments

Civil infraction enforcement loophole avoids accountability for the actual violator and is a major burden on the innocent

There is an inherent injustice and lack of accountability with charging the owner of a vehicle rather than the operator of the vehicle. This penalizes the owner rather than the operator and does not adequately serve as a penalty or deterrent for the person that actually violated the ordinance. With a parking ticket or speeding ticket from an officer, you know immediately who was driving and it can correct/change behavior. With a speed camera ticket that comes 30-60 days after the fact, with an "intentional lag" in the process, it's impossible to correct bad behavior or protect children in real time and harder to prove your innocence when not at fault.

What if someone else was driving my car?

If someone else was driving your vehicle at the time the image was captured, you are still responsible for the fine as the owner of the vehicle, according to the DOT.

(2) that the owner of a motor vehicle commits a violation of the ordinance if the person operating such motor vehicle (A) exceeds the posted speed limit by ten or more miles per hour and such operation is detected by an automated traffic enforcement safety device, or (B) fails

vehicle. The citation shall include the following: (A) The name and address of the owner of the motor vehicle; (B) the number plate of the

FAIL...

Due Process Is Backwards In This Situation

- *Is there an appeal process? Yes.*
- *Is there a right to question your accuser? Sort of...*
- *Is this a fair procedure? Absolutely not...*
- *Did the government provide justifications? No*

It's guilty until proven innocent without any real presumption of innocence and the burden of proof is shifted to the owner/defendant because it's civil rather than criminal. And the bar for the little amount of time (per ticket) it takes to review and send out 17,000 tickets vs. the massive amount of time and effort to prove your innocence is completely one-sided and unjust. Moreso with the ability to send out multiple citations to the same innocent person that need to be defended.



East_Glass_4874 • 2mo ago

Instead of warnings you should be ticketing and or arresting offenders. Drivers are not punished and it really shows all over.

This is the last press release on speed cameras from Greenwich PD

FAIL...

Greenwich Police Announce Delay of Automated Photo Speed Camera Program

By: GREENWICHFREEPRESS | October 3, 2025

Post

Email Print

Update: On Friday afternoon, Oct 3, Greenwich Police announced that the launch of the speed camera program is delayed, and new dates have not yet been finalized.

Police said they will follow up with updated information once the official start dates have been determined.

"In the meantime, please disregard the previously stated timeline," police said, apologizing for any confusion this error may have caused.

Original Press release from Greenwich Police, Oct 2, 2025:

The Greenwich Police Department in conjunction with the Town of Greenwich will be launching an automated photo speed enforcement program at the Central Middle School, Glenville School, Greenwich Academy, Greenwich High School, Parkway School, North Street School, Brunswick Lower School and Eagle Hill School.

No other mention of ATESD rollout, timelines, locations, anything that would be helpful in notifying the public on the police website

FAIL...

Police

2 news items

Preventing Financial Scams Among Connecticut Seniors

The FBI's Internet Crime Complaint Center (IC3) received 859,532 complaints in 2024, with losses reported at \$16.6 billion, a 388% increase from 2023. In 2024, "false pretense" scams cost Connecticut victims an...

Police

Posted on November 20, 2025



New Legal Update on E-Bikes

Dear Greenwich Residents,

As electric bicycles (e-bikes) continue to grow in popularity across our town and the state, new laws have gone into effect to promote safer and more...

Police

Posted on October 01, 2025



Several states and specific municipalities have banned or terminated speed camera programs, primarily driven by concerns over public privacy, constitutional rights, the “revenue grab” nature of the fines, and public backlash. 📄

States with Statewide Bans

According to the National Conference of State Legislatures and other reports, the following states prohibit the use of speed cameras: 📍 [Hilton Head Sun](#) +1

- **Maine**
- **Mississippi**
- **New Hampshire**
- **New Jersey** (Prohibits speed cameras, though previously allowed red-light cameras)
- **South Carolina**
- **Texas** (Signed into law in 2019, which also banned red-light cameras)
- **West Virginia**
- **Wisconsin** (Prohibits speed radar cameras) 📍 [Hilton Head Sun](#) x3

Key Rationale for Statewide Bans:

- **Constitutional Concerns:** Many opponents argue that cameras violate the Sixth Amendment right to confront one's accuser (as there is no human officer to cross-examine).
- **Revenue vs. Safety:** Critics frequently argue these programs are “cash registers on a pole” rather than safety measures.
- **Accuracy Issues:** Reports of malfunctioning cameras or inaccurate readings have fueled distrust.
- **Rear-end Accidents:** In Texas, studies suggested red-light cameras actually increased rear-end collisions. 📄 [The General Insurance](#) +2

Municipalities and Local Action

Even in states where they are legal, some local governments have acted to restrict or remove them: 📄

- **Windsor, Connecticut (2026):** The Town Council voted 9-1 to shut down 16 Flock Safety license plate reader/speed cameras due to resident privacy concerns and potential use by federal agencies for immigration enforcement.
- **New Orleans, Louisiana (2025):** Stopped issuing tickets via speed cameras outside of specific school zones following new state restrictions.
- **Kent, Connecticut (2025):** Voters rejected a proposal to purchase speed cameras in a referendum.
- **Ohio Counties/Townships (2025):** A state budget bill included a ban on speed cameras in certain townships, affecting areas like the village of Peninsula.
- **Iowa Cities (2024):** Following a state legislative overhaul, the Iowa DOT ordered the shutdown of many municipal speed cameras, particularly those on primary highways/interstates, although battles over local road usage continue.
- **Historically (2000s-2010s):** Citizens in cities such as Chillicothe (OH), Cincinnati (OH), College Station (TX), and Sulphur (LA) voted to ban cameras, often with over 70% approval, according to the [National Motorist Association](#). 📄

Rationale for Local Bans/Opposition

- **Privacy Rights:** High surveillance concerns (e.g., license plate tracking).
- **Disproportionate Impact:** Concerns that fines fall disproportionately on lower-income residents or people of color.
- **Lack of Evidence:** Some officials, such as in Falls Village, CT, found that traffic studies did not justify the high cost of the technology, citing that speeding was more “perception than reality”.
- **False Sense of Security:** Residents in some areas have reported that while cameras slow traffic at the exact location, they encourage faster speeding elsewhere once

Speed Cameras have been tried throughout the country – Many states are now ending the practice given unreliability, over-reach, public outcry, and Constitutional issues

Unconstitutional when it violates equal protection clause:

Different treatment for people violating the same ordinance depending on the mechanism of enforcement (whether they are stopped by a police officer or an ATESD).

Arizona City Council Ends Speed Camera Contract, Marking Shift in Enforcement Strategy

The vote signals a historic shift in Arizona’s approach to automated enforcement, aligning Avondale with a growing statewide movement to reexamine the balance between safety, privacy, & public trust.

Constitutional Violations and Due-process Concerns

Traffic-enforcement cameras undermine constitutional protections. Automated enforcement replaces law-enforcement officers with machines, presuming guilt and issuing citations without proper due process. Such systems violate the **Fourth Amendment**, which protects against unreasonable searches and seizures, as these devices capture data without warrants or individualized suspicion. They also undermine the **Fifth** and **14th Amendments**, which guarantee due process and equal protection under the law, by removing context and discretion from enforcement.

Additionally, these laws often carve out exemptions for government workers, farmers, or utility employees — creating unequal application of the law. Such carveouts erode the rule of law and undermine public trust, especially as some push for “equity” in speed-camera enforcement.

States Reversing Course

Several Chicago suburbs are beginning to dismantle their red-light camera programs — a welcome step toward transparency, accountability, and limited government. Gurnee, Illinois, recently scrapped its system after **16 years**, citing declining revenue and persistent delays from the Illinois Department of Transportation, which left many cameras offline for extended periods. Other towns, including Hanover Park and Palatine, Illinois, faced similar setbacks, with revenue from fines plummeting as they waited months or even years for state approval to reactivate devices or certify new vendors.

While red-light cameras have generated more than \$1.56 billion in fines across Illinois since 2008, municipalities have stated they have **failed to improve traffic safety** and, in some cases, contributed to an increase in crashes. Their removal reflects growing public skepticism, particularly in light of past scandals involving corruption and backroom deals tied to camera contracts. By eliminating these surveillance tools, local governments are backing away from predatory enforcement schemes and moving toward more constitutionally sound approaches to traffic regulation.

Outsourcing enforcement to private, for-profit companies undermines due process and removes accountability from law enforcement. **Privacy concerns** are mounting, as third-party operators often control surveillance equipment and personal data collected from motorists. While proponents claim these systems enhance public safety, research is mixed, and programs across the country have been dismantled due to **public backlash** and **legal challenges**. Growing resistance reflects deeper concerns about the privatization of policing and erosion of constitutional protections — especially when profit motives replace the rule of law.

“State legislatures are increasingly enacting laws to expand automated traffic-enforcement systems – including speed, red-light, and noise-detection cameras – under the pretense of enhancing public safety without adding more law-enforcement personnel. However, these measures – embraced in states such as Hawaii, Iowa, Kentucky, Virginia, and Washington – violate constitutional protections guaranteed by the Fourth, Fifth, and 14th Amendments by expanding government surveillance and prioritizing revenue generation over individual liberty, due process, and the principles of limited government.”

Appendix

Greenwich may never see red light cameras, given current state rules. Heavey said just one or two signals in town would qualify for red light cameras based on the number of accidents at intersections and that the department is not looking at using them at this time.

Outstanding Questions

Why would Greenwich allow Blue Line to choose/select/help with camera placements? Chief Heavey testified to that. The OSTA submission also states that it was created with assistance from Blue Line. Blue Line faced (and settled) class action lawsuits and has a host of complaints.

Why didn't Greenwich DPW / Police / Traffic Section / Community have primary responsibility for the site selection?

Does Blue Line get paid a transaction fee for every ticket? That's a perverse incentive to over-enforce and over-ticket rather than reduce speeding and explains a) so many enforcement zones and b) cameras installed where there is a history of **few accidents or violations**

Does Blue Line get paid (and paid first) like other CT vendors whether or not the tickets get paid or hold up against appeals?

Why would Greenwich contract with a vendor that had never worked with another town in CT?

Presumably Blue Line isn't as familiar with CT rules and regulations and approaches as local police which may lead to mistakes in the plan design or implementation (which was demonstrably/certainly the case)

The 90% cited reduction in speeding presumably is by locals that are "in the know" – For instance, North Street dropped from 4,341 violations to 107 violations the next month according to public statements – How many of those 107 live out of town and were unaware of the speed cameras? On a related note, the warning violation numbers don't correspond to the traffic surveys statistically

How can you claim that speeding dropped 90% after the first month of warnings, but then there were 17,000 violations in January? That defies common sense and contradicts the claim above - Does that imply 170,000 warnings were given out?

Which one is it? 100 violations or 1,000+ violations per zone in the month after warnings? Can't be both at the same time...

Is there a multi-year commitment with Blue Line? Even if the program isn't working, is overturned or not producing the intended outcome?

Where are the detailed monthly statistics and public transparency on the violations that were promised?

Mistake of law and mistake of fact can happen – But repeated negligence and failure of duty of care negate that defense

D. SITE CRASH HISTORY

There are no reported vehicle crashes in this school zone.

Speed Limit

Average Speed	34 mph
50 th Percentile Speed	35 mph
85 th Percentile Speed	42 mph
Max Speed	103 mph

(8:00 AM - 2:00 PM)		
Vehicle Count	Speeders	% Speeding
1,629	44	2.7%
1,537	58	3.8%
1,552	47	3.0%
1,448	41	2.8%
1,636	57	3.5%
7,802	247	3.2%

E. TRAFFIC ENFORCEMENT DATA

Lower Cross Rd from 150' east of Lake Avenue easterly to 1215' east of Lake Avenue

*Parkway School had zero traffic stops on Lower Cross Rd.

*There was only 1 crash on Lower Cross Road. The site of the crash was not near the school zone of Parkway School.

To the extent that more speed camera sites are used than necessary, or signs are missing, or tickets are too time consuming to fight, or Blue Line puts up unclear or non-conforming signs, the more it benefits Blue Line but the more it harms safety – That's their financial incentive and evidence shows they do what is in their best interest

The Fourteenth Amendment to the Constitution of the United States states, in part:

1: ... nor shall any State deprive any person of life, liberty, or property, without due process of law; *nor deny to any person within its jurisdiction the equal protection of the laws.* (emphasis added)

Second Arizona Jurisdiction Rejects Speed Camera Tickets

Maricopa County, Arizona judge cancels all speed camera tickets issued within his jurisdiction.

Another Arizona jurisdiction has joined [Pinal County](#) in refusing to accept photo radar ticketing. Arrowhead Justice Court Judge John C. Keegan in December issued an order declaring the state's freeway photo radar program unconstitutional. Since then, Judge Keegan has torn up at least 400 state-issued tickets because these tickets carry penalties that differ from those issued by a live police officer.

"The clear meaning of these provisions of the Arizona and United States constitutions is that it is unconstitutional to create one set of laws that applies only to a particular class of defendant and not to other defendants based solely on the mechanism employed by the government," Keegan ruled. "Given the not uncommon set of circumstances where two drivers are traveling on the same highway, at the same speed in excess of the speed limit, at the same time, in essentially the same location and are cited by the same agency into the same court, [the freeway photo radar statute] ARS 41-1722 creates a distinction whereby one class of defendant is subjected to a significantly different array of penalties than another class of defendant based solely on the use of photo enforcement."

Keegan is an elected justice of the peace for Maricopa County. His court has jurisdiction over north Glendale, Peoria, Sun City and Surprise. Any driver contesting a freeway speed camera ticket within this jurisdiction will have the \$181 fine automatically dismissed.

"It is the determination of this court that the provisions of ARS 41-1722 are unconstitutional and unenforceable within the jurisdiction of this court," Keegan concluded.

Keegan was an Arizona state representative in 1991 when residents of Peoria [voted by a two to one margin to eject speed cameras from the city](#). Keegan later was elected Peoria's mayor, a post he held until 2007. The statewide speed camera program operated by Redflex currently has the authority to issue photo radar tickets in Peoria on the Loop 101 freeway, despite the public's strong opposition. [CameraFraud.com's](#) Tucson affiliate praised Keegan for taking a stand.

"Finally, a judge with common sense who follows the Constitution," wrote CameraFraud Tucson organizer Bill Conley.



Judge John Keegan

The clear meaning of these provisions of the Arizona and United States constitutions is that it is unconstitutional to create one set of laws that applies only to a particular class of defendant and not to other defendants based solely on the mechanism employed by the government. Given the not uncommon set of circumstances where two drivers are traveling on the same highway, at the same speed in excess of the speed limit, at the same time, in essentially the same location and are cited by the same agency into the same court, ARS § 41-1722 creates a distinction whereby one class of defendant is subjected to a significantly different array of penalties than another class of defendant based solely on the use of photo enforcement.

Now, therefore, it is the determination of this court that the provisions of ARS § 41-1722 are unconstitutional and unenforceable within the jurisdiction of this court.

December 9, 2008

((seal))

(original signed)

The Honorable John C. Keegan

*Note: These were civil penalties as well
Privileges and Immunities Clause cited*

Those who would give up essential Liberty, to purchase a little temporary Safety, deserve neither Liberty nor Safety”

Benjamin Franklin

[Not intended in the actual historical Penns context but rather the modern interpretation]

In January 2026, Greenwich, CT issued a total of 7,225 school speed camera violations. Additionally, there are 9,537 pending violations for review that may increase the total number of violations for the month.

The speed limits are clearly unreasonable if ~17,000 drivers (approximately half the driving population of the entire town of Greenwich, CT) are cited with violations in a single month and there have been virtually no injuries.

How much time does it take for police officers to accurately review enough videos to actually send out 17,000 violations a month? 30 seconds apiece assuming 100% of them are accurate?

Liberty

Article Talk Read Edit View history Tools

From Wikipedia, the free encyclopedia

For other uses, see Liberty (disambiguation).

Liberty is the state of being free within society from oppressive restrictions imposed by authority on one's way of life, behavior, or political views.^[1] The concept of liberty can vary depending on perspective and context. In the Constitutional law of the United States, ordered liberty means creating a balanced society where individuals have the freedom to act without unnecessary interference (negative liberty) and access to opportunities and resources to pursue their goals (positive liberty), all within a fair legal system.

Sometimes liberty is differentiated from freedom by using the word "freedom" primarily, if not exclusively, to mean the ability to do as one wills and what one has the power to do; and using the word "liberty" to mean the absence of arbitrary restraints, taking into account the rights of all involved. In this sense, the exercise of liberty is subject to capability and limited by the rights of others. Thus liberty entails the responsible use of freedom under the rule of law without depriving anyone else of their freedom. Liberty can be taken away as a form of punishment. In many countries, people can be deprived of their liberty if they are convicted of criminal acts.

Liberty's etymology is from the Latin word *liber*, from Proto-Italic **lou̯deros*, from Proto-Indo-European **h₁léwdʰeros*, from **h₁lewdʰ-* ('people') (thus cognate to archaic English *lede* meaning 'man, person').^[2] The word "liberty" is commonly used in slogans or quotes, such as in "Life, Liberty and the pursuit of Happiness" from the United States Declaration of Independence,^[3] and France's national motto "*Liberté, égalité, fraternité*".^[4]



Liberty Enlightening the World (known as the Statue of Liberty), by sculptor Frédéric Auguste Bartholdi, was donated to the US by France in 1886 as an artistic personification of liberty.

Run Date: 01/22/2025		Greenwich Police Department		Page 1 of 1			
Run Time: 14:14		Case Incident Report					
CFS #	Disp	Actual Cal Type	Date	Time	Location	Unit ID	Primary Officer
1800011978	02	MVA WITH INJURIES	12/01/2019	10:17	TEMPLE SHALOM 300 E PUTNAM AVE, GREENWICH	D16	Weller, Christopher

Over 50,000 vehicles drive along East Putnam each week and during the last six (6) years (1/1/19 through 12/31/24) only one (1) motor vehicle accident with injuries was identified in that vicinity? That's 15 million drivers and the solution is to give out 17,000 tickets a month? For one injury case you identified in that vicinity? (Note: there may be a handful of others but the locations were redacted in the OSTA submission). There were only 19 school days in January – That's nearly 1,000 tickets per school day? Over 100 tickets for every hour of the school day? One ticket every 30 seconds? Can they even be accurately reviewed in 30 second? Does that sound reasonable or necessary? Do we even know if it was speed-related? We've been told that a minority of accidents are actually speed-related in the proposal. That's an incredibly low probability.

Note: Data taken from Site Crash History and Blue Line ADT Counts in OSTA Submission

“Civil enforcement is an unjust loophole to skirt due process requirements” (similar to Civil Asset Forfeiture)

Civil forfeiture in the United States

🌐 1 language ▾

Article Talk

Read Edit View history Tools ▾

From Wikipedia, the free encyclopedia

In the United States, **civil forfeiture** (also called civil **asset forfeiture** or civil judicial forfeiture)^[1] is a process in which **law enforcement officers** take **assets** from people who are suspected of involvement with crime or illegal activity without necessarily charging the owners with wrongdoing. While **civil procedure**, as opposed to **criminal procedure**, generally involves a dispute between two private citizens, civil forfeiture involves a dispute between **law enforcement** and *property* such as a pile of cash or a house or a boat, such that the thing is suspected of being involved in a crime. To get back the seized property, owners must prove it was not involved in criminal activity. Sometimes it can mean a threat to seize property as well as the act of seizure itself.^[2] Civil forfeiture is not considered to be an example of a **criminal justice financial obligation**.

Proponents see civil forfeiture as a powerful tool to thwart criminal organizations involved in the **illegal drug trade**, since it allows authorities to seize cash and other assets from suspected narcotics traffickers. They also argue that it is an efficient method since it allows **law enforcement agencies** to use these seized proceeds to further battle illegal activity, that is, directly converting value obtained for law enforcement purposes by harming suspected criminals economically while helping law enforcement financially.

Critics argue that **innocent owners** can become entangled in the process to the extent that their **4th Amendment** and **5th Amendment** rights are violated, in situations where they are presumed guilty instead of being **presumed innocent**. It has been ruled unconstitutional by a judge in South Carolina.^{[3][4]} Further, critics argue that the incentives lead to corruption and law enforcement misbehavior. There is consensus that **abuses** have happened but disagreement about their extent as well as whether the overall benefits to society are worth the cost of the instances of abuse. ^[citation needed]

Civil forfeitures are subject to the "excessive fines" clause of the **U.S. Constitution's 8th amendment**, both at a federal level and, as determined by the 2019 Supreme Court case, *Timbs v. Indiana*, at the state and local level.^[6] A 2020 study found that the **median** cash forfeiture in 21 states which track such data was \$1,300.^[6]



The U.S. Marshals and GSA sold 2,000 dresses and accessories near Baltimore in 2015. The dresses were seized in connection with the criminal conviction of a woman who supported her wedding boutique by embezzling over \$5 million from her employer.

Yes

Can a jury throw vote to not convict if the law is unjust?

Yes, a jury can nullify the law if they believe it is unjust. This is known as jury nullification and occurs when a jury returns a not guilty verdict despite believing the defendant has broken the law. The jury acts as the "conscience of the community," placing justice above the strict letter of the law. This power is not explicitly granted but is recognized as a legal principle. Jury nullification is not illegal, and jurors cannot be punished for their decision, even if they openly admit to nullifying the law.

- *I wasn't driving and I don't know for sure who was*
- *Inadequate signs*
- *Signs in the wrong place*
- *Missing signs*
- *Obstructed signs*
- *Incorrect enforcement times published*
- *Inadequate public relations effort (required)*
- *Unjust civil penalty on owners rather than violators*

Speed limits are unreasonably low – They fall well below the 85th percentile which is what most drivers perceive their speed to be safe and reasonable

“Close” enough only counts in horseshoes and hand grenades

I strongly advise the town of Greenwich to proactively review all of the new ATESD locations for similar issues

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“Sometimes a law is just on its face and unjust in its application”

Dr. Martin Luther King Jr. – Letters from Birmingham Jail

If lower speed limits don't reduce speeds or accidents and aren't the safest (most reasonable) speed limits... Then what can speed cameras be other than for a money grab?



Road Safety Briefs **T2** Training & Technical Assistance Center
CONNECTICUT TRANSPORTATION AUTHORITY
UNIVERSITY OF CONNECTICUT

Road Safety Brief - 2024-3

Proper Posting of Speed Limits

What is speeding, and why is the posting of proper speed limit signs important?

Questions & Answers

Won't lowering the speed limit reduce speeds?

NO. Studies show that there is little change in the speed pattern after the posting of a speed limit. The driver is much more influenced by the roadway conditions.

Will lowering the speed limit reduce accident frequency?



NO. Although lowering the speed limit is often seen as a cure- all in preventing crashes, this is not the case. Crashes are most often the result of driver inattention and driver error. If a posted speed limit is unrealistically low, it creates a speed variance (i.e., some drivers follow the speed limit while most drive at a reasonable speed). This speed variance can contribute to crashes.

HOW DOES THE CT OSTA DETERMINE THE REGULATORY SPEED LIMITS?

Radar speed observations are an important part of the traffic investigation. When choosing a speed, drivers take many roadway environment factors into consideration. Therefore, the speed that many people consider prudent is an important value. Data is collected and the 85th percentile speed is determined. This is the value indicating the speed at which most (85%) drivers are travelling at or below. Experience has shown that a posted speed limit near this value is the safe and reasonable speed. However, there are exceptions (high accident frequency, volumes, etc.). Engineering judgement is a very important tool. The traffic investigator must use knowledge of nationally accepted principles combined with experience to assign the safe speed.

If UConn T2 and OSTA report that lowering speed limits doesn't reduce speeds... and won't reduce accidents... and that "experience has shown that a posted speed limit near the 85th percentile speed is the safe and reasonable speed" – Why are we not following their common-sense approach?

Ironically, changes in speed limits and excessively or unrealistically low speed limits can cause more accidents.

How Washington, CT deals with the “intentional lag” of tickets – Fairness when multiple tickets are issued before notice is made

“You have 20 days to appeal the ticket from the time that you get it. It tends to be a 5-6 week process,” says Kehoe.

Kehoe says they aren’t trying to punish anyone and in fact, sometimes he’ll give people a break. For example, when looking at citations, the system will tell Kehoe if someone already has one and when it was sent out. If the time between the two is short, say three days or so, he won’t issue the second.

“The US Mail system takes time. The last thing I want to do is have someone get a second citation, unless it’s something egregious,” says Kehoe. He wants to give people the chance to change their driving. “We just don’t want to sit there and be punitive and charge people for something they don’t even realize they’ve done yet.”

Number Of Residents 'Upset' With Speed Camera Tickets, Camillo Says

An initial violation is \$50, with each subsequent violation costing speeders \$75.

 Richard Kaufman, Patch Staff

Posted Fri, Jan 9, 2026 at 12:44 pm ET

Police noted an “intentional lag” between when violations occur and when citations are issued due to the daily review process.

The department said it planned to share speed camera data monthly on its website, along with other call-for-service information for public consumption.



We've hit a snag. Sorry, but there is not a web page matching your entry.

You entered: <https://www.greenwichct.gov/ml/newsflash/home/detail/3022>

[Return to the home page](#)

Additional Improvements To Visibility

E - Vertical retroreflective strip on sign support

BEGIN HIGHER FINES ZONE

R2-10

S4-5

S1-1

W16-9P

S1-1

W16-7PL

School Crossing Assembly

S3-1

S3-2

B – Signs in advance of the school crossing

School Advance Crossing Assembly

S1-1

AHEAD W16-9P

OR

200 FT W16-2aP

OR

200 FEET W16-2P

OR

← W16-5P (optional)

OR

↩ W16-6P (optional)

R1-5a

R1-5c

In-Street Use

S1-1*

AHEAD W16-9P*

C – In-street signs at the school crossing

SCHOOL S4-3P*

STATE LAW

YIELD TO IN CROSSWALK R1-6

OR

SCHOOL S4-3P*

STATE LAW

STOP FOR IN CROSSWALK R1-6a

OR

STATE LAW

YIELD TO IN CROSSWALK R1-6b

OR

STATE LAW

STOP FOR IN CROSSWALK R1-6c

OR

S1-1*

W16-7P*

D – Overhead signs at the school crossing

STATE LAW

YIELD TO PEDESTRIANS IN CROSSWALK R1-9b

STATE LAW

STOP FOR PEDESTRIANS IN CROSSWALK R1-9c

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I'm an advocate and activist for safety... But let's follow the right steps... and get the right feedback first...

- ☐ Publicize the extent of the safety problem and the need for innovative solutions.
- ☐ Allow for due process. Minimize the number of days between the violation and citation issuance. **FAIL...**
- ☐ Regularly meet with the advisory committee and media to review program status and sustain public support.
- ☐ Consider other changes, including roadway design improvements, in order to reduce opportunities for unsafe driving. **FAIL...**
- ☐ Hold a kickoff event with advisory committee members. Introduce a well-developed and sustained public education campaign focused on improving safety by changing driver attitudes and behavior.
- ☐ Publicize changes, including new camera locations. Reinstate the probationary period before ticketing begins at new locations. **FAIL...**

Automated enforcement checklist | May 2021



Slow Down... We seem to have missed or skipped several of these key first steps...

The last public engagement mentioned on the Greenwich PD Traffic Section website is 20+ Years Old

Selective Traffic Enforcement Program (STEP) **FAIL...**

In 2004 and 2006 The Greenwich Police Department conducted a Residents' Survey, which identified traffic issues as a major concern for residents throughout the Town of Greenwich. In an effort to address these traffic issues, the Greenwich Police Department Traffic Section initiated the Selective Traffic Enforcement Program, better known as STEP, to target specific areas throughout the Town of Greenwich having the highest incidence of collisions.

☒ FIRST STEPS

- ☐ Identify problem intersections and roadways.
 - Assess violation and crash data.
 - Conduct field observations.
 - Collect resident and roadway user input. **FAIL...**
- ☐ Consider what role automated enforcement should play as part of a comprehensive traffic safety strategy.
- ☐ Make any engineering or signage changes needed to improve drivers' compliance with the law.
 - Ensure the road geometry conforms with guidelines from the American Association of State Highway and Transportation Officials, National Association of City Transportation Officials guidance or state road design manuals, as appropriate.
 - Remove sightline obstructions of signals and signage. **FAIL...**
- For red light cameras:**
 - Ensure that yellow light timing conforms to the Manual on Uniform Traffic Control Devices and Institute of Transportation Engineers guidelines.
- For automated speed enforcement:**
 - Ensure the speed limit is appropriate and accounts for all road users. Follow guidance and use tools from the Federal Highway Administration, Institute of Transportation Engineers, and the National Association of City Transportation Officials.
 - Ensure the speed limit is appropriate for special conditions, such as work zones and school zones.
 - Assess whether engineering changes could be made to promote compliance with the speed limit.
 - Ensure adequate posting of speed limits.
- ☐ Establish an advisory committee comprised of stakeholders. **FAIL...**
 - Consider including law enforcement, transportation department employees, victim advocates, equity and civil rights advocates, school officials, community residents, first responders, health officials and the courts.
 - Outline the committee's role. This may include developing guiding principles related to safety, equity, and transparency, as well as other aspects of the program.
 - Ensure committee meetings are open to the public and deliberations are transparent. **FAIL...**
- ☐ Meet with the media, including newspaper editorial boards, to build support and educate the public. **FAIL...**

The Connecticut General Assembly

OFFICE OF LEGISLATIVE RESEARCH



Note: This OLR/CGA guidance remains online and published at CGA.CT.GOV, however CARS 14-298-555 was repealed in December 1999. I don't have enough information to confirm whether or not the specific distance requirements below are now valid or not – But it is certainly established precedent for uniformity. 14-298 still requires standardization and uniformity. 14-298 places the requirement on OSTA – “office shall adopt and cause to be printed for publication regulations establishing a uniform system of traffic control signals, devices, signs and markings” – They may have either failed to formally updated (establish) and publish a uniform distance requirement for signs or alternatively this may remain the current guidance.

May 6, 1994 94-R-0274

TO:
FROM: James J. Fazzalano, Principal Analyst
RE: School Warning Signs

You asked what process must be followed for municipalities to erect street signs that warn of school areas and school crossing areas and whether there are any requirements that these signs be of a standard form.

GENERAL REQUIREMENTS FOR SCHOOL SIGNS

State law requires that a municipal traffic authority erect and maintain "suitable warning signs" on highways under its jurisdiction indicating the presence of a school in the area and showing the proximity of the schoolhouse. These signs must be legible from 100 feet away and located a "reasonable" distance from the school. All new or replacement signs must conform to the specifications of the Manual on Uniform Traffic Control Devices (MUTCD) as approved and revised by the State Traffic Commission (STC) (CGS § 13a-120). The MUTCD is a national set of guidelines and standards for all types of traffic control devices, including street signs, that federal law requires the states to follow so that traffic signs and signals will be uniform throughout the country to the maximum extent possible.

Each municipality must have a legal traffic authority. This can be one of several entities, depending on the type of municipality and local charter requirements. If a municipality has a board of police commissioners, the law specifies that this is the local traffic authority. If the municipality has no police commission, but has a regularly appointed police force, the law specifies that the legal traffic authority can be the city or town manager, the chief of police, the superintendent of police, or any legally elected or appointed official or board, or any official having similar powers and duties. If the municipality has no regularly appointed police force, the legal traffic authority would be the board of selectmen (CGS § 14-297). The legal traffic authority exercises control over streets and highways that are under local jurisdictions. The STC is the legal traffic authority for state highways.

The law authorizes local traffic authorities to place and maintain traffic control signals, signs, markings, and other safety devices upon highways under their jurisdictions. All such devices must conform to STC regulations and, by implication therefore, to the MUTCD (CGS § 14-298).

STATE TRAFFIC COMMISSION GOVERNING REGULATIONS

Under STC regulations, traffic control signs generally fall into one of three classes: (1) regulatory signs, which give notice of traffic laws or regulations (e.g., Stop, Yield, and speed limits); (2) warning signs, which call attention to conditions on or adjacent to a highway that are potentially hazardous to traffic operations; and (3) guide signs, which show route designations, destinations, directions, services, points of interest, and other geographical, recreational, or cultural information. School signs are considered to be warning signs.

There are two types of school warning signs. One is called a school advance sign and warns motorists that a school is coming up on the road ahead. The other is a school crossing sign which designates points along the street where children will be crossing to get to or from the school. The regulations require that school advance and school crossing signs be in the shape of a pentagon with the point upwards. No other sign can have this appearance (Conn. Agencies Regs. § 14-298-507(h)). STC regulations also specifically require that the sign background be only yellow and the symbols and border be black (Conn. Agencies Regs. § 14-298-554(a)(11)).

The STC regulations also establish numerous general requirements for all signs, including things like the height at which they must be posted, requirements for reflectorization or illumination that shows the same shape as the sign actually is, and mounting at right angles to the road and facing the traffic they are intended to serve.

The regulations specify that warning signs should be placed at certain minimum distances in advance of the condition they are intended to warn about. In rural areas, this must be 750 feet. On high-speed roads and particularly on freeways, this must be as much as 1,500 feet or more. Where speeds are "relatively low" in urban areas, the advance distance should be only about 250 feet (Conn. Agencies Regs. Sec 14-298-555).

FURTHER STANDARDIZATION THROUGH THE MUTCD

The MUTCD contains a special section dealing with traffic controls in school areas. The purpose of this section is to provide a comprehensive guide to officials that is meant to be applied as a national standard. Because the State Traffic Commission bases its traffic control regulations and policies on the MUTCD, it functions as the uniform standard for Connecticut. We have attached the sections of the MUTCD that deal with the rationale for uniform controls in school areas, the sizes and specifications for signs and pavement markings, and the guidelines for crossing supervision. We have not included the part relating to traffic signals in school areas since that did not relate directly to your question, but this can be provided if you will find it useful.

The technical specifications for the signs include things like form, color, content, placement, and location with respect to the school. School advance signs should generally be between 150 and 700 feet in advance of the school or school crossing.

An urban area is a densely populated human settlement with developed infrastructure, including cities, towns, and suburbs, where most people work in non-agricultural sectors.

Classification

The definition of an urban area can vary by country. For example, in the United States, settlements with **2,500 or more inhabitants** are considered urban, while in Japan, the threshold is **30,000 inhabitants**. In

FAIL...

FAIL...

FAIL...

I'm formally requesting whistleblower protections and eligibility to avoid continued harassment and retaliation including but not limited to the release of this presentation – I reserve all rights

Civil Disobedience Explained

Civil disobedience is when people purposely break a law they feel is unfair to push for changes. This peaceful way of protesting assumes some laws don't match up with what's morally right or human rights, and therefore, shouldn't be followed.

Those who take part in civil disobedience know they might face legal trouble, but they're ready for it. They're willing to face the consequences to show how strongly they believe in their cause and to point out the wrong they see.

Civil disobedience isn't new; it has helped many groups push for changes in laws and policies by getting the public's attention and making people think about right and wrong. For example, the Civil Rights Movement used civil disobedience to fight racial segregation, and it worked – laws changed, and society made progress.

Every person who, under color of any statute, ordinance, regulation, custom, or usage, of any State or Territory or the District of Columbia, subjects, or causes to be subjected, any citizen of the United States or other person within the jurisdiction thereof to the deprivation of any rights, privileges, or immunities secured by the Constitution and laws, shall be liable to the party injured in an action at law, suit in equity, or other proper proceeding for redress, except that in any action brought against a judicial officer for an act or omission taken in such officer's judicial capacity, injunctive relief shall not be granted unless a declaratory decree was violated or declaratory relief was unavailable. For the purposes of this section, any Act of Congress applicable exclusively to the District of Columbia shall be considered to be a statute of the District of Columbia.

If you are a law enforcement officer or other government employee who has witnessed police officers committing one or more of these violations, you may want to report the activity but fear doing so will endanger your job, work relationships or career. Know that you have options: **whistleblower laws protect you against retaliation for reporting these incidents.**

In particular, 42 U.S.C. §1983, part of the Civil Rights Act of 1871, protects whistleblowers from retaliation by public officials for disclosing constitutional violations, including police brutality, to the press, a city council and other public bodies. Section 1983 is one of the most powerful whistleblower laws, providing the right to a jury trial, injunctive relief, and all economic damages, including compensatory damages and punitive damages.

“An individual who breaks a law that conscience tells him is unjust... in order to arouse the conscience of the community over its injustice, is in reality expressing the highest respect for the law.”

Dr. Martin Luther King Jr. – Letters from Birmingham Jail



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Criminal Division Corporate Whistleblower Awards Pilot Program

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The Department of Justice's Criminal Division has launched a Corporate Whistleblower Awards Pilot Program to uncover and prosecute corporate crime. Under this pilot program, a whistleblower who provides the Criminal Division with original and truthful information about corporate misconduct that results in a successful forfeiture may be eligible for an award.

As described in more detail in the program [guidance](#), the information must relate to one of the following areas: (1) certain crimes involving financial institutions, from traditional banks to cryptocurrency businesses; (2) foreign corruption involving misconduct by companies; (3) domestic corruption involving misconduct by companies; or (4) health care fraud schemes involving private insurance plans.

If the information a whistleblower submits results in a successful prosecution that includes criminal or civil forfeiture, the whistleblower may be eligible to receive an award of a percentage of the forfeited assets, depending on considerations set out in the program guidance. If you have information to report, please fill out the intake form below and submit your information via CorporateWhistleblower@usdoj.gov. Submissions are confidential to the fullest extent of the law.

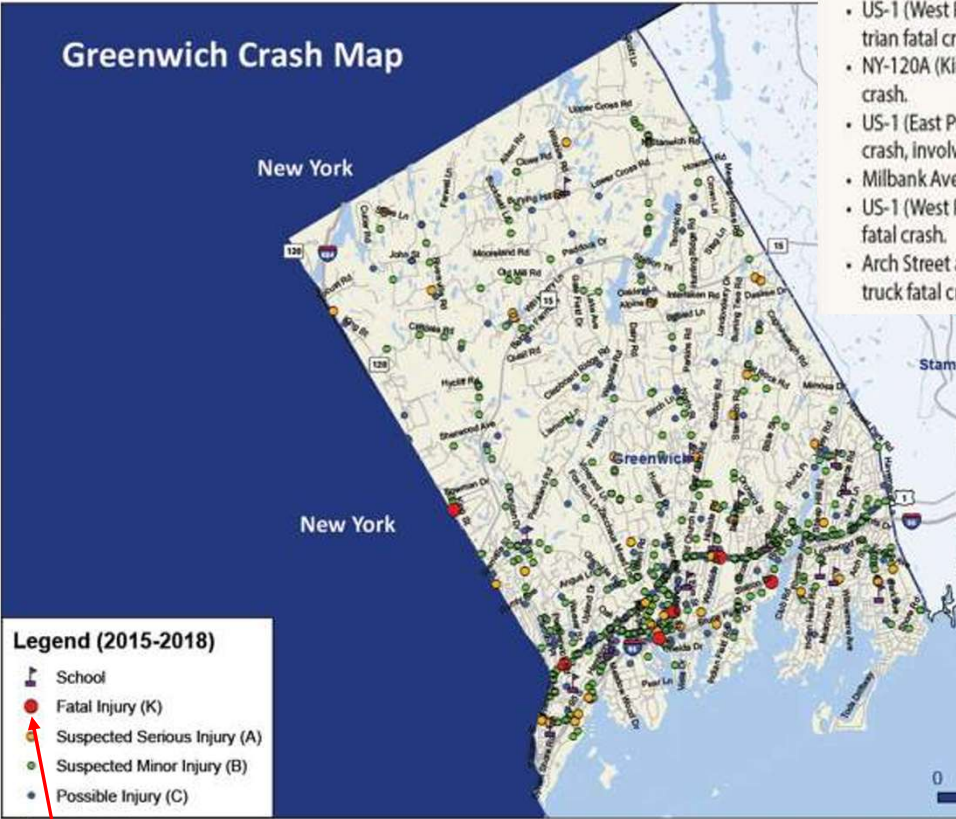


Police Whistleblower Protection and the Blue Code of Silence

The "Blue Code of Silence" is an unofficial oath among police officers that discourages them from reporting fellow officers' misconduct. This culture of silence can lead to a lack of accountability and transparency within police departments, allowing officers to continue their patterns of misconduct without facing consequences. The lack of whistleblower protection in law enforcement makes it difficult for officers to come forward and report abuses of power, which is crucial for maintaining public trust and integrity in policing. [↔ National Whistleblower Center](#)

85

Overlay of Crashes With School Zones



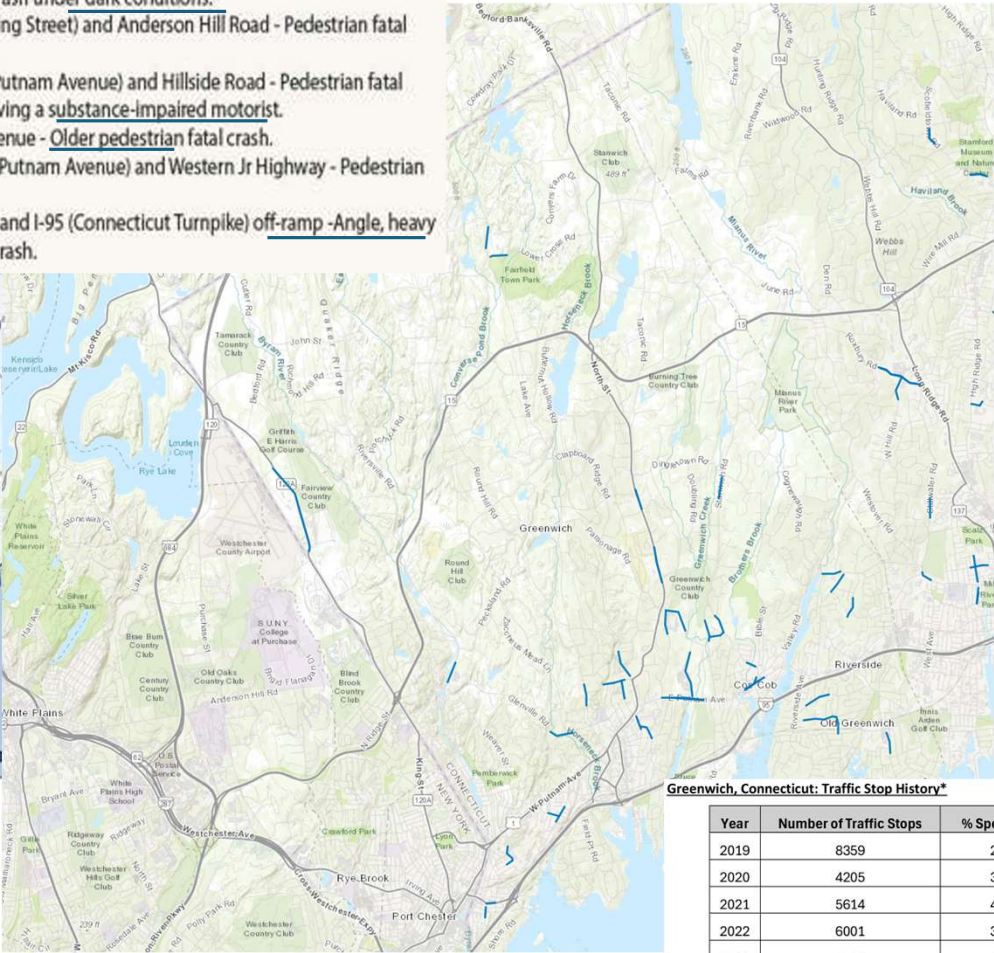
Fatal Injuries in Greenwich from the OSTA submission do not generally occur in school zones, during school hours, or with children involved

Furthermore, the fatal crash in a school zone was not caused by speeding

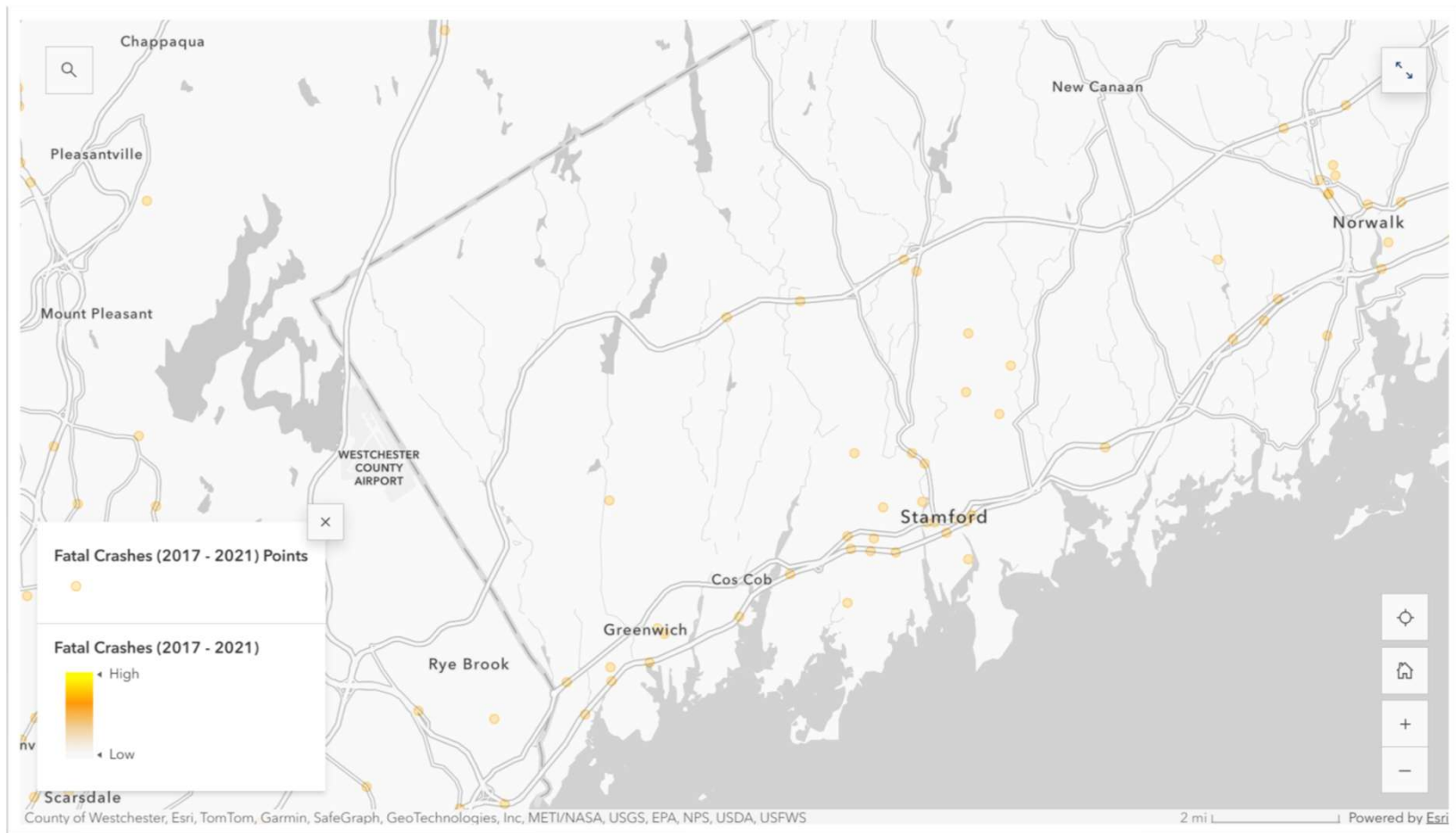
Note Causes: Older pedestrians, Dark conditions, Substance-impairment, Heavy truck off-ramp – Yet this document was used to justify the ATESD’s

- Fatal Crashes from 2015-2018**
- US-1 (West Putnam Avenue) near Pemberwick Road - Older pedestrian fatal crash under dark conditions.
 - NY-120A (King Street) and Anderson Hill Road - Pedestrian fatal crash.
 - US-1 (East Putnam Avenue) and Hillside Road - Pedestrian fatal crash, involving a substance-impaired motorist.
 - Milbank Avenue - Older pedestrian fatal crash.
 - US-1 (West Putnam Avenue) and Western Jr Highway - Pedestrian fatal crash.
 - Arch Street and I-95 (Connecticut Turnpike) off-ramp - Angle, heavy truck fatal crash.

Greenwich School Zones



*Similar Conclusion With 2017-2021 Data Points
From National Roadway Safety Strategy
Very Little Overlap Or Correlation To School Zones*



Eagle Hill School

Site #2 – Just **four** motor vehicle stops over 6 years
~10+ million cars drove by during that time period

E. TRAFFIC ENFORCEMENT DATA

Glenville Rd from Calhoun Dr. to 400 ft east of Brookside Dr.

Run Date: 01/17/2025 Greenwich Police Department Page 1 of 1
Run Time: 12:04 Case Incident Report 14-218A

CFS #	Disp	Actual Call Type	Date	Time	Location	Unit Id	Primary Officer
2400005535	09	MV STOP	02/21/2024	11:29	54 GLENVILLE RD. GLENVILLE	D55	Caldwell, Steven
2400001530	09	MV STOP	01/15/2024	10:20	49 GLENVILLE RD. GLENVILLE	00	Hendrie, Daniel
2300008268	09	MV STOP	02/25/2023	11:25	48 GLENVILLE RD. GLENVILLE	D55	Caldwell, Steven
2200035692	09	MV STOP	11/14/2022	20:17	54 GLENVILLE RD. GLENVILLE	E55	Caldwell, Steven

Central Middle School

Site #4 – Just **one** motor vehicle stop over 6 years **FAIL...**
~4 million cars drove by during that time period

E. TRAFFIC ENFORCEMENT DATA

Orchard Street at Indian Rock Lane and extends to Coachlamp Lane

Run Date: 01/15/2025 Greenwich Police Department Page 1 of 1
Run Time: 14:10 Case Incident Report 14-218A

CFS #	Disp	Actual Call Type	Date	Time	Location	Unit Id	Primary Officer
2200005122	08	MV STOP	02/20/2022	17:32	219 ORCHARD ST. GREENWICH	E58	Peery, Dennis

Parkway School

Site #4 – Just **one** crash and not near the school zone
~2 million cars drove by during that time period

There was only 1 crash on Lower Cross Road. The site of the crash was not near the school zone of Parkway School. **FAIL...**

E. TRAFFIC ENFORCEMENT DATA

Lower Cross Rd from 150' east of Lake Avenue easterly to 1215' east of Lake Avenue

*Parkway School had zero traffic stops on Lower Cross Rd. **FAIL...**

Central Middle School

Site #3 – **Zero** reported crashes over 6 years and only three stops
~4+ million cars drove by during that time period

D. SITE CRASH HISTORY

FAIL...
There are no reported vehicle crashes in this school zone.

E. TRAFFIC ENFORCEMENT DATA

Indian Rock Ln between Stanwich Road and Orchard Street

Run Date: 01/17/2025 Greenwich Police Department Page 1 of 1
Run Time: 14:13 Case Incident Report

CFS #	Disp	Actual Call Type	Date	Time	Location	Unit Id	Primary Officer
2100018723	08	MV STOP	07/06/2021	10:01	9 INDIAN ROCK LN. COS COB	D55	Arlington, Allen
2000003464	09	MV STOP	01/30/2020	18:30	CENTRAL MIDDLE SCHOOL 9 INDIAN ROCK LN. COS COB	E50	Carrino, Ryan
1900035539	09	MV STOP	10/18/2019	13:04	9 INDIAN ROCK LN. COS COB	D54	Torres, Brian

Greenwich Academy

Site #6 – Just **two** motor vehicle stops over 6 years **FAIL...**
~4 million cars drove by during that time period

1. E. TRAFFIC ENFORCEMENT DATA

N. Maple 200' north of Maple Avenue northerly to Jofran Lane.

Run Date: 01/15/2025 Greenwich Police Department Page 1 of 1
Run Time: 14:40 Case Incident Report 14-218A

Unit Id	Primary Officer
E50	Caldwell, Steven
D44	Pease, Alan

How do these sites possibly justify using speed cameras?

Were these school zones selected by Blue Line Solutions merely to generate revenue and then “rubber stamped” by Greenwich and OSTA despite no obvious justification or need?

Heavey said camera placement was determined with help from Blue Line Solutions, a firm that installs and maintains traffic enforcement technology. Blue Line conducted traffic studies and reviewed historic crash and enforcement data to pick the school zones with the most speeders. **FAIL...**

If these school zones *were* dangerous for our children, then why *weren't* officers making motor vehicle stops? Why *weren't* there significant crashes?

Begs the question – How do these particular school zones warrant the installation of speed cameras / ATESD's? It doesn't seem to meet the very basic requirement or promises and assurances made by the Town of Greenwich or Greenwich PD to be used selectively

While allowed by statute to work with vendors, Greenwich abdicated its responsibility by outsourcing the traffic studies and the review of historical crash/enforcement data and using that as the basis for selecting where speed cameras would be placed.

There is a clear and obvious conflict of interest – Blue Line Solutions is a for-profit business that has been sued repeatedly for deceptive trade practices, over-billing, faulty equipment, and they have settled class action lawsuits over unjustified tickets. Their interests are not aligned with ensuring safety, their interests are to maximize tickets (and speed camera locations) rather than to solve the underlying problem.

At the very least, there is no evidence of any oversight or pushback against several clearly unjustified locations based on the underlying data and lack of a) widespread speeding, b) fatalities, c) motor vehicle accidents, d) traffic enforcement actions / motor vehicle stops - by the town, police department, or OSTA. While OSTA requires ongoing updates and compliance reports, it could take 12-24 months for those OSTA reviews to analyze whether the program has achieved its goals and is following its plan. In the meantime, there is an injustice for everyone that gets a ticket that is unwarranted.

This inconsistency is the exact reason why other states have overturned their speed camera locations – The sites were not chosen with respect to a history of speeding – Several Greenwich ATESD locations have no significant history of speeding, accidents, or motor vehicle stops

So while there isn't a verbatim transcript in the news articles, *multiple official news reports summarize Chief Heavey's statements* to the Board of Selectmen and the public that:

- **Blue Line Solutions conducted traffic studies and review of historical crash/enforcement data, and**
- **That work was the basis for selecting the school zones where speed cameras would be placed.**

The traffic surveys presented do not suggest a widespread pre-existing speeding problem at several speed camera locations

How do these sites possibly justify using speed cameras?

★ Chief Heavey Statements to Selectmen / Public

1. Chief Heavey told the Board of Selectmen the placement of cameras was informed by Blue Line Solutions

- At the April 10, 2025 Board of Selectmen meeting, Heavey sought approval for the speed camera plan and said that "camera placement was determined with help from Blue Line Solutions," a firm that conducted traffic studies and reviewed historical crash and enforcement data to pick the school zones with the most speeders. The Middletown...

2. Patch and other reporting also cite Heavey attributing location decisions to Blue Line's surveys

- In coverage of the same Selectmen hearing, Patch reported that surveys and traffic studies conducted by Blue Line Solutions identified the school zones with the highest number of speeders, and that the Board had granted approval to the police to move forward with the cameras based on that information. Patch

3. Public Police Statements Reflect Blue Line's Role in Site Selection

- Later reporting on the implementation of the camera program reiterated the Chief's comments about why the cameras were placed where they are — noting that placement was guided by traffic studies and crash data with assistance from Blue Line Solutions. Greenwich Time

?

How did these make the list?

(9:00 AM - 2:30 PM)		
Vehicle Count	Speeders	% Speeding
1,997	50	2.5%
2,115	52	2.5%
2,001	52	2.6%
1,953	46	2.4%
2,278	68	3.0%
10,344	268	2.6%

Safe

(8:45 AM - 2:40 PM)		
Vehicle Count	Speeders	% Speeding
7,471	326	4.4%
7,736	283	3.7%
8,293	308	3.7%
7,902	406	5.1%
7,537	288	3.8%
38,939	1,611	4.1%

There was widespread compliance with posted speed limits before the cameras

There is not a systemic speeding problem shown in evidence submitted to OSTA...

[But if the data is accurate, please catch all the drivers at 100mph – it implies data errors]

And clearly Sites #1, #4, #6, #7 are justified

Chief of Police James Heavey said this was being done because of Public Act 23-116 which allowed local police departments to use speed cameras. He noted Stamford had changed its ordinance just recently and felt there were "really good" vendors that had submitted bids. Heavey said a traffic study would be done in advance of any placement of the devices and the focus would be school zones. He said they would identify locations that would be most effective and there would be a period of change with signage going up to alert people and then enforcement. Part of the fee for violations would go to pay for the devices and also cover Town traffic and safety initiatives. Chief Heavey said they had gotten very little negative input about it and he felt it would be a positive thing.

Site #3- Traffic/ADT Data: Indian Rock Ln



Speed Limit	25 mph
Average Speed	27 mph
50 th Percentile Speed	27 mph
85 th Percentile Speed	31 mph
Max Speed	75 mph

Safe

Site #5: Traffic/ADT Data: Riversville Rd



Speed Limit	35 mph
Average Speed	35 mph
50 th Percentile Speed	36 mph
85 th Percentile Speed	41 mph
Max Speed	101 mph

Safe

Site #8 - Traffic/ADT Data: North Street



Speed Limit	35 mph
Average Speed	36 mph
50 th Percentile Speed	37 mph
85 th Percentile Speed	42 mph
Max Speed	105 mph

Safe

Site #10- Traffic/ADT Data: E. Putnam Ave



Speed Limit	35 mph
Average Speed	34 mph
50 th Percentile Speed	35 mph
85 th Percentile Speed	42 mph
Max Speed	103 mph

Safe



Legislative Testimony
765 Asylum Avenue, 2nd Floor
Hartford, CT 06103
860-523-9146
www.aclu-ct.org

Written Testimony Opposing House Bill 6625, An Act Concerning a Red Light Camera Program in the City of Waterbury

Senator Gaston, Representative Boyd, Ranking Members Cicarella and Howard, and distinguished members of the Public Safety Committee:

My name is Jess Zaccagnino, and I am the policy counsel for the American Civil Liberties Union of Connecticut (ACLU-CT). I am writing to testify in opposition to House Bill 6625, An Act Concerning a Red Light Camera Program in the City of Waterbury.

Pedestrian safety is a serious issue, and we all want safe streets. Connecticut needs to invest in real solutions, like traffic calming and pedestrian-supportive infrastructure, instead of putting more money into police surveillance. Red light cameras result in increasing police surveillance, while ignoring real solutions and people's actual safety needs. We need to invest in walkable cities, not more policing. The ACLU-CT is opposed to the use of speed and red light cameras because of the significant due process, privacy, and racial justice threats these cameras pose.

Police surveillance ends up most hurting Black and brown people and others whom the government has marginalized. Due process issues arise with these cameras because the camera systems ticket the registered owner of a car, regardless of who was driving.¹ In addition, without proper safeguards, cameras can collect license plate data from all drivers, not just those who commit infractions.

Red light cameras are also another form of nonstop police surveillance. Speed and red light cameras will most likely use automatic license plate readers (ALPR), which are cameras that scan and record thousands of license plates a minute. When an ALPR system captures the image of a license plate, it also tags each file with the time, date, and GPS location of this photograph. ALPR systems can enable the government to track where someone has gone, where they are going, and who visits certain locations, raising serious First and Fourth Amendment concerns.

When it comes to police surveillance, the police and anyone that they have chosen to share their information with can learn a person's habits or location. For example, in 2019, at least eight Connecticut police agencies were sharing license plate reader information with Immigration and Customs Enforcement (ICE).² Any proposal to use speed or red light cameras must come with a prohibition on data-sharing with ICE. Red light cameras also, as currently proposed, represent an expansion of policing and would not reduce community interactions with police. It would be good if people had fewer interactions with police, but there is nothing in this bill to require places that use red light cameras to in turn reduce the number of police in their local or state police agency, reduce the budget of the police department and invest that money instead in real public safety and public health, or prevent police from making traffic or pedestrian stops, meaning police would be free to continue doing exactly what they do now, with the addition of even more surveillance tools at their disposal. Red light cameras would be an expansion of policing, not a reduction.

Racial justice concerns are also at issue due to the placement of cameras in larger municipalities like Hartford, where higher concentrations of people of color are disproportionately affected. Legislation must include provisions ensuring that cameras are not placed in a discriminatory manner. There is no research to suggest

that people of color commit more motor vehicle infractions than other people, so this targeting does not make communities safer.

Many cities across the country have encountered issues with red light camera systems, and some have even abandoned the systems entirely because of the many problems they have encountered. Ten states (Arkansas, Maine, Mississippi, Montana, New Hampshire, South Carolina, South Dakota, Texas, West Virginia, and Wisconsin) prohibit the use of red light cameras in their communities.³ In 2015, the Missouri Supreme Court held that red light and speed cameras are unconstitutional.⁴ Leaders in South Dakota oppose red light cameras so much that the state began denying other states' requests for drivers' information for red light camera citations in 2014. The New Jersey legislature is exploring following suit, particularly because it is surrounded by states that employ red light cameras and speed cameras.⁵

Smart cities are moving away from red light cameras, including because they exacerbate inequities. The number of communities using red light cameras fell from 533 in 2012 to 430 in 2016, according to a 2017 report by the National Conference of State Legislatures.⁶ The city of Rochester, New York ceased use of its red light camera system because it was disproportionately harming people in low-income neighborhoods, according to the city's mayor.⁷ In California alone, 60 communities have stopped using red light cameras, in part due to the increases in traffic accidents caused by the cameras. Chicago's camera system has caused many complicated and expensive problems, while collecting over \$1 billion in fines.⁸ An investigation found that not all of Chicago's red light cameras functioned properly and that enforcement

was inconsistent. Due to a lack of adequate notice to violators, Chicago then settled a class action lawsuit for \$38.75 million.⁹ A subsequent class action lawsuit was filed on November 17, 2021 by drivers in a suburb of Chicago alleging that the red light cameras improperly ticketed them. The Chicago metropolitan area's continued struggle to administer its program demonstrates the burden that low-income people and people of color bear when red light cameras are introduced into communities.

In addition to their threats to due process, privacy, and racial justice, it is not clear that red light cameras solve traffic safety problems. There are many conflicting studies about whether these devices actually make communities safer. A twelve-year-long study of red light cameras in Texas found that the devices did not at all improve public safety in the communities where they were employed.¹⁰ In fact, the study found that red light cameras can result in the opposite effect, because more people attempted to stop when a light was yellow or red, causing accidents that most likely would not have occurred without the presence of the cameras.

Communities using red light cameras have learned difficult and expensive lessons about privatized, outsourced, for-profit, automated law enforcement—lessons that we need not repeat in our state. Communities have learned that red light cameras enrich for-profit vendors and fail to provide the promised safety benefits and revenues for municipalities. In many places, they have also proven widely unpopular with the public, which views them as a cynical cash grab. For example, voters in Aurora, Colorado made their dislike of red light cameras known in November 2018 when they voted by a margin of two-to-one to shutter the city's red light camera program after the governor vetoed a statewide prohibition of red light cameras passed twice by the state legislature.¹¹

There are changes that, if added to the bill, would further protect people's privacy. We strongly urge this Committee to consider these alterations, which we believe is necessary to neutralize the very real racial justice and privacy concerns involved in implementing traffic cameras in Connecticut. Inclusion of the following is necessary:

- Limit the use of cameras to areas where there is explicit data demonstrating a history of traffic accidents. This bill is too broad because it would permit surveillance at intersections where the speed limit is 25mph or above—most streets would meet this definition
- Put measures in place to ensure that the cameras are not deployed in a discriminatory manner, require public hearings and comment periods on each proposed camera site and re-evaluate camera sites after time has passed.
- In addition to establishing citation hearing systems, explicitly require hearing systems to include an appeals process. Additionally, require that the development and implementation of a privacy policy relating to cameras and require a random annual audit of the system to ensure compliance with privacy protections.
- Require that data is not shared with any other person or agency, including ICE and police.
- After adjudication or a fine is paid, there is no longer any need to keep the data. We recommend deletion after thirty days.
- As part of the report out to DOT and the General Assembly in Section 4, the bill should require an evaluation of whether to continue the use of cameras after the 18 month period finishes.

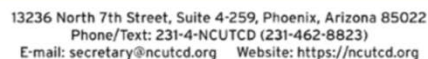
We encourage this Committee to consider amending the bill to include further language addressing the concerns that accompany the use of traffic cameras. Until the present racial justice and privacy issues are addressed, the ACLU-CT must oppose House Bill 6625, and urges this Committee to do the same.

Many cities across the country have encountered problems with camera systems, and some have even abandoned the systems entirely because of the problems they have encountered.

Chicago recently settled a class action lawsuit for \$38.75 million after an investigation found that not all cameras functioned properly and that enforcement was inconsistent. A subsequent class action lawsuit was filed in a suburb of Chicago alleging cameras improperly ticket them.

Communities have learned that cameras enrich for-profit vendors and fail to provide the promised safety benefits and revenues for municipalities. In many places, they have also proven widely unpopular with the public, which views them as a cynical cash grab.

Limit the use of cameras to areas where there is explicit data demonstrating a history of traffic accidents.



NCUTCD RECOMMENDATION FOR CHANGES TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

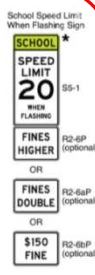
DEVELOPMENT HISTORY:

Approved by RWSTC:	01/08/2025, 06/11/2025
Approved by CAVJTF	01/08/2025
Approved by NCUTCD Council:	06/12/2025

The practice of utilizing hour, day and "when children present" text plaques to define the presence of a school speed limit for a School Speed Limit Assembly (Figure 7B-1) is inconsistent with 11th Edition MUTCD language in Part 5. To clarify intent, a new support statement is proposed for Part 7.

The 11th Edition of the MUTCD Section 1A.03 states that "traffic control devices can be targeted at operators of motor vehicles, including driving automation systems, and at vulnerable road users." The need for uniformity and consistency in sign applications are a key aspect for all road users (Section 1A.01) and for driving automation systems (Section 5A.04). In Part 7 the use of school speed limit assemblies offers at least four options to address the periods of the day that the speed limit applies. In 1971 when school speed limit signs first were introduced to the MUTCD, states had (and continue today) with various laws regarding school zone speed limits and required signing. This has resulted in various applications using the options afforded in the MUTCD.

School Zone When Flashing for CAV



Option:

39 If a reduced school speed limit zone ends at the same point as a designated school zone, an END SCHOOL ZONE (SS-2) sign may be used instead of an END SCHO (SS-3) sign. A standard Speed Limit sign showing the speed limit for the section of highway downstream from the authorized and posted reduced school speed limit zone may be same point above the END SCHOOL SPEED LIMIT (SS-3) sign or the END SCHOOL sign.

Guidance:

40 The beginning point of a reduced school speed limit zone should be at least 200 feet from the school grounds or a school crossing; however, this 200-foot distance should be in reduced school speed limit is 30 mph or higher. The maximum beginning point of a reduced school speed limit should not be greater than 500 feet in advance of the school grounds or a school crossing.

Standard:

41 The School Speed Limit assembly shall be one of the following; either

42 A, a static sign assembly with Speed Limit Sign Beams;

43 B, a blank-out sign, or

44 C, a changeable message sign (see Chapter 21), or

45 D, a static sign assembly.

46 [Revised to order sign and add 19.]

Option:

47 If used, the Static School Speed Limit assembly (see Figure 7B-1) shall consist of a top plaque (SS-2aP) with the legend SCHOOL, a Speed Limit (SS-3) sign, and a bottom plaque (SS-4aP, SS-4bP, or SS-4cP) with a SS-4aP. The bottom plaque(s) shall indicate the condition(s) specifying when the school speed limit is in effect.

48 Fluorescent yellow-green pixels shall be used when the "SCHOOL" message is displayed on a changeable message sign for a school speed limit.

Option:

49 Changeable message signs may use blank-out messages or other methods in order to display the school speed limit only during the periods it applies.

50 A Vehicle Speed Feedback (W13-20aP) plaque that displays the speed of approaching drivers (see Sections 28.21 and 2C.13), that is part of a School Speed Limit assembly or a School Speed Limit When Flashing (SS-1) sign, shall be used in a school speed limit zone.

Guidance:

51 If used, the Vehicle Speed Feedback (W13-20aP) plaque should only be used during the time period when the school speed limit is in effect.

52 A Reduced School Speed Limit Ahead (SS-5a) sign (see Figure 7B-1) should be used to inform road users of a reduced speed zone where the speed limit is being reduced by more than 10 mph or where engineering judgment indicates that advance notice would be appropriate.

Standard:

53 If used, the Reduced School Speed Limit Ahead sign shall be followed by a School Speed Limit sign or a School Speed Limit assembly.

54 The speed limit displayed on the Reduced School Speed Limit Ahead sign shall be identical to the speed limit displayed on the subsequent School Speed Limit sign or School Speed Limit assembly.

25A-RW-01 School Zone When Flashing for CAV

The standard is “applying uniform and consistent traffic control devices at similar locations in similar situations”

Page 4 of 4

Who Performed Due Diligence on Blue Line?

Could Greenwich Face Potential Financial Liability?

Blue Line Has A Problematic Track / Legal Record

Even A cursory Review Is Troubling

We've Seen How This Movie Ends Before

Pattern of Misconduct With Private Companies

- Arizona Secretary of State, Jan Brewer, confirmed that Redflex documents used in court to convict motorists of speeding in Lafayette, Louisiana had been falsified.
- Many cities have all been caught shortening yellow lights to increase profits from red light cameras.
- In Italy, a speed camera company was caught in a fraud scandal that involved 109 officials and contractors.
- In January 2009, the makers of the T-Red brand of red light cameras were similarly arrested for fraud after prosecutors found motorists were being trapped at intersections with short yellows and improperly certified equipment
- Redflex violated federal law by using radar units that were not FCC certified.
- Redflex employees have been charged with assault, child pornography, and extreme DUI (while driving a photo radar van). They can observe your car, wife, and children and they can figure out where you live. They have access to your DMV records.

Florida: Public Backlash Ends a School-Zone Program

In early 2025, **Manatee County, Florida**, became the latest jurisdiction to pull the plug on automated enforcement. County commissioners voted 5-2 to end their **school-zone speed-camera program** after just months of operation. Local reports say more than **55,000 tickets** were issued in that short window.

Coverage from The Sun and Spectrum News 9 described widespread frustration: drivers claimed they were ticketed when flashers weren't active, during times when no students were present, or on stretches where speed limits suddenly dropped.

Critics called the system a "money grab," noting that camera vendors received a portion of each fine. Supporters argued that school-zone safety outweighed the inconvenience. But public sentiment quickly turned, and commissioners concluded that **the loss of trust outweighed any potential safety gain**.

Florida law still allows cameras in certain school zones, but counties must adopt them voluntarily—meaning local politics often determine their lifespan.

Hawaii: A History of False Starts and Public Resistance

Hawaii's relationship with automated speed enforcement has been one of the most turbulent in the nation. In the early 2000s, the state launched a photo-radar program nicknamed the "**van cam**", which was designed to deter speeding along Oahu's busiest highways.

However, the experiment quickly collapsed amid **massive public backlash**. Drivers complained about hidden vans, confusing signage, and tickets that arrived weeks after the alleged violation. The public viewed the system as an unfair "speed trap," and by 2002, lawmakers voted overwhelmingly to **shut it down** after only five months in operation.

Two decades later, in 2023, Hawaii tried again with a **red-light and speed-camera pilot program** in Honolulu. The new system focused on high-crash intersections rather than mobile vans, with the goal of improving transparency and accountability. While supporters praised early data showing fewer serious crashes, critics remain wary that the program could expand too far or reintroduce the same fairness issues as before.

As a result, Hawaii remains divided: the state technically allows cameras under limited pilot conditions, but **longstanding public distrust continues to limit their acceptance**. It's a vivid reminder that once a camera program loses public confidence, rebuilding it can take decades.

Iowa shuts down most speed cameras

Iowa: When Safety Data Isn't Enough

In September 2025, the **Iowa Department of Transportation rejected Des Moines' request** to reinstall several speed cameras, concluding that the city hadn't proven the devices made roads safer under new state standards (Axios Des Moines).

The DOT required evidence that cameras reduce crashes rather than simply issue tickets. Des Moines argued that the cameras deterred speeding on high-risk corridors, but the state cited insufficient crash-reduction data. Iowa's ruling limits where both fixed and mobile units can operate and gives municipalities only narrow grounds to appeal.

The case highlights a broader shift: state officials want **clear proof of safety benefits** before granting or renewing camera permits. Iowa isn't alone—transport agencies in several states now require yearly safety audits and public reporting before re-approval.



As of November 14, 2025, Automated Speed Enforcement (ASE) penalty orders will no longer be issued in accordance with provincial legislation. ASE penalty orders for violations that occurred before November 14, 2025 remain valid and must be **paid** by the due date or **disputed** by the deadline (30 days from the date of issuance).

10:55

Blue Line Solutions agrees to settlement in Girard speed camera class action, DannLaw, Zimmerman Law Offices vow to continue fighting to hold city accountable for issuing bogus tickets

June 22, 2021 By Marc Dann



Blue Line Solutions, LLC, co-defendant with Girard, Ohio in a class-action lawsuit filed by DannLaw and Zimmerman Law Offices PC on behalf of 7,700 motorists

wrongly cited for speeding while traveling through the city

Interstate 80, has agreed to pay \$175,000 to settle

ms made against the speed camera company

According to DannLaw founder and former Ohio Att

General Marc D

remains a

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\$175,000 payment from Tennessee-based Blue

will be distributed after all class members have been

dannlaw.com

10:54

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CADDO PARISH SHOULD HAVE MANY REQUIREMENTS IN CONTRACT WITH BLUE LINE SOLUTIONS

Caddo Parish will soon contract with Blue Line Solutions to enforce speed laws on parish roads. This effort will be coordinated with Caddo Sheriff Henry Whitehorn in the selection of the roads to be monitored. This will be a six month trial program.

Blue Line Solutions has the contract with the City of Shreveport to enforce speed limits at Caddo Parish schools in the city limits. This program encountered many challenges in its first months of operation.

Here are some of the problems encountered by residents and the City of Shreveport with Blue Line Solutions:

1. Signage and flashing lights were not timely installed by Blue Line--it is not known if the parish roads will have signage on Blue Line speed monitoring.
2. Citations issued by Blue Line identified the vehicle by its license plate and cited the vehicle owner without proof of who actually was driving the vehicle at the time of the speed violation.
3. Blue Line failed to open an office in

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By paying the citation, he/she waived their right to contest as stated under the GA state statute.

10:44

in violation of O.C.G.A. § 40-14-18 for excessive speed in a school zone on March 7, 2023. More specifically, the citation states that a camera took photographs of Thomas Chastain's automobile traveling 58 miles per hour in a school zone with a speed limit of 25 miles per hour. A copy of the "Notice of Citation" is attached hereto as Exhibit "A".

7.

The Chastains' "Notice of Citation" states a 2021 Jeep registered to Thomas Chastain was photographed violating the "School Zone Electronic Enforcement Statute" and, as the registered owner of the vehicle, Thomas Chastain was responsible for a Civil Monetary Penalty. The Civil Monetary Penalty set forth in the citation was \$100.

8.

Blue Line did not send to Mr. and Mrs. Chastain "a copy of a certificate sworn

4

Case 2:23-cv-00160-RWS Document 1 Filed 08/17/23 Page 5 of 28

to or affirmed by a certified peace officer" that complies with Georgia law. On information and belief, no officer was administered an oath by a person authorized to administer oaths verifying the violation asserted in the citation sent by Blue Line to Mr. Chastain. The statement to the contrary in the citation that Blue Line mailed to Mr. Chastain was materially false and deceptive, and was used to extract money from Mr. Chastain in violation of 18 U.S.C. § 1341 and O.C.G.A. § 16-8-3.

9.

Plaintiffs Thomas and Emma Chastain paid \$75 of the "\$100 Civil Monetary Penalty" solicited by Blue Line by check payable to "Town of Tallulah Falls" on or about April 28, 2023. A true and correct copy of the check indicating payment is attached hereto as Exhibit "B". The check, though payable to "Town of Tallulah Falls," was deposited by Blue Line in an account maintained by Blue Line in Chattanooga, Tennessee. The payment was not voluntary. All the facts were not

classaction.org

10:55

indeed

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Blue Line Solutions 1.3 ★

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Updated July 10, 2025

Overall rating 1.3 ★

Based on 3 reviews

Detailed ratings

Work-life balance	Pay and benefits	Job security and adv
2.3 ★	2.3 ★	1.0 ★

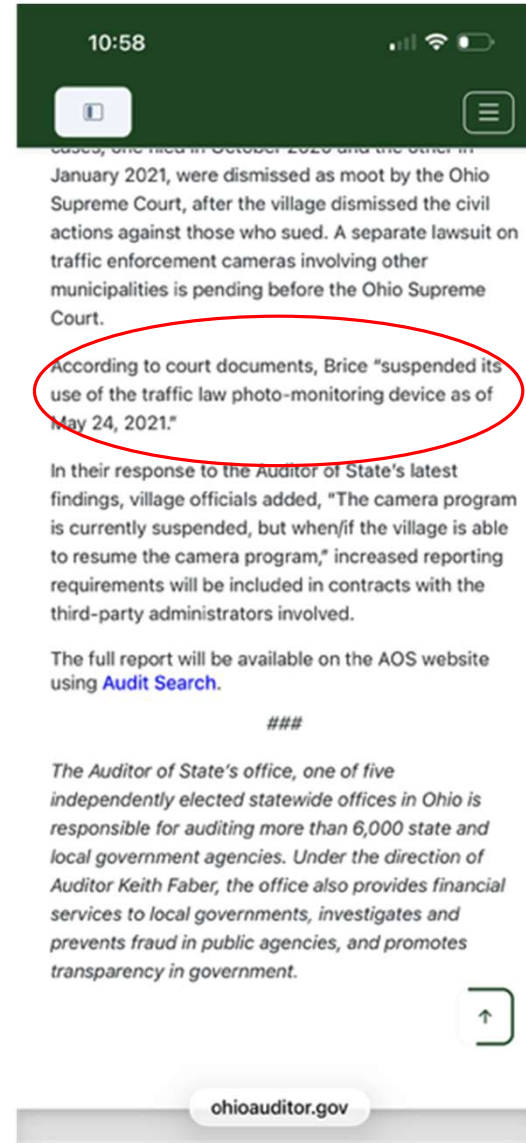
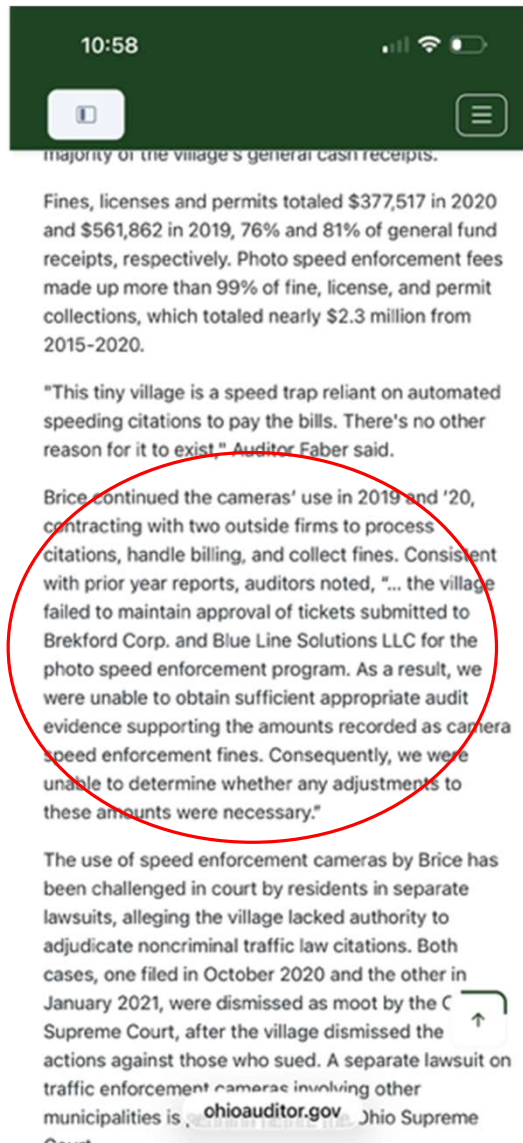
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10:59

ANF News Watch Live

'Hook, line and sinker' | Georgia lawmaker regrets supporting speed camera law

State Rep. Dewey McClain said speed cameras were pitched to protect children. But Georgia pedestrian fatalities have increased.



ANF INVESTIGATES

"Cash cow" | Private industry enforcing GA laws on police' behalf

By Andy Pierrotti
Published: Jun. 6, 2024 at 2:24 PM EDT |
Updated: Jun. 7, 2024 at 8:41 AM EDT

"Taxation Through Citation," a series from ANF Investigates, won the News Special award at the 2025 Southeast Emmys. For more on the series, click here.

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11:00

ANF News Watch Live

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Published: Jun. 6, 2024 at 2:24 PM EDT |
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SOUTH FULTON, Ga. (Atlanta News First) - Standing in his South Fulton kitchen, George Worrell opens a drawer so full of traffic citations, spilling some to the floor. He's received at least 40 over the past few years.

The citations were not issued by South Fulton's Police Department, but by a private company which enforces traffic laws on the agency's behalf. Blue Line Solutions operates the city's 16 school zone speed detection cameras. The citations it issues are mailed from the company's Tennessee headquarters to violators.

Worrell, a local pastor and father of two, confesses he's likely guilty of speeding for some, but not all. He said the company makes it difficult to dispute tickets.

"I love the idea for child safety of course, that's first and foremost, but I believe it is exploiting taxpaying citizens," Worrell said. The tickets are civil penalties, which do not impact drivers' licenses or insurance. If left unpaid, drivers can't renew their vehicle registrations.

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11:00

ANF News Watch Live

According to city records, South Fulton drivers paid at least \$21 million in camera fines, more than any Georgia municipality. The city's contract with Blue Line shows the company receives 35 percent from each ticket.

According to that math, the city collected \$14 million while the camera operator collected \$7 million.

Atlanta News First Investigates asked Blue Line about our analysis, but it did not respond.

Public records show South Fulton used some of the camera money to buy tasers, uniforms, computers, vehicle repairs, and an armed vehicle, all of which cost \$359,000. State law mandates the revenue can only be used for public safety purposes.

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South Fulton Police Chief Keith Meadows advocated for the cameras after he said several residents complained about speeding in school zones. He pointed to a traffic study showing since the cameras were installed in 2019, the number of speeding vehicles in school zones dropped more than 90 percent.

South Fulton Revenue from Speed

Can GIVE THE GIFT OF PREMIER GOLF

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Initial Complaint

Date: 04/30/2025

Type: Billing Issues

Status: Answered

Blue line solutions is a scam. I received a ticket for going 44mph well after 4:30pm in a school zone. I thought the speed limit was 45mph after 4:30pm and there wasn't even a child in sight. They also charged me one hundred dollars for my first offense ever.

Business Response

Date: 05/02/2025

Blue Line Solutions, LLC (BLS) is a service provider for government agencies who wish to deploy automated speed enforcement technology to enforce speed limits in school zones. BLS has a contract with the city of South Fulton, GA in which BLS provides automated LIDAR (laser) speed measuring devices

Flash Digest – News in Brief

By Zach Buchanan – Edited by Henry Li
February 12, 2018

REPORTS FLASH DIGEST • NATIONAL SECURITY

Court Orders Town to Reimburse \$3 Million in Unconstitutional Speed Camera Tickets

The Ohio Court of Appeals ordered the town of New Miami, Ohio to pay back over \$3 million in speed camera tickets, affirming a lower court [decision](#) from 2017, and ending a six-year legal battle over the town's speed camera usage. New Miami is a tiny town – less than a single square mile – but it will now be sending out \$3,066,523 in refunds to various drivers who passed through the town on US 127, a major highway. New Miami has been using speed cameras to have the local police issue speeding tickets by mailing the tickets directly to drivers, without any involvement from the criminal justice system or from insurance companies.

The court noted that because recipients of these tickets were unable to challenge their tickets, New Miami's methods resulted in a "denial of due process." Additionally, the court was wary of New Miami's relationship to the speed camera provider, Blue Line Solutions. Blue Line gave New Miami the traffic cameras for free, in return for New Miami agreeing both to run the cameras for at least 100 hours a month and to split the fines from the camera tickets with the company. The relationship naturally encouraged New Miami to become a speed trap where police could issue easy tickets to score both the town and the camera company money.

Miami has been using speed cameras to have the local police issue speeding tickets by mailing the tickets directly to drivers, without any involvement from the criminal justice system or from insurance companies.

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New Miami [tried claiming a sovereign immunity defense](#) by arguing that it cannot be liable for monetary damages in a civil suit, but the Appeals Court was not swayed, noting that this lawsuit was seeking refunds and not ordinary monetary damages. The Appeals Court quoted the Ohio Supreme Court that "a suit that seeks the return of specific funds wrongfully collected...is not barred by sovereign immunity." This \$3 million payback fine will fall now entirely on New Miami; Blue Line Solutions is not liable if the town deployed the cameras unlawfully. Despite the blow, the court assured New Miami that it "has the authority to enforce its traffic laws...in a constitutional manner."

ICE Gets Access to a Nationwide License Plate Database

The Immigration and Customs Enforcement (ICE) agency got its own holiday gift this year, [finalizing a contract](#) in late December that will grant them query-based access to a nationwide license plate database. The agency made this push back in [jolt.law.harvard.edu](#) a way in the face of backlash. In light of the government's recent

'Follow the money' | Speed camera companies spending big on Georgia lawmakers

Legislature is weighing a ban on school zone cameras following Atlanta News First investigation.



Legislation under consideration in the Georgia General Assembly would ban school-zone speed detection cameras

By Andy Pierrotti

Published: Mar. 5, 2025 at 4:40 PM EST |

Updated: Mar. 5, 2025 at 7:51 PM EST



ATLANTA, Ga. (Atlanta News First) - Legislation under consideration in the Georgia General Assembly would ban school-zone speed detection cameras, and has sparked a fierce debate between lawmakers, law enforcement, and lobbyists.

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ATLANTA, Ga. (Atlanta News First) - Legislation under consideration in the Georgia General Assembly would ban school-zone speed detection cameras, and has sparked a fierce debate between lawmakers, law enforcement, and lobbyists.

While some officials argue the cameras are necessary for public safety, critics contend they serve as revenue generators, and in some cases, ticketing drivers without sufficient warning.

According to public records more than \$112 million in from 2019 to May 2024. T cities and the camera op per ticket.

According to some contr 25 percent from e

Taxation Through Cit Atlanta News First investigation

A series of Atlanta News investigations uncovered a loophole in Georgia law allowing cities to use police departments to budgets through fines forfeitures. A civil lib organization says Georgia's worst state w enabling the practice.

The tickets are civil penalties, but if left unpaid Georgia vehicle registra Department of Revenue is 133,000 people.

State Rep. Dale Washburn

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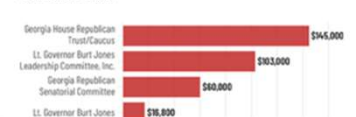
The tickets are civil penalties; they don't impact drivers' licenses, but if left unpaid, drivers can't renew their Georgia vehicle registrations. According to the Georgia Department of Revenue in September, that happened to 133,000 people.

State Rep. Dale Washburn (R-Macon), who is sponsoring the bill to ban the cameras, criticized the current system. "It is clear this system is abusive," Washburn said, adding the cameras have generated more than \$200 million.

Advocates for the speed cameras argue they save lives. Decatur, Georgia, Police Chief Scott Richards told lawmakers speeding violations in his jurisdiction have dropped by 92 percent since implementing its camera system.

Bob Dallas, a former director of the Governor's Office of Highway Safety and now a consultant for Blue Line Solutions, lobbied for the cameras in 2018, arguing they would improve pedestrian safety. Blue Line Solutions has donated \$131,000 to lawmakers.

GA lawmakers and committees that received the most camera operator contributions in 2024



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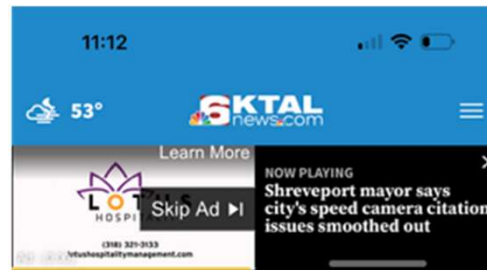
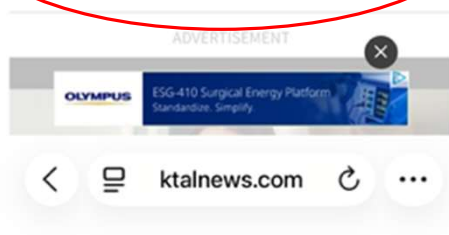
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SHREVEPORT, La. (KTAL/KMSS) – As the City of Shreveport prepares to [fund public safety](#) using revenue from school zone camera citations many residents are wondering if the issues from the program's launch have been worked out.

As the 2022-2023 school year came to a close many Shreveport residents took to city council meetings to [express frustration](#) about what they claimed were improperly posted activation times and lack of consistency in time that speeding cameras are active.

Shreveport Mayor Tom Arceneaux said [Blue Line has corrected the cameras](#) and added more warning signs to notify drivers when school zone speed limits are being enforced.



"I think we finally worked out what the school zone hours are going to be so they are reasonably uninformed. People will know what to expect. There are going to be the signs – the signs should be there well posted, in addition, Blue Line has printed up warning signs that will be out," says Mayor Arceneaux.

The enforcement times:

- Elementary schools – 6:30 AM-8:30 AM and 2:00 PM-4:00 PM
- Middle schools – 7:00 AM-9:00 AM and 2:30 PM-4:30 PM
- High schools – 7:30 AM-9:30 AM and 2:30 PM-4:30 PM.

Mayor Arceneaux says they expect roughly two million dollars in revenue from traffic violations.



SHREVEPORT'S PHOTO SPEED TICKETS ARE ILLEGAL AND COMPANY PAYS CLASS ACTION SUIT

Many citizens have complained about the speeding violations issued by Blue Line Solutions on behalf of the Shreveport Police Department. These are the photo violation tickets.

There are many problems with these tickets:

1. State law requires that the signs have a white background. The local speed signs are reflective yellow, and thus do not comply with state law.
2. State law provides that not tickets may be issued without proper signage. Reportedly many tickets are issued in unposted school zones.
3. State law requires signs to be withing 250 feet to 500 feet of the enforcement area. Many of the posted signs do not comply with this requirement.
4. City ordinance limits speeding tickets to a maximum fine of \$150. Some tickets being issued have a fine higher than that amount.
5. To appeal the issue of the photo speed tickets a \$50 charge is imposed. This fee is not authorized by state law or local ordinance.
6. State law states that any violation of the state requirements voids the tickets.

Blue Line was sued in Ohio for tickets issued in a speed zone for traffic speeds that were UNDER the maximum speed limit.

In this suit, Blue Line agree to pay \$175,000 to settle claims in a class action suit.

Reportedly one or more local attorneys are interested in filing a class action locally for the issues identified in the column below.

The use of the photo speed camera raises a valid public policy issue: privatizing aspects of public service like law enforcement creates many dangers to the public.

The reality is that Blue Line is not accountable to voters or taxpayers. They make money from the tickets issued and share the proceeds with the city.

Shreveport Mayor Adrian Perkins and/or the city council should immediately suspend the Blue Line ticketing until there is a public review of the laws concerning this operation and the non-compliance with the same by Blue Line and the city of Shreveport.

11:04

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POLITICS • ROAD SAFETY

Georgia has made \$112 million from speed cameras in school zones, but over 100 lawmakers want to pull the plug: 'These camera companies are engaged in deceit and trickery'

By Jeff Amy and The Associated Press... [Add us on](#) [G](#) [S](#)

March 4, 2025, 12:19 PM ET



Traffic passes an automated speed camera outside Beacon Hill Middle School in Decatur, Ga., on Tuesday, Feb. 25, 2025.
JEFF AMY—AP PHOTO

fortune.com

11:05

Epic Mountain Rewards
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One issue with abolishing cameras is that companies have become big political donors. Two big vendors, United Kingdom-based RedSpeed and Tennessee-based Blue Line Solutions, contributed around \$500,000 to Georgia campaigns in recent years, according to data compiled by OpenSecrets, a nonpartisan watchdog that tracks money in politics.

Others want to reform camera use, not end it

Legislative leaders seem more likely to support two other bills that would keep cameras, but more closely regulate them by providing better warning signs and limiting the hours of usage.

"So the objective is to alert drivers that they're entering a school zone and get them to slow down and then for them not to be cited unless they are speeding in a school zone during designated hours," said Republican Sen. Max Burns of Sylvania, who is sponsoring [Senate Bill 75](#).



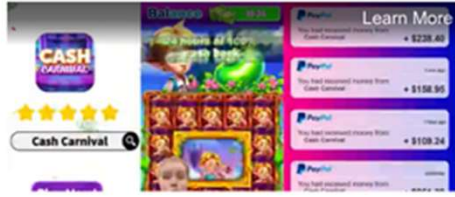
fortune.com

the city of Girard and its use of traffic cameras to other drivers

11:07

According to court documents, Judge Logan is allowing all drivers who received a speeding ticket in the mail via the City of Girard and Blue Line Solutions traffic cameras, during a specified period of time and location, to join a lawsuit claiming the tickets are not valid.

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The City of Girard previously filed a motion to dismiss the class-action status in order to "conserve judicial resources and to avoid potentially unnecessary expenditures of time and resources."

In order to obtain class-action status, cases must have a large identifiable group of plaintiffs of which it would be impractical to litigate each case independently. Also, each plaintiff must be easily identified, which the court found is possible through citation records from the City of Girard.

According to court documents, Girard issued 7,733 citations during the time period of December 7, 2017 to



wkbm.com

- Blue Line Solutions has faced several problems, including:
- **Signage and Lighting Issues:** Timely installation of speed monitoring signage and flashing lights has been a challenge. [1](#)
 - **Citation Accuracy:** Citations have been issued without proof of who was driving at the time of the violation, leading to confusion and dissatisfaction. [1](#)
 - **Contractual Obligations:** The company has failed to fulfill its obligations under the contract with the City of Shreveport, including not opening an office as required. [1](#)
 - **Communication Delays:** The toll-free number on citations was often unresponsive, and voice messages were rarely returned. [1](#)
 - **Payment Issues:** There have been delays in remitting fines collected by citizens, which has frustrated many users. [1](#)
- These issues have raised concerns among residents and the City of Shreveport regarding the reliability of Blue Line Solutions' services.

"The best way to get a bad law repealed is to enforce it strictly."

Abraham Lincoln