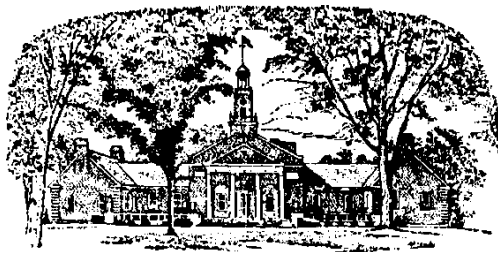


Town of Clinton
54 East Main Street
Clinton, Connecticut 06413

Town Council Regular Meeting Minutes
Wednesday, July 16, 2025
Town Hall Green Room

In Attendance:	Chairman Carrie Allen, Hank Teskey, Dennis Donovan, Chris Passante, Brian Roccapriore and Chris Aniskovich
Absent:	Mike Shove
Also participated:	Michelle Benivegna, Town Manager

C. Allen called the meeting to order at 7:00 PM. Dennis Donovan led the council in the pledge of allegiance.

VISITORS

Chris Horvath acknowledged the effective and valuable communication efforts regarding the Beach Park Road project.

C. Allen referenced an email that had been sent to the Council. A copy of the email will be attached to the minutes for reference.

APPROVAL OF MINUTES – JULY 02, 2025

C. Passante made a motion, seconded by H. Teskey to approve the minutes from July 02, 2025. The motion was unanimously approved with one abstention from C. Aniskovich.

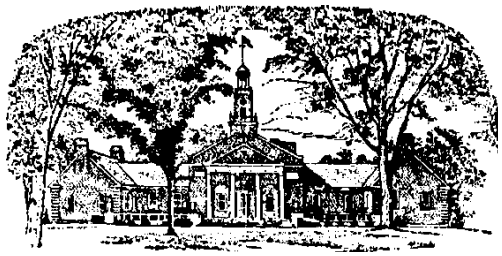
APPOINTMENTS & REAPPOINTMENTS

C. Aniskovich made a motion, seconded by D. Donovan, to appoint Michael Fanning (R) to the Shellfish Commission for a term until June 30, 2027. The motion was unanimously approved.

REVIEW OF FOUR SHORE RESILIENCY PLAN AND REQUEST TO UPDATE THE TITLE AND CHARGE OF THE COASTAL RESILIENCY TASK FORCE

Abby Piersall, Town Planner, gave a brief overview of the Four Shore Coastal Resiliency Plan. The Coastal Resiliency Task Force was established by the Council to work with Town staff and neighboring communities of Westbrook, Old Saybrook, and Fenwick to develop a Coastal Resiliency Plan addressing future sea level rise. The Task Force has requested that the Council consider a name change and a revised committee charge to better reflect its evolving role.

Teskey made a motion, seconded by B. Roccapriore, to approve the name change to the Clinton Resiliency Committee and adopt the updated mission statement. B. Roccapriore asked that committee terms be included in the revised charge. The motion was unanimously approved.



Town of Clinton
54 East Main Street
Clinton, Connecticut 06413

Clinton Resiliency Committee

Purpose:

The Clinton Resiliency Committee will work to increase community resiliency by raising awareness of and providing information about adaptation and mitigation strategies to address impacts of climate change. The Committee will advise on actions, policies, and projects, and will create education initiatives on the following topics:

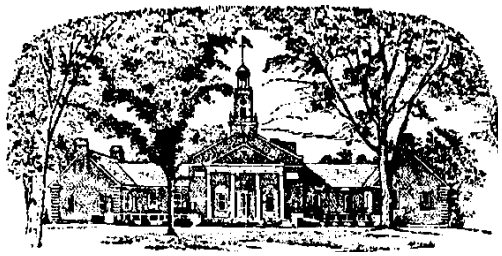
- storm surge, flooding, and sea level rise
- extreme weather events including extreme heat and increased precipitation
- erosion and natural resource protection
- energy efficiency and conservation measures
- renewable energy

Charges and Responsibilities:

- Review and relevant data, plans, initiatives, policies, and legislation over time at the regional, State and Federal levels with regards to impact on the community.
- Provide feedback to lead agencies during revisions to Clinton's Plan of Conservation and Development, Hazard Mitigation Plan, Harbor Management Plan, coastal management planning and policy initiatives, regulation changes, and other relevant work.
- Review opportunities to advance recommendations from the regional 2025 Four Shore Coastal Resiliency Plan and any future Clinton resiliency plans.
- Review potential funding sources/grant opportunities to advance adaptation and mitigation strategies.
- Review the degree to which existing Clinton policies and regulations address or enable climate change mitigation/adaptation strategies and coastal resiliency accommodations; identify any "disconnects" between regulations and practice and recommend ways to achieve alignment; review proposed regulations for climate change mitigation/adaptation.
- Conduct public education and outreach to residents, homeowners, businesses, and other stakeholders about the Town's vulnerabilities to climate change, flooding, erosion, sea level rise, and extreme weather events and relevant associated adaptation and mitigation strategies to address these vulnerabilities.
- Evaluate opportunities for collaboration with other local, state, national, and international resiliency organizations to promote education, outreach, and potential project implementation.
- Provide a report to the Town Manager and Town Council every two years concerning Clinton's progress toward reaching resiliency goals.

Membership and Term:

The Committee membership shall be appointed by the Town Council and be comprised of 5 regular members and 2 alternates. The Town Council has the authority to appoint additional members and/or alternate members as appropriate to facilitate the work of the Committee.



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POLICE TRAFFIC CAMERA PRESENTATION

Chief DeMaio, along with Martin Plank, presented an automated traffic enforcement proposal to the Council. Implementation of the program would require approval from the Department of Transportation (DOT). The results of the speed and red light studies were reviewed, identifying key areas for enforcement: a speed camera on Killingworth Turnpike near The Morgan School, and red light cameras at three locations along Route 81. To proceed, the Town Council would need to hold a public hearing and adopt a formal ordinance. A copy of the proposed ordinance will be distributed to Council members and placed on a future meeting agenda for consideration.

LINE ITEM TRANSFER REQUEST

The line item transfer request is for the 2025-26 wage increases for non-union employees. C. Passante made a motion, seconded by B. Roccapriore to approve the finance department line item transfer request to decrease contingency by $35,186 and increase town manager salaries by $2,340, tax collector salaries by $2,543, Planning & Zoning salaries by $3,180, Senior Services salaries by $5,328, public works salaries by $3,236, police salaries by $15,281, Fire Marshall salaries by $1,496, registrars salaries by $846 and harbor commission salaries by $936. The motion was unanimously approved.

FINANCE DEPARTMENT REAPPROPRIATION REQUEST

R. Tait presented a reappropriation request to transfer available funds from the Finance Department's 2024–2025 budget to the 2025–2026 budget for audit and accounting services. D. Donovan made a motion, seconded by H. Teskey, to approve the request, reallocating $5,000 from Audit/Accounting Services and $10,000 from IT Technology in the 2024–2025 budget to corresponding line items in the 2025–2026 budget. The motion was unanimously approved.

FINANCE DIRECTOR'S REPORT

R. Tait presented his financial report as of July 16, 2025, along with a breakdown of the legal services account by vendor.

TOWN MANAGER'S REPORT

- The openings of Henry on Main and Café Nola were successful. Henry on Main, in particular, has received extensive media coverage, with articles forthcoming from The Hartford Courant, New Haven Register, Shoreline Times, and the local Harbor News. Copies of these articles will be shared with the Council and posted on the Town's website and social media platforms.
- The planned closure of Beach Park Road Bridge has been scheduled for July 28th.
- The Land Trust was awarded $103,350.00 for the Killingworth Open Space parcel which encompasses 23.57 acres. The town provided $50,000 in this fiscal budget to help fund the land purchase.
- The part time civil engineer job was posted last week.
- The Town is actively seeking donations to support the upcoming fireworks event, which will be held on Saturday, August 23rd at the Town Beach, beginning at 5:00 p.m. Additional event details will be announced in the coming weeks.
- Clerical union negotiations start tomorrow.

Town of Clinton
54 East Main Street
Clinton, Connecticut 06413

- R. Potter will be attending the Aug. 6th Town Council meeting to provide an update on Beach improvements and Park & Rec projects.
- Trolley ridership has significantly increased in recent weeks. To further promote the service and encourage continued use, a promotional video is currently in production.

CHAIRMAN'S REPORT

C. Allen praised the numerous positive developments throughout Clinton, highlighting enhancements to the Town Docks, improved landscaping at CVS, and the strong community support for the library.

TOWN COUNCIL DISCUSSION

C. Passante inquired about parking availability related to the Land Trust property acquisition.

TOWN COUNCIL COMMITTEE AND LIAISON REPORTS

- H. Teskey reported on EDC and
- B. Roccapriore reported on Planning and Zoning

EXECUTIVE SESSION – PERSONNEL, PURSUANT TO CGS 1-200 (6) (A) & REAL ESTATE, CGS 1-200 (6) (D)

H. Teskey made a motion, seconded by B. Roccapriore, to go into executive session at 8:25 PM to discuss personnel and invite M. Benivegna, Chief DeMaio and Mary Schettino. The motion was unanimously approved. The council came out of executive session at 8:27 PM.

APPOROVE SETTLEMENT

C. Passante made a motion, seconded by D. Donovan to approve the settlement as presented. The motion was unanimously approved.

ADJOURN

C. Passante made a motion, seconded by M. Shove, and unanimously adjourned the meeting at 8:30 PM.

Respectfully submitted,

Mary Schettino
Executive Assistant
Town Manager

From: K J <kristen.a.waterbury@gmail.com>
Sent: Tuesday, July 8, 2025 6:29 PM
To: planning@clintonct.org; Abby Piersall <apiersall@clintonct.org>
Cc: Gary Bousquet <gbousquet@clintonct.org>; Lori Pascarelli <lpascarelli@clintonct.org>; Clinton Public Works <clintondpw@clintonct.org>; Alan Felgate <afelgate@clintonct.org>; Carrie Allen <callen@clintonct.org>; Michelle Benivegna <mbenivegna@clintonct.org>
Subject: Follow-Up: Invasive Plants, 327 East Main St Development, and Town Restoration Efforts

Dear Clinton Planning and Town Leadership,

As a Clinton resident and someone who cares deeply about the future of our town, I'm writing to follow up on a message I sent earlier that may not have gone through. I've attached a PDF of that original email for reference and included updated thoughts below to ensure everything is clearly communicated and formally acknowledged.

I respectfully ask that this email, along with the original message, be formally entered into the meeting minutes, regardless of whether I am able to attend in person.

First, I want to revisit the concern I raised nearly two weeks ago regarding the Tree of Heaven invasion and broader invasive plant issues. I appreciated the interim response from Todd Hajek, who confirmed that the Tree Warden shared my concern, but I haven't received any further updates since then.

In addition to my initial email, I'd also like to propose that new developments, and ideally existing businesses, contribute to an invasive plant eradication and native plant restoration initiative. This isn't just environmental housekeeping. It's a practical way to protect our landscape, prevent infrastructure issues, and keep Clinton livable and beautiful for the next generation. If businesses benefit from our town, they should also invest in its ecological health.

I understand that some restoration requirements are already in place, which also relates to the development that I'm inquiring about below. My question is how these efforts are being monitored or enforced, and whether they can be expanded to include invasive species removal. This seems like a strong opportunity to align environmental responsibility with economic development in a consistent and community-supported way.

Second, I recently learned about the proposed development at 327 East Main Street, and I'm concerned that many residents are still unaware of it. Over the holiday weekend, I spoke with several people in the 30 to 40-year-old range who are balancing

families, work, and day-to-day responsibilities. Not one of them had heard about this proposal. While Panera and Chase Bank were rolled out with signage and community discussion, this project appears to be progressing without the same level of transparency or communication.

I know the Economic Development Commission and their Plan of Conservation and Development lays out a strong vision, but I'm also looking at the number of empty, neglected, and crumbling buildings all over town. Especially in areas outside of Liberty Green. Before we approve more new projects, I think it's fair to ask: what's being done to repair what's already falling apart? Growth should include taking care of what we've got, not just making room for what's next.

Thank you for taking the time to read this. Please confirm receipt and let me know how residents like myself can meaningfully engage in decisions before they're finalized. I care deeply about this town, and I'm not alone. Many of us are raising families, juggling work, and doing our best to stay involved. We want to build a future here. We just need a chance to be heard. I hope this message helps make space for that.

If some of what I've mentioned is already in motion or accounted for, please feel free to correct me. If some of this is already handled behind the scenes, I'd love to know. I'm just one resident trying to get better at showing up before the decisions are final.

> I'd also appreciate confirmation that this message will be entered into the official record.
>
> Warmly,
> Kristen Waterbury
>
> *A resident trying to pay closer attention and help build something worth staying for.*

March 2025

Four Shore Coastal Resiliency Plan

Towns of Clinton, Westbrook, Old Saybrook, and the Borough of Fenwick

Patchogue River, Westbrook

How to Use This Document

This document is designed for optimal viewing in digital format. Digital access allows readers to enlarge maps and zoom in on specific areas, enhancing the viewing experience. While a printed version is available, please note that it may limit your ability to examine the finer points of the maps and graphics. For larger maps, see Appendix B.

This plan was prepared for the Towns of Clinton, Westbrook, Old Saybrook, and the Borough of Fenwick with funds provided through the National Fish and Wildlife Foundation's (NFWF) Long Island Sound Futures Fund (LISFF).

Table of Contents

Executive Summary

Introduction

Longstanding Attraction vs. Risk

Coastal communities captivate with their waterfront beauty, but this allure comes with inherent risks. The same waters that draw people in also pose significant threats. Storms, wave action, and sea level rise expose these communities to potential flooding, property damage, and coastal erosion, creating a precarious balance between natural appeal and environmental vulnerability.

Coastal Environment & Economics

The coastal municipalities in this plan boast a unique appeal, attracting visitors, seasonal residents, and permanent residents. The area's natural beauty, characterized by its beaches, preserves, and trails, serves as a major draw for tourists. Additionally, local amenities such as marinas, shopping centers, and restaurants enhance the region's allure, contributing significantly to the local economy by drawing visitors.

Historic Storm & Path Forward

Superstorm Sandy struck the Long Island Sound coast in October 2012, bringing storm surges up to 10 feet in some areas. The storm's aftermath was devastating: widespread flooding, destroyed homes, loss of life, downed trees, and extended power outages. This Coastal Resiliency Plan, drawing lessons from Sandy and other past storms, represents a proactive approach to address the increasingly severe weather events anticipated in the future.

Federal & State Recognition

Both federal and state entities recognize the critical need for coastal resilience along the Long Island Sound. This recognition is evident through the support provided by the Federal Emergency Management Agency (FEMA) and the Connecticut Department of Energy & Environmental Protection (CT DEEP), which offer grant funding and extensive resources for coastal resilience planning and preparedness. As a testament to this commitment, this plan for the Towns of Clinton, Westbrook, and Old Saybrook, and the Borough of Fenwick was funded through the National Fish and Wildlife Foundation's (NFWF) Long Island Sound Futures Fund (LISFF).

Section 1: Planning Process

Project Purpose & Study Area

This coastal resiliency plan, known as the Four Shore Coastal Resiliency Plan (or the Plan), aims to assess and address future sea level rise risks for the Connecticut Towns of Clinton, Westbrook, Old Saybrook, and the Borough of Fenwick. Its primary objective is to develop collaborative strategies to mitigate flood risks and adapt to sea level rise impacts while maintaining community quality of life.

The study area encompasses the southern coast of Middlesex County, Connecticut, covering 26 miles of water frontage along the Long Island Sound and the Connecticut River. This area is home to 30,629 residents across the four communities plus seasonal residents and commercial properties.

How this Plan was Developed

The Four Shore Coastal Resiliency Plan is the result of collaborative efforts between an Executive Committee of local government staff and community leaders from Clinton, Westbrook, Old Saybrook, and the Borough of Fenwick. Public feedback and diverse stakeholder input shaped the Plan, ensuring it addresses regional concerns and goals. The planning process for this plan can be broken down into five categories:

1. Community asset mapping
2. Sea-level rise (SLR) scenarios
3. Vulnerability & risk assessment
4. Project identification & project development
5. Coastal resiliency plan development

Community Engagement & Education

To assist with the requirements of the Four Shore Coastal Resiliency Plan, the Town planning leads hired a consultant team to carry out the planning process and produce the Plan. Additionally, an Executive Committee was established consisting of local government staff and community leaders who bring diverse perspectives and experiences to help inform and guide the planning process. The Executive Committee met biweekly throughout of the planning process.

Various public engagement activities occurred throughout the planning process including:

- Key stakeholder interviews;
- Public meetings (7);
- Pop-ups at local events (3);
- Project website; and,
- Interactive mapping.

Executive Summary (cont.)

Section 2: State of the Coast

Existing Conditions

Category	Key Highlights
Land Cover	▪ The four-town coastal region is predominantly developed, with nearly half its area covered by impervious surfaces. These surfaces, unable to absorb or store stormwater, contribute to increased runoff. ▪ Natural landscapes span over most of the study area, with forests covering 45.2%, tidal wetlands 7.8%, and other wetland types 6.9%. The majority of forested areas are located north of I-95.
Land Use	▪ The coastline is primarily characterized by residential properties, often lacking adequate protection from high tides and storm surges. Parks and conservation areas, including marshes, comprise the second largest land use at nearly 12% of the total area. However, their flood mitigation potential is limited as most are located inland. ▪ Commercial zones primarily line Route 1 throughout the study area. Waterfront businesses, such as marinas, restaurants, and hotels, support the local tourism economy but are highly vulnerable to storm impacts and surges. This vulnerability poses a potential risk to the area's tourism industry.
Wetland Types	▪ Tidal wetlands, comprising estuarine and marine ecosystems, fringe the shoreline and extend along major rivers in the study area. These wetlands are the most prevalent ecosystem type in the region. Salt marshes, which largely overlap with these tidal areas, serve as critical habitats for various species.
FEMA Flood Zones	▪ Floodplains cover about 22% (6,746 acres) of the study area. These low-lying regions adjacent to water bodies—such as rivers, streams, and oceans—are prone to flooding. The area's flood zones range from Zone VE to Zone AO, placing much of the coastal region in high-risk or high-hazard categories. Buildings within these floodplains face more stringent regulations and review processes than those outside, including specific requirements for flood insurance.
Open Space	▪ The study area contains over 11,000 acres of protected open space, including forests, wildlife areas, preserves, and local parks. This encompasses both public lands and private conservation easements. These spaces are crucial for regional resilience, acting as natural flood buffers by absorbing excess water and reducing flood risk. ▪ The area features seven public beaches, which play a vital role in coastal protection by absorbing wave energy and controlling erosion. However, these beaches face threats from coastal erosion, increasing their vulnerability to flooding and storms. Beyond their protective function, beaches are also key to supporting local recreation and tourism.
Vulnerable Populations	▪ The Environmental Protection Agency (EPA) has identified five disadvantaged communities within the study area, spread across Clinton (one), Westbrook (two), and Old Saybrook (two). Four of these communities are located near water bodies or marshlands, increasing their vulnerability to environmental risks. ▪ Coastal manufactured home communities face particular resilience challenges due to their susceptibility to flooding and storm surges. Their proximity to water bodies exacerbates these risks, and some communities have limited evacuation options.
Critical Facilities	▪ If an evacuation becomes necessary, the State Everbridge System is utilized to send out an alert. Additionally, the municipalities within the study area have employed alternative methods to notify residents, such as driving through affected areas using public address announcements and conducting door-to-door distribution of informational pamphlets in case of an evacuation or impending emergency. ▪ Critical facilities include emergency response centers (police, fire stations, hospitals), buildings housing vulnerable populations (schools, nursing homes), and government operations buildings. These facilities are crucial for emergency response, protecting vulnerable populations, storing vital records and information, and providing temporary shelter or cooling/heating centers. The distribution of these facilities varies across the study area, with most municipalities having their own police and fire stations. Fenwick is an exception, relying on Old Saybrook for critical facilities.

Category	Key Highlights
Historic Places	▪ The study area encompasses ten historic districts recognized at local, state, or national levels. It also features 21 sites listed on the National Register of Historic Places, predominantly in Old Saybrook. Safeguarding these historic assets from coastal threats is crucial for preserving the region's character, identity, and economic vitality.
Road & Rail Infrastructure	▪ The study area contains over 300 miles of roads and 81 bridges, with 42 bridges in the 100-year floodplain. Several railroad underpasses are prone to flooding, compromising local traffic safety and reliability. ▪ The area includes 11.15 miles of Shore Line East rail and 2.6 miles of Amtrak Northeast Regional line, with 1.9 miles of total rail infrastructure within the floodplain.
Wastewater Management	▪ The study area relies entirely on septic systems, which are vulnerable to failures due to rising sea levels, elevated water tables, and increased flooding. This can lead to contamination of ground and surface waters. ▪ Frequent flooding occurs due to inundated marshes and high depth to groundwater in low lying areas where stormwater infrastructure is a challenge. Some catch basins drain directly into saturated marshes, while other catch basins fill naturally with the change in tides, exacerbating flooding issues. ▪ Westbrook and Old Saybrook have Water Pollution Control Authorities (WPCA) that are tasked with finding solutions to the identified impacts on the waters of the State by protecting the groundwater quality through wastewater treatment system upgrades, maintenance, and monitoring programs. Similarly, Clinton has a Water Pollution Control Commission (WPCC). The Town WPCA's or WPCC sewer avoidance programs are exploring on-site solutions as well as small community-based systems to address the needs of each municipality. ▪ Westbrook is exploring a centralized community septic system for its Town Center and has adopted a Sewer Avoidance Ordinance to effectuate septic upgrades. Clinton is considering wastewater treatment facilities for downtown and in vulnerable areas. Old Saybrook has upgraded on-site systems in low-lying areas. The Town is exploring options for small community wastewater treatment systems to implement a wastewater treatment system where on-site solutions are not practical or feasible in low-lying areas.
Stormwater Management	▪ Frequent flooding occurs due to inundated marshes and high depth to groundwater in low lying areas where stormwater infrastructure is a challenge. Some catch basins drain directly into saturated marshes or Long Island Sound. Many catch basins fill naturally with the change in tides exacerbating flooding issues. ▪ The Town health agencies regulate individual on-site septic systems. The CT River Area Health District (CRAHD) is the regional health district servicing Clinton, Old Saybrook, and Fenwick. The Town of Westbrook has its own health department.
Solid Waste Management	▪ All three towns (Clinton, Westbrook, and Old Saybrook) have closed their landfills and now use transfer stations located outside flood-prone areas. Waste is transported to regional facilities for disposal.
Utility Infrastructure	▪ Utilities in the study area are provided by Southern Connecticut Gas and Eversource. Power distribution relies on overhead lines and two substations in Old Saybrook. Gas service is limited to high-density areas and major thoroughfares. Connecticut Water supplies public water to parts of each municipality, while many residents use private wells. ▪ Key infrastructure challenges include the lack of public power generation facilities in Clinton, Westbrook and Fenwick ,and the location of some utility infrastructure in flood-prone coastal zones. Public water and gas services do not cover the entire area. Private water supplies vulnerable to saltwater intrusion due to rising sea levels.

Executive Summary (cont.)

Existing Planning Initiatives

Existing Planning Initiatives	
Clinton	Municipal Coastal Plan Revision
	Plan of Conservation and Development (2015-2025)
	Salt Marsh Advancement Zone Assessment
	Coastal Community Resilience Report
	Natural Hazard Mitigation Plan for MS4
	Harbor Management Plan Update
	Sustainable Connecticut Program Participant (Bronze Award)
	Plan of Conservation and Development Update
	Thriving Communities Program Participant
Westbrook	Harbor Management Plan
	Natural Hazard Mitigation Plan for MS4 Update
	Plan of Conservation and Development (2021-2031)
	Thriving Communities Program Participant
	Sustainable Connecticut Program Participant
	Local Natural Hazard Mitigation Plan
Old Saybrook	Harbor Management Plan
	Conservation and Open Space
	Stewardship Plan
	Invasive Species and Natural Habitat Management Plan
	Sea Level Rise Climate Adaptation Report of Findings
	Stormwater Management Plan
	Coastal Resilience and Adaptation Strategy
	Natural Hazard Mitigation Plan
	Plan of Conservation and Development (2023-2033)
	MS4 Annual Report
	Natural Hazard Mitigation Plan
	Thriving Communities Program Participant
	Sustainable Connecticut Program Participant (2024 Gold Award & Climate Leader)
Fenwick	Harbor Management Plan
	Plan of Conservation and Development (2017-2027)
	Natural Hazard Mitigation Plan

Existing Projects Underway

Since the 1970s, these three coastal towns have prioritized sewer avoidance strategies, establishing wastewater management districts in low-lying areas. Their approaches combine septic system maintenance, public education, and targeted infrastructure improvements.

Current Status:

- Clinton: Developing wastewater management plan, exploring downtown treatment facility
- Westbrook: Planning small-scale system for Town Center Business District, implementing septic upgrade program
- Old Saybrook: Investigating community septic system for coastal properties with limited individual options

All three municipalities are considering small community wastewater treatment facilities where individual septic solutions are impractical due to lot size or flood risks. Each town has invested significantly in research to identify scientifically sound, location-appropriate solutions.

Existing Local Policies

Each of the four municipalities in the study area has the following local policies:

- Floodplain Management
- Stormwater Management
- Wetland and Watercourse Protection
- Erosion and Sediment Control
- Open Space and Natural Resource Conservation
- Hazard Mitigation
- Environmental Review
- Architectural Design Controls
- Historic Preservation
- Harbor Management

The above policies and their corresponding documents have not been assessed for their merit or coordination with one another.

Section 3: Sea Level Rise & Vulnerability

The Sea Level Rise Scenario Models

Sea level rise (SLR) models, were created to simulate tidal and 100-year storm flooding conditions in the years 2050 and 2070 as well as the present-day conditions. The scenarios selected are in the intermediate range of projected sea level rise. These scenarios are consistent with recommendations published by the National Fish and Wildlife Foundation's grant that funded this project.

What is a Tidal Flooding Event? High tide flooding occurs when elevated sea levels combine with local factors to exceed normal high tide marks. This is sometimes called "sunny day flooding" and can inundate streets during full or new moons, or due to changes in prevailing winds and ocean currents. As a result, coastal areas increasingly face flood risks under otherwise benign weather conditions.

What is a 100-year storm event? It is a severe weather event with a 1% chance of occurring in any given year, not an event that happens once per century. These storms can happen in back-to-back years or even multiple times annually. They typically bring 8-10 inches of rainfall, 7-11 foot storm surges, and 74+ mph winds. These events threaten coastal infrastructure, natural barriers, utilities, and emergency routes. Superstorm Sandy exemplified this in 2012, causing extreme surge, widespread power outages, and severe beach erosion. As climate patterns shift, the frequency of these severe events may increase, challenging traditional probability assessments.

Tidal Simulation Model Results

The existing condition tidal model results match well with the NOAA tidal data, which confirms that the model was performing adequately. The model results showed that sea level rise may result in increased tidal flooding extents and depths along the project shoreline.

100-Year Storm Model Results

The existing condition 100-year storm surge model results match well with the USACE storm surge data, which confirms that the model was performing adequately. The model results showed that sea level rise may result in increased flooding extents and depths due to extreme storms along the project shoreline. See pages 70 through 80 for inundation and water level change mapping.

Vulnerability & Risk Assessment

A comprehensive risk assessment was conducted to identify areas and assets that are currently or will become highly vulnerable to the impacts of sea level rise, flooding, and erosion. This assessment provides an understanding of the locations and critical facilities most susceptible to these climate-related hazards. The findings from this analysis directly inform the recommended projects list and prioritization outlined in Section 4: Resiliency Recommendations.

To visualize the projected flooding extent, refer to the inundation mapping in Section 3. These maps offer a visual representation of potential flood scenarios, helping to illustrate the scope and scale of the future projected challenges.

Clinton

100-year Storm Event. The vulnerability and risk assessment for Clinton identified several high-risk areas prone to flooding during a 100-year storm event, including Cedar Island, Clinton Town Beach, commercial areas south of Riverside Drive, the Causeway and Groveway area, Shore Road, and various other residential neighborhoods. Current projections show significant inundation risks, with water depths ranging from 3 to 12 feet in some locations. Future projections for 2050 and 2070 indicate worsening flood conditions, with water depths increasing by up to 6 feet in some areas and flood zones expanding to new parts of town. The assessment highlights critical infrastructure at risk, including bridges, roads, and the railroad tracks north of Route 1. By 2070, over 21% of Clinton's buildings could be exposed to more than 6 inches of water during a 100-year storm event, emphasizing the growing flood risks and the need for proactive adaptation strategies. The Clinton Fire Department faces increasing flood risk, with projected water depths rising from current 2'4" to 2'10" (2050) and 3'8" (2070), compromising emergency operations. Facility relocation is recommended.

Executive Summary (cont.)

Tidal Event. The mean high water tidal inundation modeling for Clinton identifies several high-risk areas, including Cedar Island, Clinton Town Dock, Clinton Town Beach, Hammock River Marsh Wildlife Area, Hammonasset River marshes, the Causeway and Groveway area, Shore Road coastline, and Beach Park Road bridges. Under current conditions, Cedar Island faces severe flooding with depths up to 14'5", while Clinton Town Dock and Beach experience inundation up to 4'5" and 6'3" respectively. Projections for 2050 and 2070 show worsening flood scenarios, with water depths increasing by up to 1'6" by 2050 and up to 8' by 2070 in some areas. New flood-prone zones are expected to emerge, including the expansion of marsh areas behind residential communities. By 2070, 2.9% of Clinton's buildings could be exposed to more than 6 inches of water during tidal events, a significant increase from 0.7% in 2023. This highlights the growing vulnerability of Clinton to sea level rise and the need for proactive adaptation strategies to address increasing tidal flood risks.

Westbrook

100-year Storm Event. The vulnerability and risk assessment for Westbrook identified several high-risk areas prone to flooding during a 100-year storm event, including Old Mail Trail, Coral Sands neighborhood, Salt Island Road, Pepperidge Avenue, Seaside Avenue, and areas along Route 1 and the Patchogue River. Current projections show significant inundation risks, with water depths ranging from 5 to 11 feet in some locations. Future projections for 2050 and 2070 indicate worsening flood conditions, with water depths increasing by up to 6 feet in some areas and flood zones expanding to new parts of town, particularly near Cold Spring Brook. The assessment highlights critical infrastructure at risk, including roads, businesses, and residential areas. By 2070, over 31% of Westbrook's buildings could be exposed to more than 6 inches of water during a 100-year storm event, underscoring the growing flood risks and the need for proactive adaptation strategies. The flooding is projected to remain largely confined to areas south of Interstate 95, which appears to serve as a northern boundary for anticipated flooding through 2070.

Tidal Event. The mean high water tidal inundation modeling for Westbrook identifies several high-risk areas, including Old Mail Trail, marinas on the Menunketesuck and Patchogue Rivers, Salt Island Road, Little Stannard Beach Road, Pepperidge Avenue, Coral Sands Neighborhood, and Seaside Avenue. Current conditions show significant flooding in areas like Old Mail Trail, with water depths up to 5'10". Projections for 2050 and 2070 indicate worsening flood scenarios, with water depths increasing by up to 6' in some areas by 2070. The models show the expansion of flood-prone zones, particularly in marsh areas behind residential communities. By 2050, businesses and residences along the Patchogue River banks may face up to 4' of water depth. By 2070, areas like Seaside Avenue could see inundation up to 3'2" above current grade, posing significant risks to homes caught between encroaching marsh waters and Long Island Sound. The percentage of Westbrook's buildings exposed to more than 6 inches of water during tidal events is projected to increase from 1.3% in 2023 to 4.5% by 2070, underscoring the growing vulnerability to sea level rise and the need for adaptive strategies.

Old Saybrook

100-year Storm Event. The vulnerability and risk assessment for Old Saybrook identified extensive flood risks along the entire coastline during a 100-year storm event, affecting public beaches, private properties, critical infrastructure, and coastal ecosystems. Key high-risk areas include Chalker Beach, Indian Town Beach, Great Hammock Beach, Plum Bank areas of town, and sections of Main Street and College Street. Current projections show significant inundation risks, with water depths ranging from 3 to 12 feet in some locations. Future projections for 2050 and 2070 indicate worsening flood conditions, with water depths increasing by up to 8 feet in some areas and flood zones expanding inland. The assessment highlights critical vulnerabilities in local access and evacuation routes, particularly in the Saybrook Point area. By 2070, over 44% of Old Saybrook's buildings could be exposed to more than 6 inches of water during a 100-year storm event, including several critical facilities such as schools and healthcare centers. This underscores the growing flood risks and the urgent need for comprehensive adaptation and mitigation strategies.

Tidal Event. The mean high water tidal inundation modeling for Old Saybrook identifies several high-risk areas, including Chalker Beach, Great Hammock Beach Area, Town Beach, Oyster River, and Cornfield Point. Current conditions show relatively minor impacts compared to future projections, with water depths ranging from 9" to 2'9" in coastal areas like Chalker Beach. By 2050, coastal inundation at Chalker Beach may reach 3'5" above the current grade. By 2070, the Oyster River mouth area could see water depth increases of up to 6', with some locations experiencing depths up to 6'9". The Town Beach area faces dual vulnerability from both the Back River marsh and Long Island Sound, with projected inundation up to 3'8" for homes and 2'7" for roads by 2070. The percentage of Old Saybrook's buildings exposed to more than 6" of water during tidal events is projected to increase from 1.1% in 2023 to 4.3% by 2070, highlighting the growing vulnerability to sea level rise and the urgent need for coastal adaptation measures.

Fenwick

100-year Storm Event. The vulnerability and risk assessment for the Borough of Fenwick, which is bordered by water on three sides, identified significant flood risks during a 100-year storm event. Key high-risk areas include eastern Sequassen Avenue, the Scum Beach area, and residential zones near Agawam Avenue and between Maple and Grove Avenues. Current projections show severe inundation risks, with water depths reaching up to 12 feet in some locations. Future projections for 2050 and 2070 indicate worsening flood conditions, with water depths increasing by up to 1.5 feet in most areas. Sequassen Avenue faces particularly severe risks, with projected water depths reaching nearly 14 feet by 2070. The assessment highlights the vulnerability of critical access routes and residential areas. By 2070, nearly 74% of Fenwick's buildings could be exposed to more than 6 inches of water during a 100-year storm event, a significant increase from 57% in 2023. This dramatic rise in vulnerability underscores the urgent need for robust flood mitigation and adaptation strategies in this coastal community.

Tidal Event. The tidal event model for the Borough of Fenwick identifies several high-risk areas, including Sequassen Avenue, the Crab Creek area, the area south of the eastern leg of Agawam Avenue, and the Scum Beach area. Under current conditions, the eastern section of Sequassen Avenue faces severe flood risk with water depths up to 4'6" above grade, while the Crab Creek area could see depths up to 3'4". Projections for 2050 and 2070 indicate worsening flood scenarios. By 2050, water depths could increase by up to 1'6" in some areas, with Sequassen Avenue potentially experiencing depths up to 4'8". By 2070, flood risks are projected to intensify further, with water depth changes of up to 3' compared to current conditions. Sequassen Avenue could face depths up to 5'8", while the Scum Beach area might see inundation up to 11'5". The percentage of Fenwick's buildings exposed to more than 6 inches of water during tidal events is projected to double from 7.9% in 2023 to 15.8% by 2070. This significant increase in vulnerability underscores the urgent need for adaptive strategies to address rising sea levels and increasing flood risks in this coastal community.

Executive Summary (cont.)

Section 4: Resiliency Recommendations

Projects and Implementation Strategy

	General Action / Strategy Recommendation	Timeframe	Estimated Cost
Natural Shoreline Fortification			
1A	Natural Shoreline Fortification	4-10 years	Varies depending on application
1B	Dune Management	4-10 years	Initial year: $200-$500/LF Annual maintenance: $20-$50/LF
1C	Beach Nourishment	4-10 years	$15-$30/CY
2	Structural Shoreline Fortification	4-10 years	Varies depending on application
3	Marsh & Wetland Management	4-10 years	Varies depending on application
Infrastructure Including Water Infrastructure			
4	Elevate Roads	10+ years	Varies depending on application
5	Railroad Underpass Flooding	Varies	Varies depending on application
6	Stormwater Management	1-3 years	Varies depending on application
7	Install Backflow Preventers	1-3 years	Varies depending on application
8	Tide Gates	10+ years	$1M/tide gate
9	Dredging	Varies	Varies depending on application
10	Bury Utility Lines	10+ years	Varies depending on application and complexity
11	Investigate Long-Term Wastewater Management Solutions	10+ years	To be determined based on size and scope of project
Built Environment			
12	Secure Plastic Septic Tanks	1-3 years	$2K-$4K/system
13	Elevate Structures	1-10+ years	Varies depending on application
14	Elevate Equipment	1-3 years	$50K/home
Policies & Programming			
15	Land Use Regulations	1-3 years	Varies depending on staff or consulting work
16	Managed Retreat	10+ years	$2M-$3M/acquisition
17	Participate in the Community Rating System	1-3 years	Municipality: $5K-$15K/year Consultant: $15K-$20K
18	Offer Community Training & Education	1-3 years	Varies depending on application

	Municipality-Specific Focus Areas	Location
19	Shore Road, Causeway, & Groveway	Clinton
20	Grove & Commerce Street Area, Town Dock, & Riverside Drive	Clinton
21	Clinton Policy & Practice	Clinton
22	Clinton Town Beach Nourishment & Fortification	Clinton
23	Meadow Road Area Improvements	Clinton
24	Town Center Area	Clinton
25	West Beach/Coral Sands/Pilots Point Area Improvements	Westbrook
26	Old Mail Trail Area Improvements	Westbrook
27	Middle Beach Area	Westbrook
28	Route 1 Between Wesley Avenue & Old Clinton Road Improvements	Westbrook
29	Cold Spring Brook & Chalker Beach Area Improvements	Old Saybrook/ Westbrook
30	Old Sea Lane & Hartford Avenue Outfall Repair	Old Saybrook
31	Existing Seawall Evaluation	Old Saybrook
32	Indian Town Area Improvements	Old Saybrook
33	Living Shoreline Feasibility	Old Saybrook
34/40	Dredging of South Cove	Old Saybrook / Fenwick
35	Sequassen Avenue Improvements	Fenwick
36	West End (Scum Beach & Seawalls)	Fenwick
37	Pettipaug Avenue Seawall	Fenwick
38	Folly Point Erosion	Fenwick
39	Breakwater Maintenance & Repair	Fenwick

Executive Summary (cont.)

Potential Funding Sources

The State and Federal Government offers programs for resiliency along with a number of grants. All funding requires detailed project scoping, benefit-cost analysis, and demonstrated community impact. Most programs require a municipal cost-share commitment. Below is a list of potential funding sources to consider for the recommendations in this plan:

- Community Investment Fund 2030 (CIF)
- Long Island Sound Community Impact Fund (LISCIF)
- Long Island Sound Futures Fund (LISFF)
- Connecticut Department of Energy and Environmental Protection (CT DEEP) Climate Resilience Fund
- Urban Forest Equity Grant Program
- Open Space & Watershed Land Acquisition Grant
- Urban Green & Community Garden Grant
- Connecticut Recreational Trails Grant Program
- Federal Clean Water Act §319 Non-Point Source Pollution Management Grant
- FEMA Flood Mitigation Assistance Program (FMA)
- Building Resilient Communities (BRIC)
- Hazard Mitigation Grant Program (HMGP) Urban Forest Equity Grant Program

Clinton

Assets

Marinas

Clinton Town Marina and private marinas are drivers of tourism and the local coastal economy. Marinas support recreational and commercial activities beyond private boating including charter fishing, and cruising tours, and provide land-based amenities like swimming and restaurants. Marinas also play an important role in transient lodging, as visitors use their boats for overnight accommodations during the summer months. Besides offering convenient launching facilities, marinas serve as hubs for socializing, sightseeing, and contributing to the town's coastal identity.

Waterfront Communities

Coastal neighborhoods are an important part of the local economy and tax base. These neighborhoods include amenities like private beachfront access and areas like Waterside Lane include historic homes. The aesthetic charm of these areas attracts residents and visitors. This leads to both increased property values and a greater reliance on the tax revenue generated from these homes to fund public services, infrastructure, and other community needs.

Marsh

Marshes offer numerous environmental benefits including water filtration and flood storage capacity, while also providing recreational opportunities and economic value through tourism. The diverse array of beautiful birds and other species that call these marshes home add to the beauty and ecological importance of these wetland ecosystems, making them vital for both nature and the local community.

Issues

Road Flooding

Flooding and debris make it difficult for emergency services to reach affected communities, especially in the aftermath of severe storms. Residents commented that roads including River Road, Glenwood Road, Causeway, Shore Road, and Riverside Drive are critical for both local movement and emergency services. When these roads are flooded, it cuts off access to communities, preventing people from leaving or receiving aid. This also happens at the end of Hammock Road, Meadow Road, and Old Mill Road, where residents get stranded for hours. Runoff from 1-95 floods Cow Hill Rd and Liberty St. Flooding at the railroad bridge underpasses cuts the town off when they are flooded.

There are areas outside of the coastal area that experience flooding that interrupts access to neighborhoods. Evergreen Street is frequently cut off due to flooding when the bridge becomes submerged, which can occur multiple times a year. In these instances, the rear gate can be used as an alternative route, though it also becomes inaccessible during extreme flooding. Residents who are cut off from evacuation routes are left vulnerable, especially if they need medical assistance or access to supplies.

Tidal Concerns

High tides and storm surges are becoming increasingly problematic, with residents expressing concerns, especially along Grove, Shore, Causeway, Hammock, and West Roads. Residents report seeing water near the tops of sea walls during high tide on calm days, noting that the risk of flooding is rising, especially during storms. These frequent flooding events are causing concern about flooding on private property. Roads becoming impassable could indicate a need for more urgent action or planning.

Septic Failure

Sea level rise and extreme weather events, such as major storms, have posed serious risks to septic systems in low-lying areas. As the water table rises and storm surges inundate the soil, septic systems can become overwhelmed or even fail. This can lead to several serious problems, including system malfunction which can cause sewage to surface, soil erosion causing the systems to dislodge, public health risks due to the release of harmful pathogens, and environmental damage to coastal ecosystems such as marshes, wetlands, and estuaries.

Route 1

The lack of sidewalks and bike lanes along Route 1, combined with the town's flood-prone infrastructure, exacerbates the challenges to both resilience and mobility. After storms or floods, when car traffic might be impeded or roads damaged, bike lanes and pedestrian paths could be essential for providing people with safe, alternative mobility options. Without them, residents would face even greater difficulties accessing emergency services, supplies, or shelter. Given that Route 1 and other key buildings, such as the fire department may flood due to the Indian River, extreme weather events are a risk to both daily operations and emergency responses.

Flooding from events like Superstorm Sandy and Irene have already shown that storm events impact critical infrastructure. A damaged culvert or bridge and damaged roadways isolate neighborhoods and hinder recovery efforts. The town could be physically disconnected if a major storm or flood event damages Route 1, limiting evacuation routes, access for first responders, and the transport of goods and services.

Beach Erosion & Coastal Structures

Coastal erosion is a major threat to infrastructure and resources. Much of Clinton's coastline is privately owned, and erosion is a threat to private properties along the shoreline. Private property owners and beach associations maintain seawalls, bulkheads, groins, and jetties as well as beaches. Design, permitting, and construction associated with maintaining coastal structures can be challenging and costly. Maintaining beaches and structures in the face of storms and sea level rise is also a challenge. Private beaches provide recreational opportunities and value for residents with access.

Clinton Town Beach is located at the mouth of the Hammock River and is experiencing multiple challenges due to rising seas, flooding from storms, and erosion. The Waterside Lane bridge is the only point of public access from land to the Town Beach. The road approaching the bridge floods during storm events, eliminating access. Tidal currents have significantly eroded the marsh and land adjacent to the bridge. There are areas along the Town Beach that have been experiencing accelerated rates of erosion. One area, north of the swimming area, was significantly compromised when a section of bluff and beach washed out in a winter storm. Vegetation in this area was damaged, and there is concern that erosion will continue without root systems to hold soil in place. In the long term, this erosion could compromise public access, the park space, and trails.

River & Stream Flooding

Impervious surfaces prevent rainwater from naturally soaking into the ground. This leads to higher volumes of water running off these surfaces, carrying pollutants into Rivers and the Long Island Sound. These pollutants can degrade water quality, harming aquatic ecosystems and affecting human activities like fishing and recreational use. When storms occur, they exacerbate this issue. Improving stormwater management systems to better handle and treat runoff is crucial for mitigating flood risks and enhancing environmental sustainability.

Hammock Road Flooding - Clinton, January 2024

Commerce and Grove Ave Flooding - Clinton, January 2024

Clinton Vulnerability & Risk Assessment

100-Year Storm Scenario

See page 85 for a map of the 100-year storm inundation greater than 6" water depth above the existing grade. Note that the inundated areas are at heightened risk of septic system failures.

See pages 75-80 for detailed visuals of the 100-year storm scenario in 2023, 2050, and 2070.

The 100-year storm inundation modeling has identified several high-risk areas in Clinton, in addition to the critical facilities listed on page 113. The Clinton shoreline faces flood risk, with both private properties and public amenities vulnerable to inundation. The notable exception is Loop Road, which benefits from its higher elevation. The following list highlights the areas at greatest risk:

- Cedar Island
- Clinton Town Beach
- The intersection of Commerce Street and Grove Street
- Commercial and Town Facilities south of Riverside Drive
- The Causeway and Groveway area
- The Harborview Neighborhood
- Homes along the eastern section of Shore Road
- The Hammocks Residential Community
- The neighborhood between Buell Court and Maplewood Drive
- North of Rte. 1 between Meadowview Road and Old Post Road
- Indian River north of Rte. 1
- Shore Road near Kelsey Point

100-Year Storm Existing Condition

Under current conditions, Cedar Island faces complete inundation, with water depths up to 11' above grade in some areas. Without an egress road, island access is limited to boats, creating significant risks during severe weather. Seasonal home occupants must rely on watercraft for transportation, which could become treacherous or impossible during large storms. The lack of safe evacuation options presents substantial safety concerns for residents during extreme weather events.

Under current conditions, Clinton Town Beach is expected to experience between 5' to 12' of inundation. The Waterside Lane Bridge access to the Town Beach is projected to experience anywhere from 7' to 11' water depths above the existing grade. Flood waters overtaking the bridge would result in a temporary loss of recreational assets. The Rte. 1 bridge over the Indian River is expected to experience up to 5' of water depth above the existing grade. Rte. 1 is a major corridor in Clinton and would impact the circulation of local traffic as well as the Fire Department and Town Hall traffic whose buildings are located adjacent to the Rte. 1 bridge.

The 100-year storm model predicts significant flooding for commercial and Town facilities south of Riverside Drive and near the Commerce Street and Grove Street intersection, with water depths ranging from 3' to 10'. This area, containing marinas, restaurants, the Town boat launch, dock, and Esposito Beach, faces substantial inundation risk. The potential impact highlights the vulnerability of this Clinton waterfront section during extreme weather events.

In the current condition 100-year storm model, the Causeway faces severe flooding, with water depths ranging from 3'-9" to 9'-9", increasing toward Long Island Sound. This inundation renders the Causeway impassable, potentially isolating the Shore Road community. Their only alternative route, Beach Park Road to the west, is also projected to be under 9'-8" of water in some areas.

The Kelsey Point and Hammock Point neighborhoods risk becoming completely cut off. This isolation is concerning for the area between Sols Point Road and Loop Road. While many residences there may not experience direct flooding, they could face limited access to emergency services and delayed recovery efforts due to impassable surrounding roads.

100-Year Storm 2050 Projection

The 2050 sea level rise projection intensifies flooding risks identified in current conditions. Water depth increases range from 0' to 6' across affected areas.

By 2050, the 100-year storm model projects significant changes for the Hammocks community off Beach Park Road. While this area was not affected in the 2023 model, projections now show it becoming inundated with flood waters. The anticipated flooding in this location is expected to reach approximately 2' in depth.

By 2050, the neighborhood between Buell Court and Maplewood Road is projected to experience new flooding. However, this inundation will be relatively mild compared to other areas, with water depths generally less than 10".

The most significant change in water depth is observed north of Rte. 1, in the area between Meadowview Road and Old Post Road. Here, the 100-year storm model projects water levels reaching up to 6' in some locations. This depth is particularly concerning due to the railroad tracks running through this zone. If these tracks become submerged and impassable, it would severely impact commuter mobility, potentially disrupting rail transportation in the region. This scenario highlights the vulnerability of critical transportation infrastructure to extreme flooding events in this area.

100-Year Storm 2070 Projection

The 2070 sea level rise model for Clinton depicts a worsening flood scenario. It shows intensified flooding in all previously affected areas from the 2023 and 2050 simulations. Moreover, the model forecasts an expansion of flood-prone zones into new parts of town. This trend indicates a steady increase in flood risk across Clinton over the coming decades, highlighting the growing challenges the town may face due to climate change and rising sea levels.

By 2070, the area around the Indian River north of Rte. 1 is projected to experience significant changes in flood risk. Water depths here could increase by approximately 6' compared to 2023 levels. The flood zone is expected to expand, potentially affecting the Mill Road manufactured home community and reaching the rear of some neighborhoods off Liberty Street. While these areas do not typically flood currently, the model projects future inundation. However, the projected water depths in these newly affected zones are relatively moderate, ranging from 1' to 4' depths, which is less severe than in other flood-prone areas of Clinton.

The 2070 sea level rise model highlights a critical flood risk where Shore Road nears Kelsey Point. In this area, water depths may increase by almost 8' compared to current levels. This substantial change is probably due to a localized topographical depression, creating a potential flood "hotspot." While limited in area, this projection underscores the importance of identifying and addressing such vulnerable locations in long-term flood management strategies.

100-Year Storm Building Inundation

Protecting critical facilities, businesses, and homes is crucial in Clinton, given their importance as community assets and the area's vulnerability to coastal flooding. Many residents already face mobility challenges due to flood waters reaching their homes.

The table below shows how many building footprints in Clinton could experience water depths greater than 6" against their exterior walls. The data only indicates where flood water may contact building exteriors; exterior water contact does not automatically mean interior flooding will occur. The likelihood of water entering a building depends on several factors including building material type (brick, wood, concrete, etc.), overall structural condition, presence of cracks or gaps, foundation type and condition, and existing waterproofing measures. A detailed structural assessment of each building is needed to determine its actual vulnerability to interior flooding when exposed to these water depths.

The building totals presented in the table are derived from a 100-year storm scenario that also accounts for projected sea level rise in three time intervals. Building footprint data was obtained from each municipality, with each dataset representing different collection years. As a result, some building footprints may not reflect current conditions. The building totals represent all building types including residential, accessory structures, businesses, institutional, government, and critical facilities. The totals may include FEMA-compliant structures that may not get the 6" of water where the first floor is above the 6" of water on the property.

Year	Total Number of Buildings in Clinton in More Than 6" of Water (100-Year Storm)
2023	1,224 buildings *(16.5% of the buildings in Clinton)*
2050	1,334 buildings *(17.9% of the buildings in Clinton)*
2070	1,565 buildings *(21.0% of the buildings in Clinton)*

Clinton Buildings in More than 6” of Water During a 100-Year Storm

See Appendix B for enlarged map

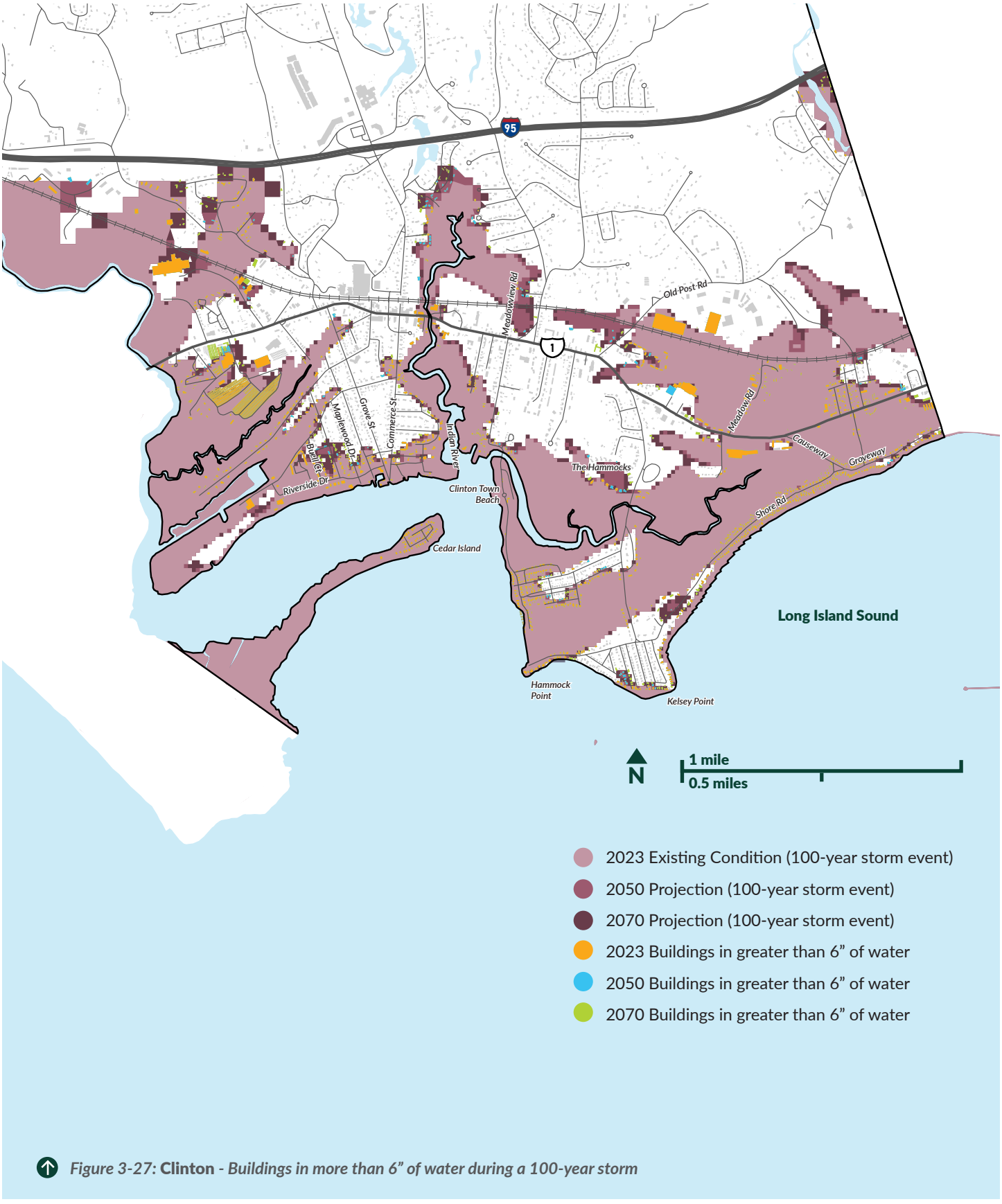


Figure 3-27: **Clinton** *- Buildings in more than 6” of water during a 100-year storm*

Clinton Buildings in More than 6” of Water During a Tidal Event

See Appendix B for enlarged map

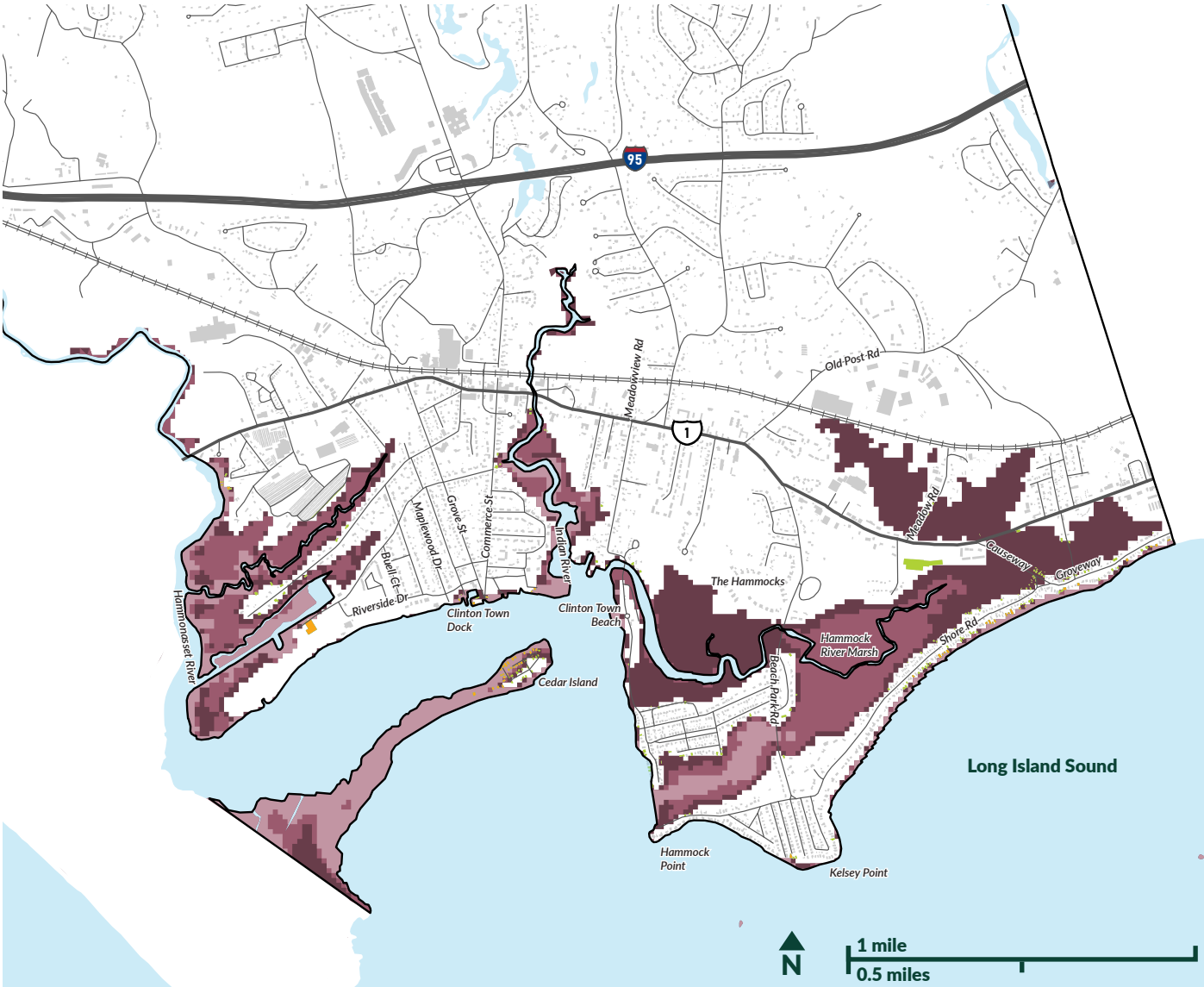


Figure 3-28: **Clinton** *- Buildings in more than 6” of water during a tidal event*

Clinton Vulnerability & Risk Assessment

Tidal Event Scenario

See page 86 for a map of the tidal event inundation greater than 6" water depth above the existing grade. Note that the inundated areas are at heightened risk of septic system failures.

See pages 70-74 for detailed projections for a tidal event in 2023, 2050, and 2070.

Based on the mean high water tidal inundation modeling, the most high-risk areas in Clinton during a tidal event include:

- Cedar Island
- Clinton Town Dock
- Clinton Town Beach
- Hammock River Marsh Wildlife Area
- Hammonasset River marshes
- The Causeway and Groveway area
- Shore Road Coastline
- Beach Park Road Bridges

Tidal Event Existing Condition

The mean high water tidal simulation shows Cedar Island facing water depths up to 14'5" in some areas. With no egress road, residents rely solely on boats for access. This poses significant risks during severe weather, as the short trip to the mainland could become dangerous or impossible, hindering evacuation efforts and raising substantial safety concerns for residents.

Concentrated flooding is anticipated at Clinton Town Dock off Riverside Drive, according to the model. Under current conditions, water depths in this area are expected to vary from 4" to 4'5".

During a mean high water tidal event, Clinton Town Beach could experience inundation up to 6'3" under current conditions. Such frequent flooding may cause coastal erosion and redistribute sand along the beach, potentially affecting the local aquatic ecosystem.

Tidal Event 2050 Projection

The 2050 projection intensifies flooding risks identified in current conditions. Water depth increases range from 6" to 1'6" across affected areas. New zones facing significant inundation by 2050 include the Hammock River Marsh Wildlife Area and the Hammonasset River marshes.

The 2050 tidal event model shows major changes for the Hammock River Marsh Wildlife Area. Unlike the 2023 model, new projections indicate flooding up to 3'2" deep. Located behind residential areas, this marsh could pose a flood risk as waters recede after initial inundation and surge events.

The Hammonasset River marshes could face inundation up to 5'6", extending into the Hammonasset Yacht Club marina. Regular tidal flooding may impair marina operations due to high water levels or facility damage, potentially causing economic and social impacts in Clinton.

Tidal Event 2070 Projection

The 2070 sea level rise model for Clinton depicts a worsening flood scenario with water depths anywhere from 6" to 8' deeper than in 2023. It shows intensified flooding in all previously affected areas from the 2023 and 2050 simulations.

The 2070 mean high water tidal event model predicts extensive flooding of the Hammock River Marsh, extending to the Causeway. Water depths on the Causeway are forecast to reach up to 2'5", making it impassable and potentially cutting off the Shore Road community. The alternative route via Beach Park Road to the west is also expected to flood, with water depths up to 3'3" in some areas, particularly at bridge locations.

The model also shows the Hammock River Marsh expanding behind the Shore Road, Kelsey Point, and Hammock Point communities. These areas become isolated when both the Causeway and Beach Park Road are inaccessible due to flooding.

By 2070, homes along the Shore Road coastline are projected to face inundation levels ranging from 2" to 3'4". However, Shore Road itself is expected to remain unaffected by this inundation.

Tidal Event Building Inundation

Clinton's vulnerability to coastal flooding necessitates the protection of essential facilities, businesses, and residences. These structures are vital community assets. Many people will face challenges leaving their properties due to flood waters reaching their properties.

The table below shows how many building footprints in Clinton could experience water depths greater than 6" against their exterior walls. The data only indicates where flood water may contact building exteriors; exterior water contact does not automatically mean interior flooding will occur. The likelihood of water entering a building depends on several factors including building material type (brick, wood, concrete, etc.), overall structural condition, presence of cracks or gaps, foundation type and condition, and existing waterproofing measures. A detailed structural assessment of each building is needed to determine its actual vulnerability to interior flooding when exposed to these water depths.

The building totals presented in the table are derived from a tidal event scenario that also accounts for projected sea level rise in three time intervals. Building footprint data was obtained from each municipality, with each dataset representing different collection years. As a result, some building footprints may not reflect current conditions. The building totals represent all building types including residential, accessory structures, businesses, institutional, government, and critical facilities. The totals may include FEMA-compliant structures that may not get the 6" of water where the first floor is above the 6" of water on the property.

Year	Total Number of Buildings in Clinton in More Than 6" of Water (Tidal Event)
2023	59 buildings *(0.7% of the buildings in Clinton)*
2050	59 buildings *(0.7% of the buildings in Clinton)*
2070	214 buildings *(2.9% of the buildings in Clinton)*

Clinton Vulnerability & Risk Assessment (cont.)

Meadow Road Flooding - Clinton

Waterside Lane and Bridge to Town Beach Flooding - Clinton

Intersection of Commerce and Grove - Clinton

Intersection of Causeway and Groveway - Clinton

Causeway During Flood Event - Clinton

Hammock Rd Flooding - Clinton

Coastal Resiliency Toolkit

	General Action / Strategy Recommendation	Timeframe	Estimated Cost
Natural Shoreline Fortification			
1A	Natural Shoreline Fortification	4-10 years	Varies depending on application
1B	Dune Management	4-10 years	Initial year: $200-$500/LF Annual maintenance: $20-$50/LF
1C	Beach Nourishment	4-10 years	$15-$30/CY
2	Structural Shoreline Fortification	4-10 years	Varies depending on application
3	Marsh & Wetland Management	4-10 years	Varies depending on application
Infrastructure Including Water Infrastructure			
4	Elevate Roads	10+ years	Varies depending on application
5	Railroad Underpass Flooding	Varies	Varies depending on application
6	Stormwater Management	1-3 years	Varies depending on application
7	Install Backflow Preventers	1-3 years	Varies depending on application
8	Tide Gates	10+ years	$1M/tide gate
9	Dredging	Varies	Varies depending on application
10	Bury Utility Lines	10+ years	Varies depending on application and complexity
11	Investigate Long-Term Wastewater Management Solutions	10+ years	To be determined based on size and scope of project
Built Environment			
12	Secure Plastic Septic Tanks	1-3 years	$2K-$4K/system
13	Elevate Structures	1-10+ years	Varies depending on application
14	Elevate Equipment	1-3 years	$50K/home
Policies & Programming			
15	Land Use Regulations	1-3 years	Varies depending on staff or consulting work
16	Managed Retreat	10+ years	$2M-$3M/acquisition
17	Participate in the Community Rating System	1-3 years	Municipality: $5K-$15K/year Consultant: $15K-$20K
18	Offer Community Training & Education	1-3 years	Varies depending on application

Beach Road West, Old Saybrook
August 2011

Project Profiles

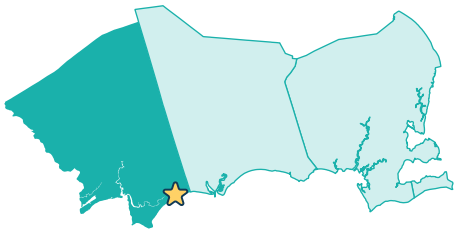
Municipality-Specific Focus Areas

This section describes site-specific projects in each municipality recommended to improve resilience throughout the Towns of Clinton, Westbrook, Old Saybrook, and the Borough of Fenwick. Of the 21 total recommended projects, 8 are considered a priority and have accompanying project profiles describing the concepts in greater detail. Each project is designed to address identified needs from the community, the Executive Committee, and the vulnerability and risk assessment. General estimates of time frame and cost are included.

Clinton **Project #19**

Shore Road, Causeway, & Groveway

Location:



Existing Challenges: Rising tides increasingly threaten the Causeway and surrounding coastal areas. During high tides, water levels approach the seawalls protecting Grove Beach and Groveway's lower-lying properties, with storms causing frequent overtopping and property flooding. The situation has grown more severe over time, with accelerating beach erosion undermining coastal defenses. Coastal conditions have begun to compromise local septic systems, challenged by both surface flooding and elevated groundwater levels from sea level rise. During storms, road flooding disrupts local traffic patterns and emergency access. These challenges affect multiple beach associations throughout the Shore Road area.

Resiliency Measures to Consider

1 Natural Shoreline Fortification. Natural shoreline protection through vegetated dunes could protect unfortified beachfront properties. Limited lot sizes and narrow shorelines pose implementation challenges. A robust dune system would offer multiple benefits - dissipating waves, reducing floods, trapping sediment, and adapting to sea level rise. This approach requires careful study of beach nourishment needs and substantial coordination between property owners The municipality could potentially support the initiative through design and permitting assistance. The coordination between public and private entities is a complex arrangement. See pages 125-126.

2 Structural Shoreline Fortification. Strengthening coastal defenses in this area would involve several key structural improvements like elevating existing seawalls and addressing gaps in the current barrier system. The challenge of closing seawall gaps is twofold: obtaining permits for new wall sections where none currently exist, and establishing a uniform elevation height that satisfies all property owners. Given that beach access remains a vital amenity for coastal residents, any new seawall construction or shoreline fortification must be carefully designed to maintain convenient beach access while providing effective flood protection. See pages 127-128.

3 Marsh & Wetland Management. Thin layer deposition to raise tidal marshes is a new/emerging field in CT, with one pilot project beginning. This should be made clear- that while it may be an option, the Town may want to consider it as a more regional measure for discussion with the other towns. See page 129-130.

4 Elevate Road. The 2070 tidal model projects water depths of 2'5" on the Causeway. Consider a 3-foot elevation to maintain access during future tidal events. This presents minimal technical challenges due to the absence of driveway connections. See pages 131-132.

5 Stormwater Management. Implement rain gardens and other vegetated buffers along roads and at residences to improve water infiltration and absorption. Stormwater management is a good tool but not a major driver of resiliency in this neighborhood. See page 134.

6 Secure Plastic Septic Tanks. All flotation-prone items should be secured or relocated to prevent displacement during flood events. This is particularly critical for septic tanks, which can become buoyant and cause severe environmental and health hazards if dislodged. Proper anchoring systems should be installed for these essential infrastructure components. See page 140.

7 Elevate Structures and Equipment. Consider elevating homes on Shore Road and Groveway that experience routine flooding and property damage. This would mostly be through private investment. It is encouraged that the Town provide public education/ outreach to encourage voluntary action and incentives to exceed minimum elevations for future resiliency. In areas that experience routine flooding relocate any electrical or other critical equipment to the second floor of a structure or elevate to a minimum of +2 feet BFE, also known as the design flood elevation (DFE). See pages 141-142.

8 Land Use Regulations. Implementing a coastal overlay district would provide a comprehensive framework for managing development in this barrier beach setting, helping mitigate future flood impacts and wastewater management challenges. Such an overlay could establish consistent standards for building elevation while incorporating ground coverage limitations that align with floor area ratio provisions. The overlay district could also include incentive-based measures to encourage reduced impervious coverage, enhancing the area's resilience to coastal hazards. See pages 143-144.

Resiliency Measures Key Map

Areas of Particular Interest

The Causeway

Intersection of Causeway, Groveway and Shore Road

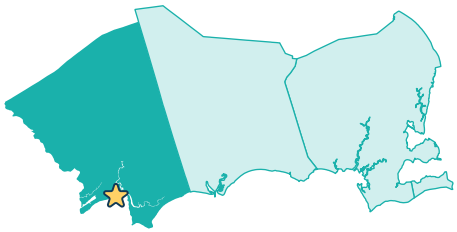
Measures Not Shown

6 7 8

Clinton **Project #20**

Grove & Commerce Street Area, Town Dock, & Riverside Drive

Location:



Existing Challenges: This area includes one of the Town's primary areas for water-dependent uses, and public access. These uses have unique adaptation issues because they must be located at the edge of the water. This area is at the heart of the Town's harbor and economy and is a cornerstone of tourism and municipal identity. The Clinton Town Dock area faces regular flooding, exacerbated by a nearby filled-in historic marsh. During flood events, Riverside Drive and the intersection of Commerce Street and Grove Street often become impassable, limiting emergency access. Local marshlands are diminishing due to sedimentation, reducing the area's natural flood storage capacity. Over time, the marshes have been altered to accommodate marina activities.

Resiliency Measures to Consider

1 Structural Shoreline Fortification. Bulkheads should be elevated/heightened as needed to keep up with rising mean high high water (or other design criteria), but they will not offer flood protection unless they are incorporated into a comprehensive system of walls without gaps and disjointed sections. See pages 127-128.

2 Marsh & Wetland Management. Thin layer deposition to raise tidal marshes is a new/emerging field in CT, with one pilot project beginning. This should be made clear- that while it may be an option, the Town may want to consider it as a more regional measure for discussion with the other towns. The FEMA SFHA covers most of this area and would continue covering the area whether more space or less spaces was created for marshes. See pages 129-130.

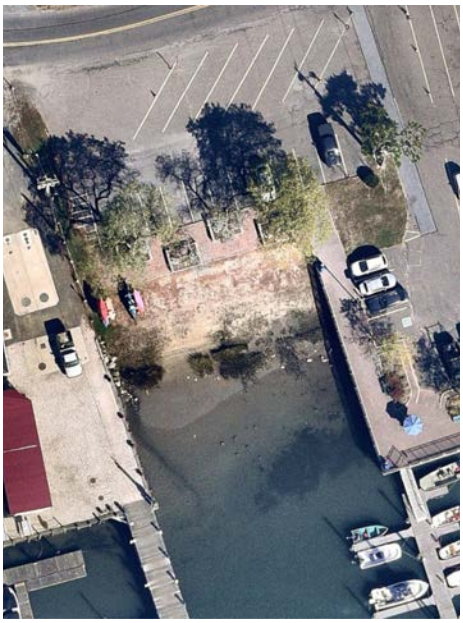
3 Install Backflow Preventers. Install backflow preventers to stromwater pipes and public outfall pipes to avoid stormwater backflow into structures and streets like the Grove and Commerce Street intersection. See page 135.

4 Secure Plastic Septic Tanks. All flotation-prone items should be secured or relocated to prevent displacement during flood events. This is particularly critical for septic tanks, which can become buoyant and cause severe environmental and health hazards if dislodged. Proper anchoring systems should be installed for these essential infrastructure components. See page 140.

5 Elevate Structures & Equipment. Consider elevating business structures that receive repetitive inundation to meet the BFE regulations for elevating structures. A decision process is recommended for evaluating structure elevation as opposed to floodproofing for businesses. In areas that experience routine flooding relocate any electrical or other critical equipment to the second floor of a structure or elevate to a minimum of +2 feet BFE, also known as the design flood elevation (DFE). See pages 141-142.

Resiliency Measures Key Map

Areas of Particular Interest



Espacito Beach

Town Boat Launch

Intersection of Grove Street and Commerce Street

Measures Not Shown

4 5

Additional Clinton Focus Areas

Project #21 Clinton Policy & Practice

It is recommended that all capital and regulatory decisions must include formal resilience assessments and discussions. Establish clear communication protocols between public and private stakeholders for coordinated project planning, approvals, and resource allocation. Define roles, timelines, and approval processes upfront.

Project #22 Clinton Town Beach Nourishment & Fortification

Clinton Town Beach is a defining local feature and community asset that contributes to the desirable amenities Clinton offers. Clinton is currently pursuing two projects that will have resiliency implications. The first is the preliminary analysis by RACE Coastal Engineers to address erosion in the area south of the main beach. The second is the future reconstruction of the Waterside Lane bridge, which will affect the mouth of the Hammock River. Clinton Town Beach has been subjected to severe erosion, with the effects becoming increasingly pronounced as one moves further out onto the point. The situation recently escalated when a portion of the bluff collapsed, causing significant land loss. The remaining strip of land is narrow with Clinton Harbor on one side and the Hammock River marsh on the other.

Natural Shoreline Fortification Provide clarification about basic design criteria of a living shoreline that would be appropriate in this area (width, type of vegetation, sills or no sills, etc.). To address long term erosion, it is recommended that a living shoreline of native, salt-tolerant plants be constructed on the southern edge of Clinton Town Beach to stabilize the shoreline against wave action and storm impacts. Consider incorporating a 10-20 foot marsh fringe, a 15-30 foot sill or breakwater zone, and buffer space for upland vegetation. See page 125-126.

Dune Management & Beach Nourishment It is recommended that Clinton Town Beach implement beach nourishment to replace the displaced sand. At a minimum, evaluate the sediment needs for beach nourishment and analyze the feasibility of potentially using materials already in the harbor. To minimize the loss of the newly nourished sand, assess the existing condition and ability of the groins to retain the sand. Repair any deteriorating groins. Construct a vegetated dune system behind the beach. A sufficient coastal beach and dune system can dissipate wave energy, trap sediments, and be adapted to rising sea levels. This approach provides multiple benefits including improved resiliency, recreation, and habitat. See pages 125-126.

Structural Shoreline Fortification Consider constructing offshore segmented breakwaters to attenuate wave energy and reduce erosive forces acting on the shoreline. The design of offshore breakwaters would have to include navigation considerations given the proximity of the site to a navigation channel. See page 127-128.

Project #23 Meadow Road Area Improvements

Meadow Road has several industrial facilities and residences that require continuous access during tidal flood events. While the road currently does not experience tidal flooding, models project that by 2070, portions of Meadow Road could be inundated with water depths up to 1'9" during such events.

Natural Shoreline Fortification Evaluate the feasibility of constructing earthen berms along the eastern edge of the Hammock River at the west end of Elm Street, Walnut Street, and Chestnut Street to reduce inundation during high tides and the Hammock River swell. This approach would improve the resiliency of the neighborhood under rising sea levels and is a natural feature that can be integrated with the surrounding existing wetlands. These features could help to reduce flooding of properties adjacent to the existing wetland. See page 125-126.

Elevate Road To address road future flooding on Meadow Road, consider raising the segment between Route 1 and 41 Meadow Road from its current 2-foot elevation to 4 feet. This 2-foot increase would improve the road's resilience to tidal nuisance flooding. This specific section is ideal for elevation because it lacks residential properties, eliminating common challenges such as matching driveway grades or managing water displacement. The proposed change would enhance road safety and accessibility during flood events without disrupting existing property access. See pages 131-132.

Widen Culvert Evaluate the expansion of the Hammock River culvert beneath Meadow Road, specifically in the section between Route 1 and 14 Meadow Road. Increasing the culvert's capacity would enhance water flow underneath the road, potentially reducing surface water accumulation and overflow onto the roadway during heavy rainfall or flood events.

Project #24 Town Center Area

Where East Main Street crosses the Indian River, the culvert fills completely, leaving no excess capacity for flood waters. This poses a significant risk to critical facilities in the area, specifically the Clinton Fire Department and Town Hall, which are vulnerable to flooding from the Indian River. The lack of additional drainage capacity threatens these essential municipal services during high water events. Clinton's Town Hall parking lot and Fire Department are located within the 100-year floodplain. While the Town Hall building itself is outside the floodplain and has avoided direct flooding, its parking lot has a history of inundation. The Town Hall features a popular public access point to the Indian River, valued by the community. The Fire Department has developed a proactive approach to flooding, relocating equipment before anticipated flood events to maintain emergency response capabilities if the firehouse becomes inaccessible. If/when Amtrak undertakes rail line improvements or its own resiliency projects, local plans for Downtown and resiliency projects will be impacted. Early coordination is needed with Amtrak and DOT for projects in the Town Center area.

Elevate Road To improve water flow under the Indian River bridge on East Main Street, consider raising the road segment between Snow Lane and Cemetery Road from its current 8-foot elevation to 11 feet. While the road currently experiences up to 4 feet of inundation during a 100-year storm event, this projected 3-foot increase would result in approximately 1 foot of standing water on the road. However, even this reduced depth approaches the upper limit of what most standard emergency vehicles can safely navigate. Emergency responders would need to exercise extreme caution when accessing this area during flood conditions. The plan would require grading road segments east and west of the bridge to meet the new elevation, as well as adjusting entrances to parking areas to align with the raised road grade. This approach would boost the area's flood management capabilities. Coordination with CT DOT is important, especially as CT DOT advances its own vulnerability study of State roads. See pages 131-132.

Managed Retreat Continue to evaluate opportunities to relocate the fire department outside the 100-year floodplain. The new site should prioritize quick access to major roads for fast emergency response, reliable utility connections, and space for future expansion to meet growing community needs. Consider redeveloping the current Fire Department property into a floodplain park designed to store excess water during flood events. See page 145.

Automated Traffic Enforcement Safety Device

Proposal for Town Ordinance

Presented to the Clinton Town Council

16 July 2025

Chief Vincent DeMaio

Martin Plank, altumint

Agenda

- Introduction
- Overview of *altumint* Technology
- Speed Study Results
- Red Light Study Results
- System Operations (Review, Payment, and Adjudication)
- Community Impact & Next Steps

INTRODUCTION

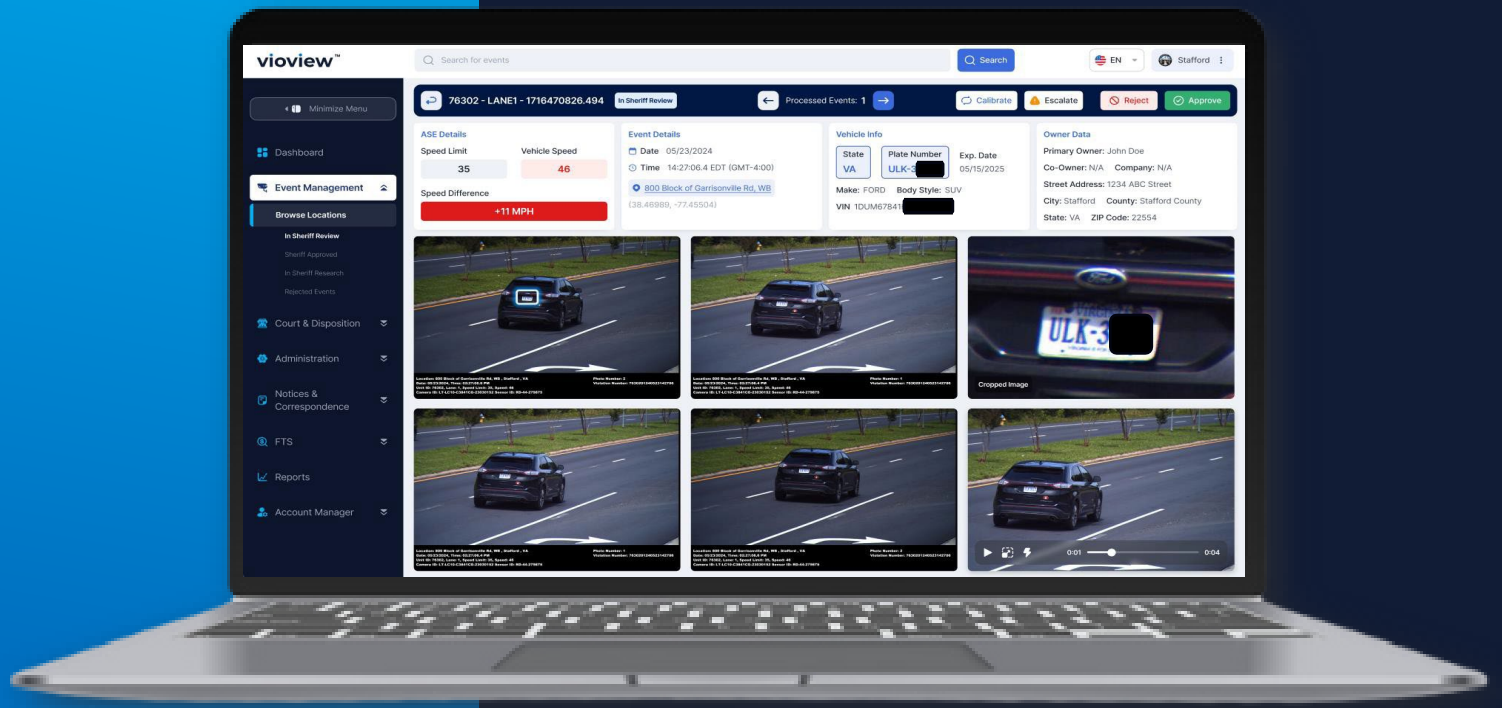
- Connecticut Public Act 23-116 — Automated Traffic Enforcement Safety Devices.
  - Purpose: To enhance public safety by continuously monitoring and enforcing traffic violations.
- Why *altumint was* selected for speed and red-light camera analysis.
- Studies were conducted at selected locations throughout Clinton in 2025.

How the Technology Works

- Cameras detect speeding and red-light violations automatically.
- High-resolution imagery and radar-based sensors.
- Verified by vendor and CPD staff before citations are issued.

vioview

LAW ENFORCEMENT REVIEW



Impact of Speed Cameras

Insurance Institute for Highway Safety (IIHS):

- **14% reduction** in crashes overall in areas with speed enforcement cameras.
- **19% decrease** in injury crashes on roads with speed cameras.
- Speeding violations drop **by 50% or more** within the first 1–3 months of implementation.

Examples:

- **Montgomery County, MD:**
  - Speeding >10 mph over limit fell by **59%**.
  - **Crash-related injuries dropped 39%** near camera locations.
- **Portland, OR:**
  - Speeding violations dropped by **60–70%** in first year.

Quick Reference Guide:

Impact of Red Light Cameras

Red Light Cameras

National Safety Council / IIHS Findings:

- **21% reduction** in fatal red-light running crashes in cities with red-light cameras (compared to those without).
- **40–50% reduction** in red-light violations within 6–12 months of camera installation.
- **Crash severity often reduced**, T-bone collisions are reduced. Most collisions at intersections will then tend to be less dangerous rear-end collisions.

Examples:

- **Washington, D.C.:** 60% drop in red-light violations after camera deployment.
- **Chicago, IL:** 47% decrease in angle crashes at red-light camera intersections.

altumint estimates we would have close to a 90% reduction in violations from the number of violations observed in the speed and red-light studies.

Speed Study

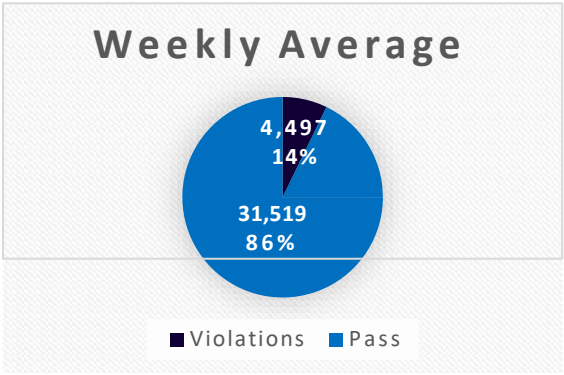
The Morgan School

Speed Study |5 days

	Speed (mph)
Speed Limit	40
School Zone Speed Limit	30
Violation Limit	10

	Monday	Tuesday	Wednesday	Thursday	Friday
Vehicle Count	7,014	6,995	7,276	7,196	7,535
Violations	772	1,022	967	931	805
% of Violators	11	15	13	13	11

Weekly Total	
Vehicle Count	36,016
Violations	4,497
Daily Average	899



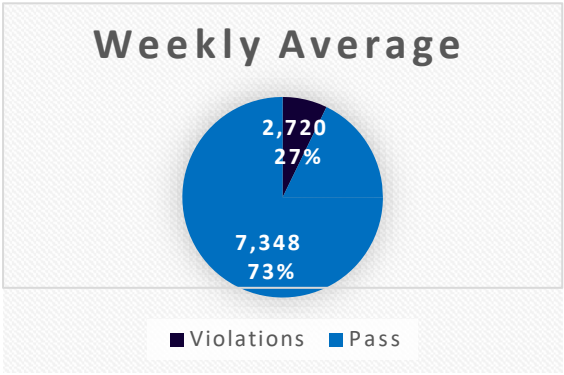
Cow Hill Rd.

Speed Study |5 days

	Speed (mph)
Speed Limit	25
School Zone Speed Limit	25
Violation Limit	10

	Monday	Tuesday	Wednesday	Thursday	Friday
Vehicle Count	1,891	1,966	2,002	2,046	2,163
Violations	514	548	529	581	548
% of Violators	27%	28%	26%	28%	25%

Weekly Total	
Vehicle Count	10,068
Violations	2,720
Daily Average	544

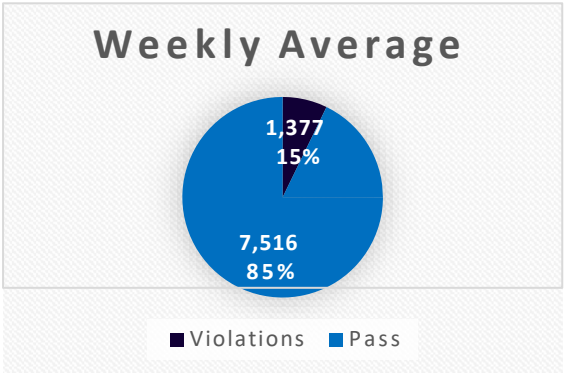


Long Hill Rd.

Speed Study | 5 days

	Speed (mph)
Speed Limit	25
School Zone Speed Limit	25
Violation Limit	10

	Monday	Tuesday	Wednesday	Thursday	Friday
Vehicle Count	1,694	1,781	1,748	1,807	1,863
Violations	313	263	281	249	271
% of Violators	18%	15%	16%	14%	15%



Weekly Total	
Vehicle Count	8,893
Violations	1,377
Daily Average	275

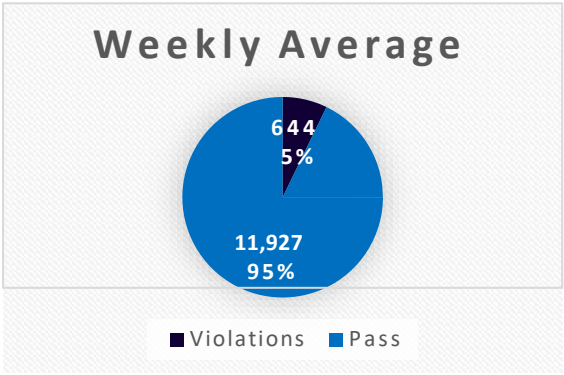
Liberty Street

Speed Study |5 days

	Speed (mph)
Speed Limit	25
School Zone Speed Limit	25
Violation Limit	10

	Monday	Tuesday	Wednesday	Thursday	Friday
Vehicle Count	2,327	2,491	2,483	2,522	2,748
Violations	195	97	148	103	101
% of Violators	8%	4%	6%	4%	4%

Weekly Total	
Vehicle Count	12,571
Violations	644
Daily Average	129



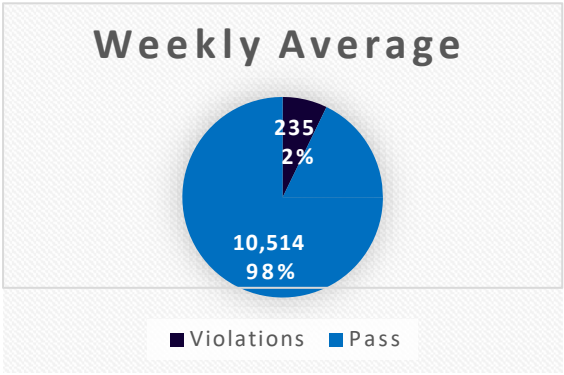
Ninety Rd. (School Zone)

Speed Study |5 days

	Speed (mph)
Speed Limit	25
School Zone Speed Limit	25
Violation Limit	10

	Monday	Tuesday	Wednesday	Thursday	Friday
Vehicle Count	2,019	2,256	2,086	2,270	2,118
Violations	50	24	51	54	56
% of Violators	2%	1%	2%	2%	3%

Weekly Total	
Vehicle Count	10,749
Violations	235
Daily Average	47



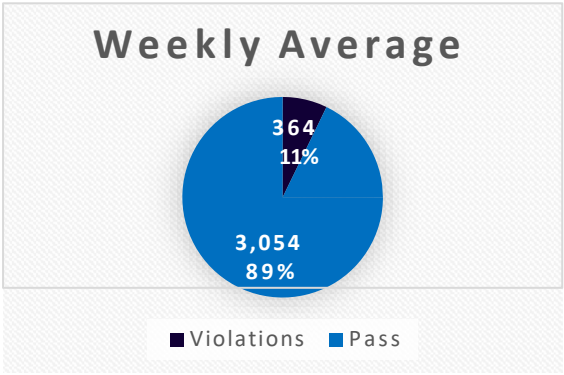
Grove Street

Speed Study |5 days

	Speed (mph)
Speed Limit	25
School Zone Speed Limit	25
Violation Limit	10

	Monday	Tuesday	Wednesday	Thursday	Friday
Vehicle Count	686	693	637	673	729
Violations	62	67	75	82	78
% of Violators	9%	10%	12%	12%	11%

Weekly Total	
Vehicle Count	3,418
Violations	364
Daily Average	73



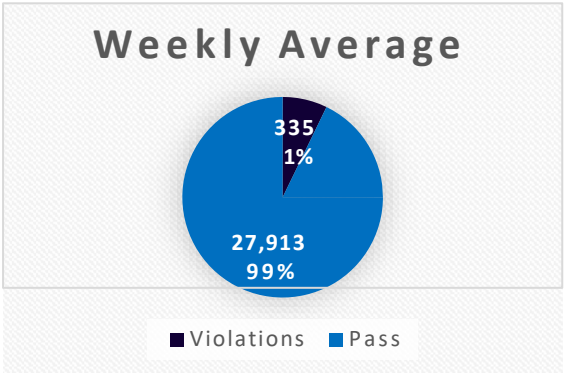
Rt.81 Roast Meat Hill Rd.

Speed Study |5 days

	Speed (mph)
Speed Limit	45
School Zone Speed Limit	45
Violation Limit	10

	Monday	Tuesday	Wednesday	Thursday	Friday
Vehicle Count	5,476	5,732	5,544	5,807	5,689
Violations	75	44	72	102	42
% of Violators	1%	1%	1%	2%	1%

Weekly Total	
Vehicle Count	28,248
Violations	335
Daily Average	67



Speed Enforcement 23-116

- Two photo speed enforcement signs placed at every approach
- Enforcement limit of at least 10 mph over posted speed
- Fines are $50 for 1st and $75 for 2nd and thereafter
- Civil penalty, no points or insurance impact
- Revenue must be utilized for traffic related expenses
- Pass local ordinance & conduct a public hearing
- 30-day warning period for each photo speed location
- No cost speed studies

SAMPLE of PROJECTED REVENUES

SPEED CAMERAS

Morgan School Speed Study Example (Approx) :

Weekly Violations = 4,497

Monthly Violations = 17,988

80% pay rate = 14,390 payments

Gross Revenue = $719,500 (- monthly equipment costs):

Net Monthly Revenue = $717,510

Jurisdiction Revenue @ 90% reduction:

Weekly Violations = 448

Monthly Violations = 1,796

80% pay rate = 1437 payments

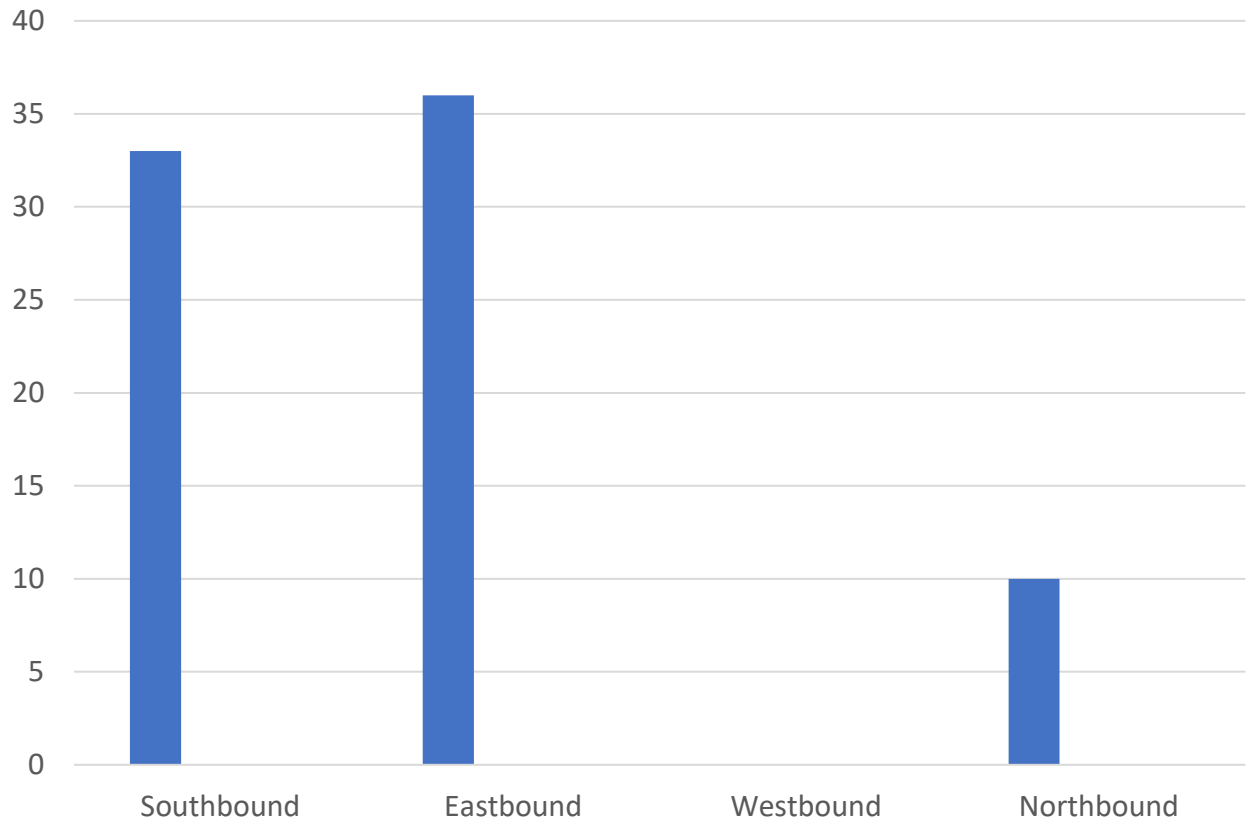
Gross Revenue = $71,840(- monthly equipment costs):

Net Monthly Revenue = $69,850

Red Light Study

Town of Clinton – RT. 81 @ N. High Street

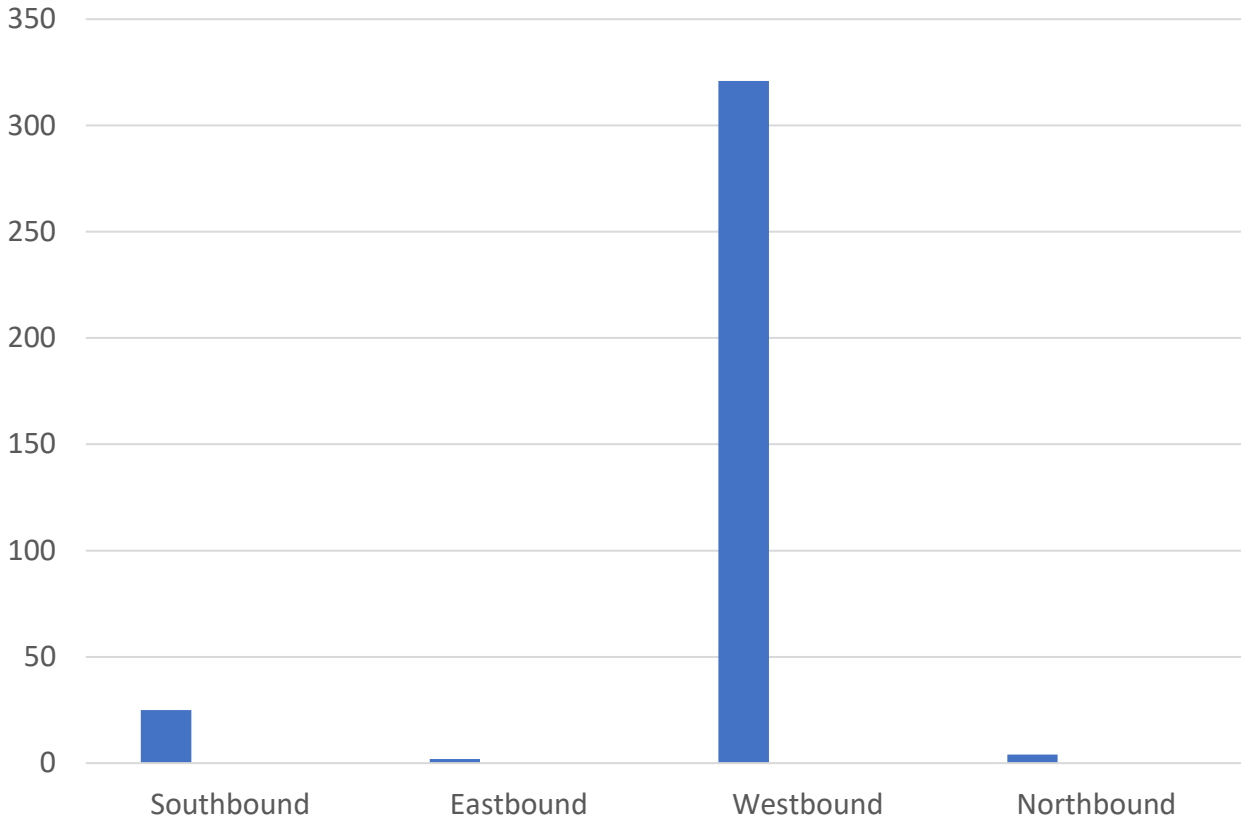
RED LIGHT STUDY 3/17 | 3 Days



- 79 Total Violations
- SB/33, EB/36,WB/0, NB/10
- Requires Local Ordinance
- OSTA Submission

Town of Clinton – RT. 81 @ Glenwood Rd.

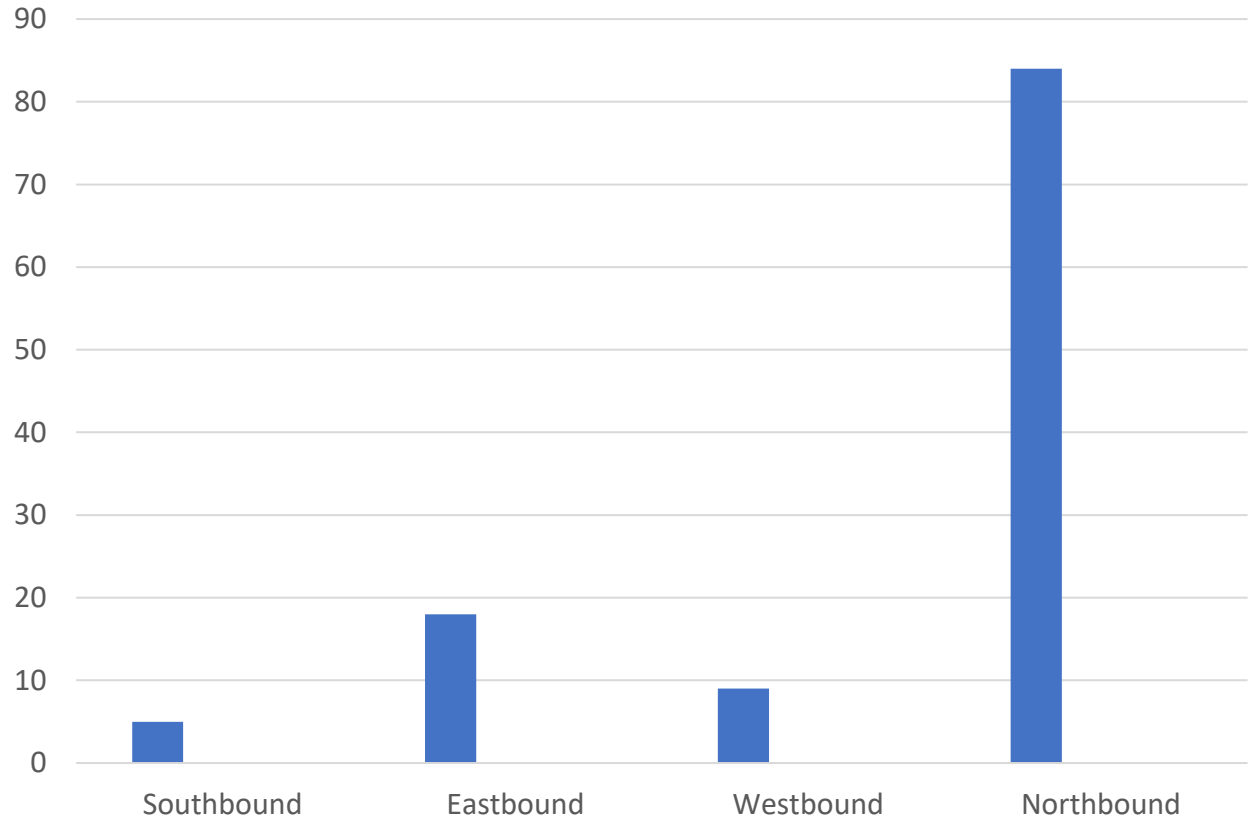
RED LIGHT STUDY 3/17 | 3 Days



- 352 Total Violations
- SB/25, EB/2,WB/321, NB/4
- Requires Local Ordinance
- OSTA Submission

Town of Clinton – RT. 81 @ Entrance I. River Big Y Plaza

RED LIGHT STUDY 3/17 | 3 Days



- 116 Total Violations
- SB/5, EB/18,WB/9, NB/84
- Requires Local Ordinance
- OSTA Submission

Violation Review Process

- Step 1: Violation Captured by Altumint Camera
- Step 2: Reviewed and Verified by CPD Officer
- Step 3: Citation Issued to Vehicle Owner
- Step 4: Public Portal for Review

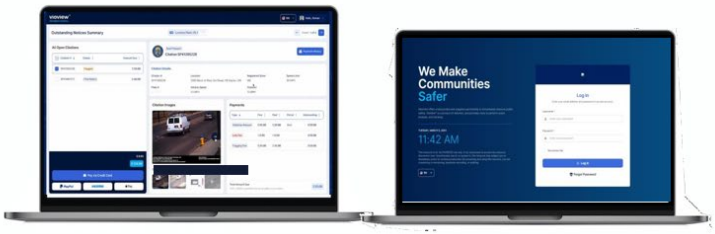
Payment & Dispute Process

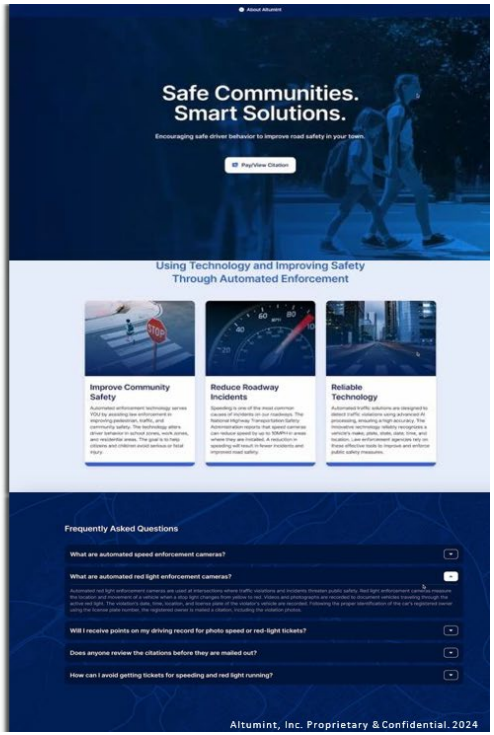
- Fines payable online through secure portal
- Options to dispute citation and appeal
- Instructions provided with violation notice

CITATION PAYMENT PORTAL

- Frequently asked questions
- Easy to navigate
- Bilingual
- Safe, secure payment options:
  - By portal
  - By phone
  - By mail (check or money order)

https://chesterfield-payment-portal-new-app.altumint.com/





Community Impact & Public Safety Goals

- Gain voluntary compliance to existing traffic laws
- Encourage safer driving behaviors
- Reduce collisions and injuries
- Support data-driven enforcement
- Maintain transparency and fairness

BENEFITS of the PROGRAM

- 100% Violator Funded, Zero cost to municipality (completely cost-neutral to municipality)
- 90% Expected reduction in violations
- Fair and impartial enforcement
- Traffic & pedestrian collision reduction
- Improved traffic safety

The goal of the program is not revenue—it's safety. Violations decrease significantly after implementation, meaning revenue also drops accordingly. This demonstrates that the system's real effect is compliance, not ticket quotas.

Next Steps / Recommendations

- Board of Police Commission review and approval (completed on 6/9/25)
- Draft, review and approval of a Town Ordinance, as mandated under CT Public Act 23-166
  - A public hearing must occur prior to approval
- Policy draft, review and implementation of CPD General Order
- Sign M.O.U. with vendor
- Public Education Campaign

Questions & Discussion