



Automated Traffic Enforcement Safety Device (ATESD) Guidance for Municipalities

Office of the State Traffic Administration



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Chapter 1 – Introduction

Public Act 23-116, which has been codified as [CGS 14-307b through 14-307h](#), authorizes municipalities to use Automated Traffic Enforcement Safety Devices (ATESDs) at locations within school zones, pedestrian safety zones, and other locations in such municipality pursuant to (1) an ordinance adopted by the municipality in accordance with the Statute's requirements and (2) a plan approved every three years by Connecticut Department of Transportation (CTDOT). The Statutes define an "automated traffic enforcement safety device" as a device designed to detect and collect evidence of alleged violations of the local ordinance by recording images that capture the license plate, date, time, and location of a motor vehicle that (1) exceeds the posted speed limit by 10 or more miles per hour or (2) runs a red light.

The Statutes further requires CTDOT to develop, and revise as necessary, guidance regarding ATESD plans. The first element of the guidance, required under 14-307d(a), addresses how a municipality shall develop and submit an initial ATESD plan for approval; guidance on how to evaluate the effectiveness of an ATESD, and guidance on how to submit a subsequent ATESD Plan for approval. The Statutes require the guidance be consistent with the goals of (1) installing ATESDs in locations where they are likely to improve traffic safety and (2) ensuring that the ATESD distribution throughout the municipality is equitable. (Under the Statutes, "equitable" means efforts, policies, standards, processes and any other functions of government intended to ensure that patterns of discrimination and disparities of race, ethnicity, and socioeconomic status, whether intentional or unintentional, are not reinforced or perpetuated and prevent the emergence and persistence of foreseeable future patterns of discrimination or disparities of race, ethnicity, and socioeconomic status.) The second element of the guidance, required under 14-307d(b), is to address how CTDOT shall evaluate the effectiveness of automated traffic enforcement safety devices and how a municipality shall submit a subsequent plan to use such devices, including the factors to be considered when determining whether an automated traffic enforcement safety device improved safety at a location.

A summary of Public Act 23-116, which includes all of the requirements for municipal use of ATESDs, is available [here](#).

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

Chapter 2 – How to Develop and Submit an Initial Automated Traffic Enforcement Safety Device (ATESD) Plan for Approval

I. Location Selection and Justification

CTDOT recommends the Automobile Association of America’s [“Automated Enforcement Program Checklist”](#) to assist municipalities in following best practices when developing a plan to install and use ATESDs.

1.1. FACTORS TO BE CONSIDERED BY THE MUNICIPALITY

A municipal ATESD plan must identify the proposed location(s) at which such devices are to be used. When selecting a location for an ATESD, the municipality must, at a minimum, consider the factors below, which are enumerated in [CGS 14-307d](#). When preparing the written justification explaining how and why an ATESD was selected for installation at each location, the municipality should document how these factors were considered:

- The history of traffic crashes caused by speeding or failing to obey a traffic control sign or signal at the location and the history of traffic crashes that resulted in a person’s death or serious injury at the location. CTDOT recommends that municipalities use data from the [CT Red Light Intersection Evaluation Tool \(CT-REDV\)](#) and/or review three years of crash data from the [Connecticut Crash Data Repository](#).
- The average daily traffic (ADT) at the location. Resources for ADT data include [Traffic Monitoring Station Viewer](#) and machine counts taken by the municipality. [The CT Training and Technical Assistance Center at UCONN](#) has manual traffic counters available for loan to municipalities.
- The history of traffic stops conducted in the municipality and reported to the Office of Policy and Management under the Alvin W. Penn Racial Profiling Prohibition Act ([CGS Sections 54-1l and 54-1m](#)).
- The municipality’s poverty rate and the “percent of occupied housing units with vehicles available,” as determined by the five-year estimates of the [U.S. Census Bureau’s most recent American Community Survey](#).
- The location’s roadway geometry.

1.2. REQUIREMENTS FOR ALL LOCATIONS

The municipality must include the following in the ATESD plan submitted to the Office of the State Traffic Administration (OSTA) for **all** potential ATESD locations:

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

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

1.3. REQUIREMENTS BY LOCATION TYPE

1.3.1. Traffic Control Signals

- If a municipality intends to install an ATESD at a traffic control signal, the submitted ATESD plan must include a **traffic signal control plan showing the roadway geometry, phasing/sequence, and timing for an ATESD at a traffic control signal(s).**
 - At locations where the CTDOT owns the traffic control signal, a copy of the current plan of record can be requested via email at DOT.TrafficEngineering@ct.gov.
 - At locations where the municipality owns and maintains the traffic control signal, the municipality must submit a copy of the current plan of record.
- **The following conditions must be met for the OSTA to approve an ATESD at a traffic control signal:**
 - There have been at least two crashes, over a three-year period, where a motor vehicle operator failed to stop at a red traffic signal indication. Municipalities are encouraged to use the [CT Red Light Intersection Evaluation Tool \(CT-REDV\)](#) which displays the number and location of crashes resulting from running a red light.
 - The location selected for an ATESD must appear on the list of intersections from the CT-REDV tool. In cases where there are numerous intersections involving motor vehicle operators running a red light, municipalities are encouraged to

select intersection(s) where other countermeasures have already been implemented but have **not** been effective. Such countermeasures include, but are not limited to, increasing the size of the signal indications from 8 inches to 12 inches, optimization of the traffic signal clearance intervals, use of LED lamps, use of signal backplates with retro-reflective borders, trimming vegetation that obstructs the view of the signals, coordination with adjacent traffic signals.

- Traffic control signals that were recently upgraded within the last 12 months or scheduled to be upgraded within the next 12 months are not good candidates for an ATESD since the crash history associated with the location may not reflect current conditions.
- The most recent traffic control signal plan of record for the location has been approved by the OSTA. Note: Under [CGS 14-299](#), all revisions to municipally owned traffic control signals must be reviewed and approved by the OSTA prior to implementation.
- For municipally owned traffic signals, the traffic signal change intervals (e.g. [yellow/red/pedestrian clearance timings](#)) **must have already been optimized** in accordance with Chapter 6 in CTDOT's [Traffic Control Signal Design Manual](#). State-owned traffic signals have already been optimized.
- The written justification required in Section 1.2 demonstrating that an ATESD will improve safety at that location. At a minimum, the written justification should include an explanation regarding how all the required elements in Section 1.1 were considered and how selected intersections were prioritized in cases where there are numerous intersections involving red-light running crashes.

1.3.2. School Zones

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

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

- The written justification required in Section 1.2 demonstrating that an ATESD will improve safety at that location has been provided in the municipality's ATESD Plan. At a minimum, the written justification should include an explanation regarding how all the required elements in Section 1.1 were considered. Additional information, if available, may include recommendations from a Road Safety Assessment, findings from a speed study, and an explanation of how other speed reduction measures are not feasible or have not been effective.

1.3.3. Pedestrian Safety Zones

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

- The location meets the definition of a Pedestrian Safety Zone pursuant to [CGS 14-307a](#);
- The Pedestrian Safety Zone has been approved or established as such by the appropriate statutory authority – either the OSTA or the [Local Traffic Authority](#).
- The Pedestrian Safety Zone signage is consistent with the MUTCD.
- The written justification required in Section 1.2 demonstrating that an ATESD will improve safety at that location has been provided in the municipality's ATESD Plan. At a minimum, the written justification should include an explanation regarding how all the required elements in Section 1.1 were considered. Additional information, if available, may include recommendations from a Road Safety Assessment, findings from a speed study, and an explanation of how other speed reduction measures are not feasible or have not been effective.

1.3.4. Other Locations

The following conditions must be met for the OSTA to approve an ATESD in **other location(s)**:

- Other locations include, but are not limited to, roadways adjacent to central business districts, community centers, public parks, and hospitals. The length of the segment of roadway for this location type should not exceed 0.50 miles.
- The location or roadway segment has a history of speed related crashes or speeding violations.

- The written justification required in Section 1.2 demonstrating that an ATESD will improve safety at that location has been provided in the municipality's ATESD Plan. At a minimum, the written justification should include an explanation regarding how all the required elements in Section 1.1 were considered. Additional information, if available, may include recommendations from a Road Safety Assessment, findings from a speed study, and an explanation of how other speed reduction measures are not feasible or have not been effective.

1.4. LIMITATIONS ON THE PLACEMENT OF ATESDS IN OR ADJACENT TO ECONOMICALLY DISADVANTAGED COMMUNITIES

- To ensure that the ATESD distribution throughout a municipality is equitable as defined in [CGS Section 14-307b\(4\)](#), **CTDOT will not approve more than two ATESD locations within a Qualified Census Tract (QCT)** as designated by the United States Department of Housing and Urban Development. Additionally for a map showing the QCTs in CT for 2025. Click [here](#) for a map showing the QCTs in CT for 2025. for a map showing the QCTs in CT for 2025.
- For the purposes of this section, if a proposed ATESD location is on a road that is a border of two or more QCTs, a municipality may choose one of the QCTs with which to associate the ATESD location. If a proposed ATESD location is on a road that is a border of one or more QCTs and a census tract that is not designated as a QCT, the municipality must choose to associate the location with one of the QCTs.
- The ATESD plan of any municipality that borders a neighboring municipality in which the majority of the census tracts are QCTs will be evaluated by CTDOT to ensure that the proposed ATESD locations are not overconcentrated at or near the border of the neighboring municipality. If the ATESD locations are only proposed near the border with the neighboring municipality, it's likely that the ATESD plan will be rejected.
- CTDOT may reject any proposed ATESD locations if it determines that the overall distribution of ATESDs throughout the municipality violates the principles of equity described in [CGS 14-307d](#).

II. Additional Requirements

As part of its ATESD plan, a municipality must also include:

- A copy of the signed [Self-Certification form](#) which states that the municipality's Chief Elected Official has read concerning the requirements associated with implementation of an ATESD program.
- A copy of the ordinance adopted by the municipality authorizing the use of ATESDs as required by [CGS 14-307c](#).
- A copy of the notice of the public hearing conducted on the municipality's proposed ATESD plan as required by [CGS 14-307e](#).
- A copy of minutes of the meeting at which the municipality's legislative body or board of selectman voted to approve the ATESD plan as required by [CGS 14-307e](#).
- A copy of the municipality's Comprehensive Safety Action Plan (CSAP), required by [CGS Section 14-307c](#). Per the Statutes, the plan must "ensure that the streets located in the municipality safely and conveniently serve road users of all ages and abilities, including pedestrians, transit users, bicyclists, persons using wheelchairs or other assistive device and motor vehicle operators." CTDOT will also accept the following as a CSAP provided it satisfies the requirements as quoted above:
 - The section in the Regional Transportation Safety Plan (RTSP), which was prepared for all nine [Council of Governments](#), that is specific to the municipality.
Note: The RTSP can only be used for the initial ATESD Plan only.
 - A municipality's [Vision Zero Action Plan](#).

NOTE: The OSTA requires copies of the public hearing notice and meeting minutes for the approval of the **ATESD plan**, as described above, not the ATESD ordinance.

III. Submission and Approval Process

3.1. SUBMISSION

All ATESD plans (initial or revised) must be submitted electronically by the municipality to [CTDOT's Office of the State Traffic Administration \(OSTA\)](#) via email at DOT.OSTA@ct.gov. The OSTA will send an email confirmation acknowledging receipt of the ATESD plan.

3.2. REVIEW AND APPROVAL PROCESS

- **Step 1:**

The OSTA will determine if the submitted ATESD plan contains the required elements as described in Sections I & II of this guidance. If the submitted ATESD plan is determined to be incomplete, the OSTA will notify the municipality, in writing, what elements are missing or incomplete and what needs to be submitted.

Note: The statutory 60-day review period does not start until the OSTA confirms, in writing, that the ATESD plan contains all the required elements.

- **Step 2:**

Once the OSTA determines that the ATESD plan contains all the required elements, the OSTA has 60 days to determine (1) if the ATESD plan is likely to improve traffic safety at the proposed location(s) and (2) if the ATESD distribution throughout the municipality is equitable. The OSTA will either approve or reject the ATESD plan in whole or in part. If the ATESD plan is rejected in whole or in part, the OSTA will provide a written explanation of its reasoning, as well as guidance for revising the ATESD plan for resubmission.

Note: The 60-day period will pause if the OSTA provides review comments on the municipality's ATESD Plan during Step 2. The review period will resume when the ATESD Plan has been resubmitted to the OSTA.

IV. Duration of the Initial ATESD Plan Approval

The municipality's initial ATESD plan is valid for three (3) years after the first device becomes operational. Subsequent ATESD plans are valid for three (3) years from the date of CTDOT approval (Refer to Chapter 4). Municipalities may submit a modification to the initial ATESD plan to propose the use of ATESDs at additional locations, provided that the ATESD plan has not expired. It is not necessary for a municipality to submit a modification proposal to terminate the use of an ATESD at a particular location. All modifications to the ATESD plan must follow the same submittal, review, and approval processes as the initial ATESD plan. Approval of any modifications to the ATESD plan expires on the same date the approved ATESD plan expires.

V. Model Privacy Policy and Protocol

Pursuant to CGS14-307f, municipalities that adopt an ordinance authorizing the use of ATESDs, must also adopt a written privacy policy that meets or exceeds the standards of CTDOT's model privacy policy and protocol, as written below:

Personally identifiable information about a person who is alleged, through the aid of an ATESD, to have committed a traffic violation, is protected information, with exceptions noted below. While information and data gathered from ATESDs is subject to disclosure under Connecticut's Freedom of Information Act, no personally identifiable information may be disclosed.

Personally identifiable information ("PII") as defined under CGS14-307f includes, but is not limited to, the motor vehicle owner's address, telephone number, license plate numbers, photograph, bank account information, credit card number, debit card number, or the date, time, location, or direction of travel on a highway. No such PII is permitted to be disclosed, stored, or retained by a municipality or an ATESD vendor unless the disclosure is made in connection with, or retention is necessary for, the charging, collection and enforcement of the fines imposed pursuant to an ordinance adopted according to the requirements of CGS14-307f.

Violation data and images should be electronically encrypted at the time of their capture to prevent unauthorized access or tampering. All violation evidence, whether PII or not, should be securely stored and managed according to standard rules and requirements for the security and preservation of legal evidence. Only authorized and trained program staff should have access to the data. Sensitive personal information such as social security numbers should not be used or linked with names and should never be printed on violation notices mailed to recipients. Furthermore, any identifying data for non-infracting vehicles, such as license plate information, should not be stored.

Within 30 days after any fine is collected or there has been a resolution of a hearing conducted for the alleged traffic violation, whichever is later, except a municipality or vendor may retain a portion of PII for the limited purpose of determining whether a person committed a second or subsequent violation of the municipal ordinance. The municipality or vendor shall destroy PII not later than one year after the date of such person's most recent violation.

VI. Notification to Operators of Navigation Applications

Pursuant to CGS14-307c, prior to the in-service operation of an ATESD, the municipality shall provide notification of such location to persons, firms or corporations that operate a mobile application that is used for navigation purposes or to provide real-time information on motor vehicle traffic. Such notification shall include appropriate detail as to the nature and hours of operation of the enforcement device, and how the municipality will support such location-based applications through baseline mapping platforms. CTDOT will designate which such persons, firms or corporations shall be notified and provide technical guidance to municipalities regarding how to provide such notification. This designation of persons, firms, or corporations is subject to change throughout the duration of the plan approval and, upon request from CTDOT, the municipality shall furnish the applicable information on in-service ATESDs to the newly designated persons, firms, or corporations in a timely manner, not to exceed 30 days from the date the municipality receives notice of such change.

VII. Reporting

7.1 INITIAL REPORT

Not later than 18 months after an ATESD becomes operational, the municipality must submit a report to CTDOT via email at DOT.OSTA@ct.gov and to the joint standing committee of the Connecticut General Assembly having cognizance of matters related to transportation.

The initial report must include the following background information:

- Name and description of the ATESD location (i.e. intersection, roadway, school zone, or pedestrian safety zone).
 - Description of the location's geographic setting (urban, suburban, or rural)
 - Type of the road (state or local) and roadway classification(s)
 - Important features of the surrounding land use, such as nearby schools, parks, or and/or commercial/residential developments
- Traffic Characteristics before the installation of the ATESD
 - Traffic volume
 - Speed data (Posted speed limit, 50th percentile speeds, and 85th percentile speeds)
 - Engineering Characteristics before the installation of the ATESD
 - Roadway geometry (i.e. number of lanes, lane widths, median widths)
 - Intersection features (if traffic signal)
- Traffic calming features (i.e. speed bumps, speed tables, roundabouts, etc.)

The initial report must also include, at minimum, the following elements which are outlined in CGS 14-307g:

- The number of violations of CGS 14-218a, CGS 14-219, and CGS 14-299(b)(3) that occurred at the locations where such automated traffic safety devices were installed at least one (1) year prior to the use of such devices.
- The number of violations where a motor vehicle exceeded the posted speed limit by ten (10) or more miles per hour that were captured at such locations by an ATESD.
- The number of violations where a motor vehicle failed to comply with CGS 14-299(b)(3) when facing a steady red signal on a traffic control signal that were captured at such locations by an ATESD.
- If available, the number and type of related traffic violations and crashes that occurred at each location where an ATESD was installed at least one (1) year prior to such installation and during the use of an ATESD.
- The number of violations of CGS14-218a, CGS 14-219, and CGS 14-299(b)(3) and related traffic violations and crashes that occurred at locations where an ATESD was used and at similar locations where an ATESD was not used. A similar location is defined as having approximately the same conditions (e.g. traffic control device, functional classificational, number of lanes, speed limit, traffic volumes, etc.).
- A description of situations where recorded images could not be used or were not used.
- The number of leased or rented motor vehicles, out-of-state motor vehicles or other vehicles, including trucks, where enforcement efforts were unsuccessful.
- The amount of revenue from the fines and associated fees retained by the municipality, including the percentage of the total number of fines collected from residents and the percentage collected from non-residents.
- The cost to the municipality to use an ATESD, including:
 - The costs associated with the installation and maintenance of the ATESD;
 - The revenue generated from the citations for violations of CGS 14-218a, CGS 14-219, and CGS 14-299(b)(3); and,
 - Description of how revenue from fines has been spent. Pursuant to CGS Section 14-307c(d), any funds received by a municipality from fines imposed for violations captured by an ATESD must be used for either (1) improving transportation mobility, (2) investing in transportation infrastructure

improvements or (3) paying the costs associated with the use of an ATESD in the municipality.

7.2 SUBSEQUENT ANNUAL REPORTS

No later than one (1) year after the municipality submits its initial report after the ATESD becomes operational, and every year thereafter until the ATESD is no longer operational in the municipality, the municipality must submit an annual report to CTDOT via email at DOT.OSTA@ct.gov and the joint standing committee of the Connecticut General Assembly having cognizance of matters related to transportation, in accordance with the provisions of CGS 11-4a¹. At a minimum, the annual report must include the following elements which are outlined in CGS 14-307g:

- The number of motor vehicles that were subject to one citation, two citations, three citations or four or more citations.
- In the case of an ATESD that records images of motor vehicles failing to comply with CGS 14-299(b)(3) when facing a steady red signal on a traffic control signal, the number of citations at each location that were issued to motor vehicles making a right turn, to motor vehicles proceeding through the intersection and to motor vehicles making a left turn.
- A list of engineering and educational measures undertaken by the municipality to improve safety in locations when an ATESD is operational.
- Data regarding how many citations were issued, how many hearings were requested and the results of any such hearings.

7.3 COMPLIANCE WITH REPORTING REQUIREMENTS

If a municipality fails to report data on any ATESD location as required by CGS 14-307g, the OSTA will decline to re-authorize such ATESD location once the initial plan has expired.

¹ In addition to submitting the report to the Transportation Committee. CGS 11-4a states that reports shall be filed electronically to the clerks of the Senate and House of Representatives and the Office of the Legislative Research, and shall file one copy with the State Librarian.

Chapter 3 – How to Evaluate the Effectiveness of an ATESD

CGS 14-307d(b) requires that CTDOT provide guidance to municipalities on how to evaluate the effectiveness of an ATESD. One of the prerequisites of approval of a subsequent ATESD Plan (Refer to Chapter 4) is that the municipality provide evidence that the ATESDs used at locations identified in a prior ATESD Plan improved traffic safety. In determining whether an ATESD has improved safety, municipalities should consider the data below, if available. The data can be presented in a written narrative, table, graph, or a combination thereof. Examples of tables can be found in the appendices.

- A comparison of the crash history at each ATESD location for at least one (1) year prior to and one (1) year after the ATESD become operational. The data should include the number of crashes, crash severity, crash type, and time of day (AM Peak, AM Off-Peak, PM Peak, and PM Off-Peak).
- A comparison of the number and type of related traffic violations of CGS 14-218a, 14-219 and 14-299(b)(3) at each ATESD location for at least one (1) year prior to and one (1) year after the ATESD becomes operational.
- A comparison of speed data (50th percentile and 85th percentile) at each ATESD location (speed camera only) for at least one (1) year prior to and one (1) year after the ATESD become operational.

Chapter 4 – How to Develop and Submit a Subsequent ATESD Plan for Approval

I. Prerequisites to the Submission of the Subsequent Plan

Pursuant to CGS 14-307e, the municipality shall conduct a public hearing regarding such subsequent plan and its legislative body or board of selectmen shall vote to approve the submission of such plan, and supporting documentation, to CTDOT.

II. Contents of the Subsequent Plan

Supporting documentation for the subsequent plan shall include but not be limited to the following:

- A copy of the notice of the public hearing conducted by the municipality regarding the proposed subsequent plan.
- A copy of the minutes for the meeting at which the municipality's legislative body or board of selectmen voted to approve the subsequent plan.
- A copy of the signed [Self-Certification form](#) which states that the municipality's Chief Elected Official has read CGS 14-307b through 14-307h concerning the requirements associated with implementation of an ATESD program.
- A copy of the municipality's Comprehensive Safety Action Plan (CSAP), required by [CGS 14-307c](#). Per statute, the plan must "ensure that the streets located in the municipality safely and conveniently serve road users of all ages and abilities, including pedestrians, transit users, bicyclists, persons using wheelchairs or other assistive device and motor vehicle operators." CTDOT will also accept a municipality [Vision Zero Action Plan](#) provided it satisfies the requirements as quoted above. **(Note: The relevant section in the Regional Transportation Safety Plan (RTSP), which was prepared for all nine Council of Governments is acceptable for submission in the initial ATESD Plan only, it cannot be submitted as part of a subsequent application. See Section II.)**

- Proposed location(s) of an ATESD (CGS 14-307e(c)(1) provides that the “subsequent plan may include some or all the previously approved locations for such devices and propose new locations for such devices.”)
- Evidence that the devices included by the municipality in the subsequent plan at locations approved in a prior plan improved traffic safety (refer to Chapter 3).
- A description of how any proposed new location(s) complies/comply with the requirements outlined in Chapter 2.

A brief summary of how the revenue from the fines were used by the municipality. CGS 14-307(d) requires that “Any funds received by a municipality from fines imposed pursuant to an ordinance adopted under this section shall be used for the purposes of improving transportation mobility, investing in transportation infrastructure improvements or paying the costs associated with the use of automated traffic enforcement safety devices in the municipality.”

III. Submission and Approval Process

The subsequent ATESD plan (Plan) must be submitted electronically by the municipality to [CTDOT’s Office of the State Traffic Administration \(OSTA\)](#) via email at DOT.OSTA@ct.gov. The OSTA will send an email confirmation acknowledging receipt of the Plan.

- **Step 1:**
The OSTA will determine if the Plan contains the required elements as described in this chapter. If the Plan is determined to be incomplete, the OSTA will notify the municipality, in writing, what elements are missing or incomplete and what needs to be submitted.

Note: The statutory 60-day review period does not start until the OSTA confirms, in writing, that the Plan contains all the required elements.

- **Step 2:**
Once the OSTA determines that the Plan contains all the required elements, the OSTA has 60 days to determine (1) if the Plan is likely to improve traffic safety at the proposed location(s) and (2) if the ATESD distribution throughout the municipality is equitable. The OSTA will either approve or reject the Plan in whole or in part. If the Plan is rejected in whole or in part, the OSTA will provide a written explanation of its reasoning, as well as guidance for revising the Plan for resubmission.

Note: The 60-day period will pause if the OSTA provides review comments on the municipality’s Plan during Step 2. The review period will resume when the Plan has been resubmitted to the OSTA.

IV. Duration of the Subsequent ATESD Plan Approval

CTDOT approval of any ATESD subsequent plan will be valid for a period of three (3) years from the date of approval. All modifications to the subsequent ATESD plan must follow the same submittal, review, and approval processes as the initial ATESD plan. Approval of any modifications to the subsequent ATESD plan expires on the same date the approved subsequent ATESD plan expires.

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

SIGN DETAIL
1:15

NOTES:
- OSTA APPROVAL REQUIRED
- FOR USE ON SINGLE LANE AND MULTI-LANE ROADS

Dimensions are in Inches
Material : 0.080" Thick Sheet Aluminum
Ground Mounted

REV'D /

LETTER POSITIONS (X)															LENGTH	SERIES/SIZE
S	P	E	E	D		L	I	M	I	T					21.3	C 2000
7.4	9.6	11.8	13.9	15.9	17.6	20.6	22.5	23.6	26.3	27.1						3
P	H	O	T	O		E	N	F	O	R	C	E	D			C 2000
3	5.3	7.5	9.7	11.6	13.3	16.3	18.3	20.6	22.5	24.9	27	29.3	31.3		30	3

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SIGN DETAIL
1:20

NOTES:
- OSTA APPROVAL REQUIRED
- FOR USE ON EXPRESSWAYS

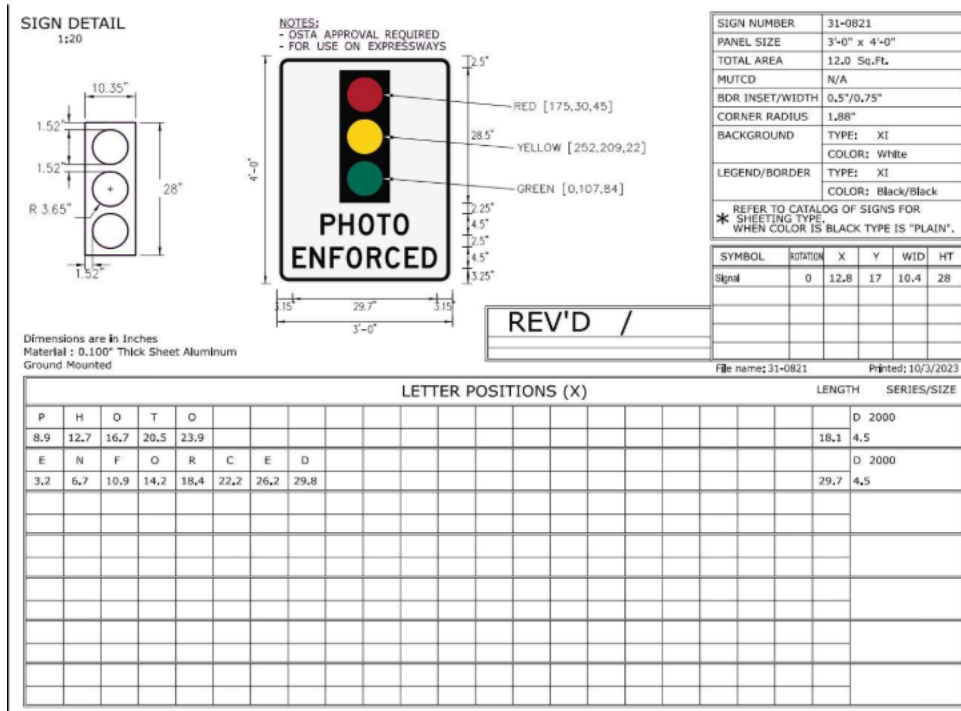
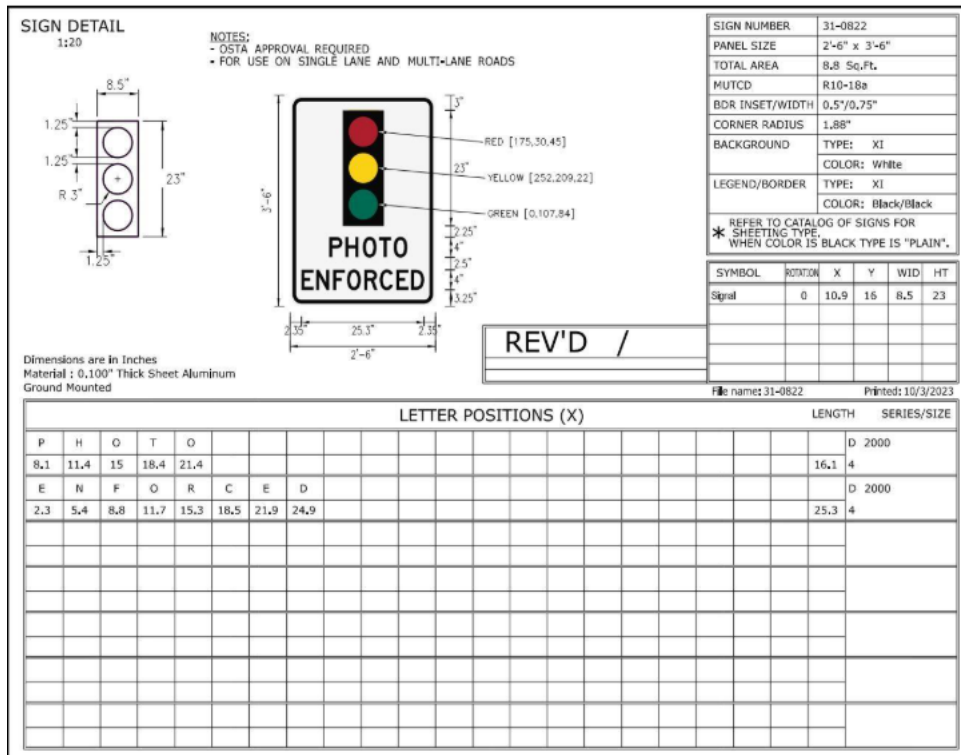
Dimensions are in Inches
Material : 0.100" Thick Sheet Aluminum
Ground Mounted

REV'D /

LETTER POSITIONS (X)															LENGTH	SERIES/SIZE
S	P	E	E	D		L	I	M	I	T					28.4	C 2000
9.9	12.8	15.8	18.5	21.3	23.5	27.5	30.1	31.5	35.1	36.2						4
P	H	O	T	O		E	N	F	O	R	C	E	D			C 2000
4	7.1	10.1	12.9	15.4	17.8	21.7	24.5	27.6	30.1	33.2	36.1	39.1	41.8		40	4

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Sign detail options for "Photo Enforced" to be installed at a traffic control signal



II. Sample Tables for Safety Effectiveness

Number of Crashes at (<i>indicate location here</i>) XX Months Before and XX Months After ATESD Operation Date			
	Fatal	Injury	PDO
Before			
After			
Change			

Vehicle speeds at (<i>indicate location here</i>) XX Months Before and XX Months Year After ATESD Operation Date		
	50% Percentile	85th Percentile
Before		
After		
Change		

Number of Violations at (<i>indicate location here</i>) XX Months Before and XX Months Year After ATESD Operation Date			
	14-218a	14-219	14-299(b)(3)
Before			
After			
Change			