

WEST HARTFORD, CONNECTICUT, TOWN COUNCIL
PUBLIC HEARING

RESOLUTION DIRECTING THE TOWN MANAGER TO SUBMIT AN
AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICE PLAN TO THE
CONNECTICUT DEPARTMENT OF TRANSPORTATION FOR APPROVAL

DATE: DECEMBER 17, 2025
TIME: 6:30 P.M.
PLACE: WEST HARTFORD TOWN COUNCIL
50 SOUTH MAIN STREET
WEST HARTFORD, CT 06107

REPORTER: ALEXA A. BUDIHAS, RPR/CRR

A P P E A R A N C E S

WEST HARTFORD, CONNECTICUT, TOWN COUNCIL MEMBERS:

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DEPUTY MAYOR DEBRA POLUN

MINORITY LEADER JOHN LYONS

TOWN COUNCILOR DR. GAYLE HARRIS

TOWN COUNCILOR LISA LAZARUS

TOWN COUNCILOR TIFFANI MCGINNIS

TOWN COUNCILOR BARRY WALTERS

TOWN COUNCILOR DR. JASON WANG

TOWN COUNCILOR BEN WENOGRAD

TOWN MANAGER RICK LEDWITH

TOWN CLERK LEON S. DAVIDOFF

DEPUTY CORPORATION COUNSEL GINA VARANO

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P R O C E E D I N G S

(The proceedings began at 6:34 p.m.)

MAYOR CANTOR: All right. I am calling the 6:30 public hearing to order. This is a Resolution Directing the Town Manager to Submit an Automated Traffic Enforcement Safety Device Plan to the Connecticut Department of Transportation for Approval.

And we will begin by roll call.

TOWN CLERK DAVIDOFF: Good evening, Madam Mayor.

06:34:35PM

MAYOR CANTOR: Good evening.

TOWN CLERK DAVIDOFF: Mayor Cantor.

MAYOR CANTOR: Here.

TOWN CLERK DAVIDOFF: Councilor Harris.

DR. HARRIS: Here.

TOWN CLERK DAVIDOFF: Councilor Lazarus.

MS. LAZARUS: Here.

TOWN CLERK DAVIDOFF: Councilor Lyons.

MR. LYONS: Here.

TOWN CLERK DAVIDOFF: Councilor McGinnis.

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MS. MCGINNIS: Here.

TOWN CLERK DAVIDOFF: Deputy Mayor Polun.

DEPUTY MAYOR POLUN: Here.

TOWN CLERK DAVIDOFF: Councilor Walters.

MR. WALTERS: Here.

1 TOWN CLERK DAVIDOFF: Councilor Wang.

2 DR. WANG: Here.

3 TOWN CLERK DAVIDOFF: Councilor Wenograd.

4 MR. WENOGRADE: Present.

5 TOWN CLERK DAVIDOFF: All present.

6 MAYOR CANTOR: Wow. Three Ws.

7 Thank you, Mr. Davidoff.

8 All right. We will begin with the

9 presentation. Mr. Ledwith?

10 TOWN MANAGER LEDWITH: Thank you, Madam

06:35:05PM

11 Mayor.

12 Good evening, everyone, members of the town
13 council, colleagues, residents of West Hartford. For
14 the record, I'm Rick Ledwith, Town Manager. Tonight's
15 public hearing concerns a resolution directing the Town
16 Manager to submit the Town's Automated Traffic
17 Enforcement Safety Device Plan to the State of
18 Connecticut and Federal Highway Administration for
19 their review and approval.

20 We appreciate the Council's consideration of

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21 this matter and the continued engagement of our
22 residents through this process.

23 This program is a direct extension of the
24 Town's Vision Zero commitment, our shared goal to
25 eliminate all traffic-related fatalities and serious

1 injuries by focusing on safer streets, safer speeds,
2 and safer behaviors. Excessive speed remains one of
3 the most consistent factors in serious crashes, and
4 addressing it is a necessary component of protecting
5 pedestrians, cyclists, and drivers alike, particularly
6 from areas with a history of speeding and crashes.

7 Importantly, this plan reflects extensive
8 public input. Prior to bringing this resolution
9 forward, the Town hosted two public information
10 sessions to explain the program and outline where and

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11 how the cameras would be used and hear questions and
12 concerns from residents.

13 This program has been before our Community
14 Planning and Economic Development Committee a couple of
15 times, which has helped shape the framework before you
16 this evening. That feedback has reinforced the
17 importance of transparency and an emphasis on safety
18 rather than revenue.

19 So, as a quick introduction, I want to
20 introduce our project team with us this evening. So,

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21 we have our assistant police chief, ACT as we like to
22 refer to him. Chief Riddick is running a civilian
23 police review board across the parking lot. But the
24 police has been -- police have been actively involved
25 all the way through this process.

1 We have our Director of Community
2 development, Duane Martin; we have our engineer
3 assigned to the project and all Vision Zero projects,
4 Parker Sorenson; and then we have our consultant, Dan
5 Amstutz from VHB, who have been involved from the
6 get-go as well; and we have our town engineer, Greg
7 Sommer, who's watching from home but very much a part
8 of what we have been doing.

9 And together, we've been working for the
10 better part of a year to develop a comprehensive and

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11 thoughtful plan to improve traffic safety here in West
12 Hartford.

13 So, why speed management cameras? High
14 vehicle speeds pose a serious risk to pedestrians,
15 cyclists, and drivers alike. The data is clear. Speed
16 is a leading factor in fatal and serious injury
17 crashes. West Hartford is committed to the principle
18 that traffic deaths and serious injuries are
19 unacceptable and preventable. That's why we're
20 proposing the implementation of a Speed Camera

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21 Management Program as part of our Vision Zero strategy.

22 Studies show that automated enforcement can
23 reduce fatal and serious injury crashes by up to 40%
24 and significantly decrease excessive speeding. These
25 devices are proven tools to encourage safer driving

1 behavior.

2 So, in terms of program overview, the
3 foundation of this initiative is House Bill 5917, which
4 was signed into law in June of 2023, which authorizes
5 the use of speed and red light running cameras in
6 specific locations: traffic signals, school zones,
7 pedestrian safety zones, as well as other designated
8 areas.

9 These devices will record violations,
10 capturing license plate data, time, date, and location.

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11 And thanks to the Federal Safe Streets and Roads for
12 All grant, West Hartford will launch an 18-month pilot
13 program with speed management cameras at approximately
14 15 locations starting in mid-2026.

15 Additionally, we've secured a second Safe
16 Streets For All grant which will support an 18-month
17 pilot program for an Automated Red Light Enforcement
18 program. The grant has been executed, and the project
19 begins soon for the red light running program, but that
20 will be subject to the same process we just went

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21 through with the speed enforcement cameras. So, that
22 will include public meetings as well as adopting the
23 resolution similar to what we hope to do this evening.

24 Requirements for implementation was the --
25 starts with the town ordinance. And you'll recall that

1 we adopted that ordinance back in April of 2025, which
2 included a public hearing. The Automated Traffic
3 Enforcement Safety Device Plan will include a public
4 hearing, which is happening this evening, approval from
5 the town council following the public hearing later
6 this evening, and then we will send it off to review
7 and approval by the Connecticut Department of
8 Transportation, Office of the State Traffic
9 Administration, and then ultimately off to -- as we've
10 discussed, it is a federal grant, so we will require

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11 Federal Highway Administration approval and the
12 National Environmental Policy Act documentation.

13 As I mentioned, the town council adopted this
14 ordinance allowing the use of ATESDs on April 8th,
15 consistent with the requirements of the state law. And
16 the ordinance, as I said, permits the use of both speed
17 management cameras and red light running cameras.

18 As we discussed during that process back in
19 April, violations covered under the ordinance would
20 include speeds in excess of ten miles per hour or more

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21 over the speed limit or failure to stop at a steady red
22 traffic signal when we get to our red light program.
23 Violations are municipal citations issued to the owner
24 of the vehicle, not the driver, so very similar to
25 parking tickets.

1 And per state law, citations are not a moving
2 violation and is not reflected on a driver's driving
3 record. In terms of the review process, a West
4 Hartford Police Department sworn officer or a town
5 employee designated by the local traffic authority will
6 review and approve recorded images before issuing
7 citations. Fines would involve \$50 for the first
8 violation and \$75 for each subsequent violation within
9 one year.

10 A 30-day warning period will be in place

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11 before fines are issued for each camera location. So,
12 for example, we expect this program to go live sometime
13 in mid-2026. We would roll the program out 30 days in
14 advance of going live in terms of issuing violations,
15 and we would notify the public that we were doing that,
16 and we would be issuing warnings during that 30-day
17 period.

18 Online payment options will be available, and
19 there will be a processing fee not to exceed \$15
20 associated with each ticket. Citations are mailed to

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21 the vehicle owner's address that is on record at the
22 Department of Motor Vehicles no later than 30 days
23 after the vehicle's owner has been determined.

24 In the case of motor vehicles registered in
25 another state, the citations are mailed within the same

1 time period and to the vehicle owner's address on the
2 registration records of that state. Vehicle owners may
3 appeal the fine within ten days of receipt of the
4 citation.

5 We'll talk a little bit about the use of the
6 funds. And as required by state law, funds collected
7 from fines will be invested directly back into the West
8 Hartford community by supporting transportation safety
9 and mobility improvements, infrastructure enhancements,
10 and then any costs associated with the automated

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11 enforcement program, so essentially everything Vision
12 Zero related. We expect to be using the funds to
13 support our Vision Zero efforts as we move through the
14 next several years.

15 Vendor fees for installation, operation, or
16 maintenance of the ATESD cannot be contingent on the
17 number of citations issued or fines paid. So, this is
18 not an opportunity to issue as many speeding tickets as
19 possible to potentially increase the revenue that a
20 vendor may receive. Again, we'll talk about the

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21 citations and violations and the ticketing process.
22 But what is most important to us is improving the
23 safety within our community.

24 So, we'll talk a little bit about privacy
25 now. And I'll read through these bullets really

1 quickly because I do think it's very important to
2 discuss this in a little bit of detail.

3 So, no personally identifiable information
4 shall be disclosed by the Town or a vendor to any
5 person or entity, including any law enforcement unit,
6 except where disclosure is made in connection with
7 charging, collection, and enforcement of the fines. No
8 personally identifiable information shall be stored or
9 retained by the Town or a vendor unless the information
10 is necessary for the charging, collection, and

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11 enforcement of the fines.

12 The Town or vendor shall destroy any
13 personally identifiable information and other data that
14 specifically identifies a motor vehicle and relates to
15 a violation of the ordinance not later than 30 days
16 after any fine is collected or the resolution of an
17 appeal hearing, whichever is later.

18 The Town or vendor may retain the portion of
19 personally identifiable information for the limited
20 purpose of determining whether a person committed a

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21 second or subsequent violation of the ordinance. The
22 Town or vendor shall destroy any retained portion of
23 personally identifiable information not later than one
24 year after the date of such person's most recent
25 violation.

1 So, the information obtained through this
2 process can only be used to enforce the speeding
3 violation. It can't be shared with anyone else, can
4 only be used by us and the police department for
5 enforcement of the speeding violation.

6 So, there are reporting requirements
7 associated with this program and --

8 MAYOR CANTOR: I think you lost your mic.

9 TOWN MANAGER LEDWITH: Oh. Thank you so
10 much. State law and the Safe Streets for All Grant

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11 agreement both require reporting to measure
12 effectiveness of ATESDs. We have to report the number
13 of violations, crash data at each ATESD site, and
14 similar location without ATESD. We have to report the
15 number of hearings requested and the results of those
16 hearings. And we will disclose the amount of revenue
17 from fines and fees as well as the percentage of fines
18 collected from residents and nonresidents. We will
19 report the cost to the Town of West Hartford to use
20 this particular program, and then we will also list all

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21 engineering and educational measures undertaken by the
22 town to improve safety town-wide.

23 State law does require signs at each of our
24 camera locations. We are also required to notify
25 navigation applications, so we will let Google Maps

1 know and Waze know and Apple Maps, et cetera. And as I
2 mentioned before, we're required to implement an
3 awareness campaign 30 days prior to camera operations.
4 And the devices are recalibrated annually for accuracy,
5 and that information on the calibration will be posted
6 on our website at each location.

7 So, this, as we've discussed, is an 18-month
8 pilot program, and the ATESD vendor construct will
9 likely include an option to extend the camera -- Speed
10 Management Camera Program by an additional 18 months

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11 for a total of three years if it is approved -- if
12 safety is improved. I'm sorry.

13 And per State Law 14-307e, an ATESD plan is
14 only valid for three years from the date the first
15 device became operational. Continuing the program
16 beyond three years will require the renewal of the
17 ATESD plan as well as a new public hearing and a new
18 approval by the town council.

19 So, we've talked a little bit about the
20 development process, which I know folks are aware of as

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21 well. So, we did conduct -- our engineering team and
22 consulting team conducted a town-wide analysis to
23 determine the locations for our 15 cameras. We have
24 identified 20 locations. We will submit our plan to
25 the State and to the Federal Highway Administration

1 with those 20 -- 15 locations plus an additional 5. In
2 case one of those 15, for whatever reason, is rejected
3 by the State, we have a backup for that site.

4 We held two public information meetings. One
5 was on July 30th of 2025. The second was September 3rd
6 of 2025. And we -- at the July 30th presentation, we
7 presented information about our desire to move forward
8 with this plan as well as sought information from the
9 public in terms of where our residents would like to
10 see these cameras. And then in the September 3rd

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11 meeting, we actually provided an update to the
12 community with where we had been kind of -- honed in on
13 finalized locations for our plan.

14 Since then, we have finalized all 15
15 locations, as I said, and we developed our plan, which
16 has been online now for the last few weeks. And we
17 will, pending council approval, submit that plan, as I
18 said, to the State and to the Federal Highway
19 Administration within the next couple of weeks.

20 So, I went ahead and skipped through and

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21 talked through all of those meetings already, being
22 efficient. And at this point, I would like to turn
23 things over to Dan from VHB. And Dan will take us
24 through the last third of tonight's public hearing
25 presentation. Thank you.

1 MR. AMSTUTZ: Good evening. Thank you, Town
2 Manager. My name is Daniel Amstutz. I'm from the
3 consulting firm VHB. We've been helping the Town to
4 determine the locations. We put together the ATESD
5 plan for the Town and did a lot of data crunching. So,
6 I'm just going to go over just a couple of slides
7 talking about how we developed the locations that are
8 on the ATESD plan.

9 So, you can see from the map here, we started
10 by looking at all of the roads in West Hartford. We

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11 got data from the State, from the Town, as well, and
12 put this into a map to understand the best places to
13 put these speed management cameras, looking at
14 different data points such as speeding-related crashes,
15 which is particularly important for the State; the
16 traffic volume along those roads; we got data from the
17 police department on where they're already giving out
18 speeding violations and put those on the map and put
19 those as part of our process as well; the town speed
20 data, where people are already speeding, that was

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21 collected over the course of the year; places where
22 there's vulnerable road users, such as pedestrians,
23 bicyclists, school children -- so, the school zones
24 around schools, pedestrian areas, Vision Zero focus as
25 well; and as was talked about during public meetings,

1 the public input and questions that we received from
2 the public, not just public meetings but also through
3 the Vision Zero email address.

4 And what I want to get across, or the message
5 is that since this is a very data-intensive process and
6 very data driven, so we were able to use this data to
7 zero in on locations where the speed cameras would
8 really be effective in reducing speeding through the
9 town.

10 And this map shows the locations where we
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11 chose the corridors which we are looking at for where
12 the speed cameras could go, and then the little icons
13 that have a little camera on them show where we chose
14 where the speed cameras should go within that corridor,
15 trying to look at the best location based on the
16 topography and so on.

17 But there are -- as the town manager
18 mentioned, there are 15 primary locations and 5
19 alternate locations, so there's 20 locations in total
20 that is in the ATESD plan, the idea being to give the
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21 Town flexibility in case one of the top 15 -- or the
22 main 15 locations is deemed infeasible by the vendor
23 once we get to that point. There may be some issue
24 with cellular service or, again, topography or other
25 context-based reasons why one of the red locations may

1 not work.

2 But the intent is to put the cameras for this
3 pilot at 15 of these locations, mainly starting with
4 the red ones. And then just also there would be --
5 again, these would be bidirectional cameras, so there'd
6 be two at each location, one, you know, going each
7 direction. And we'll show that on the next couple
8 slides what is actually within the plan itself.

9 So, this is just a brief overview of what is
10 in the plan. As mentioned, the full ATESD plan is on

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11 the website. The -- it starts, you know, with the
12 cover sheet and also goes -- has the ordinance as well
13 as the Vision Zero Plan as part of it.

14 But for each of the locations themselves, we
15 provide data that is, again, required by the State as
16 part of their approval process, looking at things such
17 as the speed of the roadway, the traffic data, the
18 daily traffic, the people that are going over the speed
19 limit; as well as the data from the Town is very
20 important, looking at the land use context around it

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21 that would make it, you know, have an impact such as if
22 there was a school or a park nearby; and also the
23 police citation data for each of the locations.

24 You can see on the right side that there is
25 also the speeding-related crashes. We provided

1 information to the State, as well, for their review.

2 And for each location, we do have the images
3 showing where the approximate location of the speed
4 cameras would go. You know, they're post-mounted,
5 would be facing, you know, the direction of traffic to
6 view the license plate on the back of the person's
7 vehicle if they're traveling by the speed camera. So,
8 this just gives you an idea of, you know, the concept
9 of where they would go.

10 And this, the final piece of the concept

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11 plan, where we show -- again, trying to not pinpoint
12 the engineering detail but very close on where these
13 would go within the corridor itself. And also, an
14 important point is that there would be signage, there
15 would be notification for each of the cameras. We have
16 two signs approaching each of the cameras, one, you
17 know, like, has a speed limit but also has the
18 picture -- you know, has the sign, it has the camera on
19 it; and then another one as we get closer to the
20 camera, so that as you're approaching, you know exactly

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21 where they are so there's no surprise there.

22 But these -- so, we provided these for each
23 of the locations. Again, there's the 20 that we have
24 within the plan, so that, again, you have flexibility
25 as part of the placement of the cameras.

1 That's all I have. Thank you very much.

2 TOWN MANAGER LEDWITH: Thank you, Dan. And
3 this, as I hope you will agree, is a -- represents a
4 significant step in the direction of really changing
5 the way we move through our community safer. And we
6 believe we'll start the process if -- we have started
7 it under Vision Zero and the engineering changes that
8 we've made town-wide but starting to change the culture
9 of how drivers move through our community.

10 And this, in addition to our red light camera
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11 program that we will present to the council later in
12 2026, we believe will get us there and help make our
13 community safer for everyone.

14 So, through you, Madam Mayor, we are happy to
15 answer any questions that the council has or
16 suggestions, and we'll take it from there. Our team is
17 prepared to answer your questions. Thank you.

18 MAYOR CANTOR: Okay. Thank you very much.
19 Thank you all for being here. I appreciate all the
20 work that you have done to bring us to this point. And
06:57:57PM

21 it's been a -- it's been a lot of work, effort, a lot
22 of collection of data, a lot of coordination. And we
23 really appreciate all the hard work that you have done.

24 And, Rick -- Mr. Ledwith, thank you so much
25 for your leadership on this. This has been -- again,

1 it's been a long process, and we're really glad to be
2 at this point right now.

3 So, I'm going to open it up to actually
4 Tiffani because -- Ms. McGinnis -- why am I on a first-
5 name tonight? I don't know -- Ms. McGinnis to -- this
6 has often been discussed in her committee but not the
7 only committee.

8 MS. MCGINNIS: Thank you. And thank you,
9 Rick, for the presentation, and thank you for the
10 presentation.

06:58:46PM

11 I had a couple of questions. So, a violation
12 within a one-year period, it would be a second
13 violation if you get one during the one-year period?
14 That's -- is that how that works?

15 TOWN MANAGER LEDWITH: Yes. Through you,
16 Madam Mayor, to Council McGinnis' question, it would
17 be -- so, if you receive a violation on -- say the
18 camera goes live on July 1st and you receive another
19 one on September 1st, you would receive the higher
20 amount violation.

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21 MS. MCGINNIS: Okay. So, it starts over --
22 if it was July 1st that you got the first one, then it
23 would start over June 30th? Is that --

24 TOWN MANAGER LEDWITH: Yeah. I believe
25 that's --

1 MS. MCGINNIS: -- how that works?

2 TOWN MANAGER LEDWITH: Parker? Thank you.

3 MR. SORENSON: Yes. So, through you, Madam
4 Mayor. So, yeah, essentially if you go a year without
5 getting one --

6 MS. MCGINNIS: Getting one.

7 MR. SORENSON: -- you're reset.

8 MS. MCGINNIS: Okay.

9 MR. SORENSON: And we'll delete the data and
10 we won't even have any record of that violation in a
06:59:45PM

11 year.

12 MS. MCGINNIS: Okay. And then my second
13 question -- you talked about the reporting that we have
14 to do. What is the time frame of that? Is it
15 quarterly? Is it monthly? How do we have to report
16 that?

17 MR. SORENSON: Yeah. So, through you, Madam
18 Mayor. So, yeah, we have a couple reporting
19 requirements. So, through the State, it's mostly
20 annual reporting as required by state law.

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21 MS. MCGINNIS: Okay.

22 MR. SORENSON: We also have reporting
23 requirements through the federal grant, so they may be
24 at different intervals just based on kind of the grant
25 calendar.

1 MS. MCGINNIS: Okay.

2 MR. SORENSON: And I will say I think -- you
3 know, I think every intention certainly to potentially
4 talk about reporting in addition to that, to the extent
5 possible.

6 MS. MCGINNIS: Okay. And finally, do we
7 have -- do we know -- we've talked about it in the
8 past, the time frame for the approval. Like, do we
9 know if that's ready from the federal government?

10 MR. SORENSON: Yeah. So, through you, Madam

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11 Mayor. The -- so, as Rick mentioned, the -- we have
12 two approvals really necessary, the State through the
13 Office of the State Traffic Administration -- they
14 actually are, through Connecticut law, bound to I think
15 a 30-day clock and once they give us comments back that
16 the clock is paused, but that's essentially the time
17 frame for them.

18 Through the Federal Highway Administration --
19 actually, the approval process is through the NEPA
20 documentation. So, a lot of that's already been

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21 completed from the VHB team, and we've already been in
22 communication with the Federal Highway Administration
23 on that. And we've actually just received
24 communication this week, so we're hopeful that within
25 that 30-day period from Federal Highway, but we'll see.

1 But in general, we will have it then.

2 MS. MCGINNIS: Okay. Okay. Thank you very
3 much.

4 MAYOR CANTOR: Thank you, Ms. McGinnis.
5 Ms. Lazarus?

6 MS. LAZARUS: Thank you, Madam Mayor.
7 Through you, I had a question about the 15 locations.
8 Was consideration made for locations that could be
9 improved for nonmotorized travel? I know that -- I
10 believe that's in the plan for 2027. So, given the

07:01:55PM

11 18-month pilot program, I want to know if those
12 locations were considered when putting together the 15.

13 MR. AMSTUTZ: I think, if I understand the
14 question, there were locations that we looked at as
15 potential for speed cameras. But working with the Town
16 staff, there were locations where they're already
17 planning on making some improvements, so we moved away
18 from there to other locations.

19 So, I think there -- I think Sedgwick
20 School -- Sedgwick School was an example of one of them

07:02:32PM

21 where we considered it. But since there's already
22 being plans for improvements there, we moved that to a
23 different location.

24 MS. LAZARUS: Thank you.

25 MAYOR CANTOR: Thank you, Ms. Lazarus.

1 Mr. Lyons?

2 MINORITY LEADER LYONS: Thank you, Madam
3 Mayor. Through you -- and I've got questions -- I'm
4 going to bounce around a little bit, been kind of
5 taking notes through the presentation.

6 Through you, Madam Mayor, to the Town,
7 Mr. Town Manager, first of all, I want to thank you. I
8 read the 100-plus-page presentation this afternoon, and
9 I like seeing things are data driven. It's very data
10 driven.

07:03:13PM

11 I think you said this. I just want to make
12 sure I understand this properly in terms of the data.
13 You've obviously looked at the data ahead of time to
14 decide to go where the highest risk areas are. We're
15 going to do lookbacks, as well, to see if that data
16 improves over time; right?

17 TOWN MANAGER LEDWITH: Yes.

18 MINORITY LEADER LYONS: Okay. I thought you
19 said that. I wanted to make sure I understood that
20 correctly.

07:03:35PM

21 TOWN MANAGER LEDWITH: Through you, Madam
22 Mayor, to Councilor Lyons' question, yes. So, we would
23 -- and we would report that back actually to the State,
24 as well, as far as the reporting process. Do we report
25 on safety and --

1 MR. SORENSON: Yeah. There's -- I mentioned
2 in the presentation, through you, Madam, Mayor, a
3 number of violations, crash statistics, you know, and
4 just general information on the program operation.

5 I'd just like to also point out, as part of
6 the Vision Zero Action Plan, we had our first annual
7 report, you know, going back to the beginning of this
8 year. And we've also done more of a holistic view on
9 the roadway network through town and see where we're
10 going, you know, where the areas are even worse or

07:04:14PM

11 better. So, that's already being done as far as the
12 Vision Zero program as well.

13 MINORITY LEADER LYONS: Appreciate it. Thank
14 you. Second question -- I'm not sure if I have to say
15 this every time. If I don't, correct me.

16 MAYOR CANTOR: You don't.

17 MINORITY LEADER LYONS: But through you,
18 Madam Mayor, to Mr. Town Manager, talked a little bit
19 about arbitration. The -- in the event -- okay. So,
20 if I park in the Center and fail to pay my parking

07:04:36PM

21 ticket, I become a scofflaw if you invoice me, sent it
22 to collections, whatever the process is, next time I go
23 to motor vehicle to renew my registration, it will not
24 be renewed unless I pay the parking fee. And I'm
25 getting nods. I thought that was the case. I'm

1 getting nods.

2 Is -- does this -- I know it parallels
3 parking in terms of reporting, but does it parallel in
4 terms of collections for in-state cars? Does it
5 parallel?

6 TOWN MANAGER LEDWITH: Parker, you want to
7 handle that or ACT or --

8 MR. SORENSON: So -- yeah. So, state law,
9 it's interesting. A little bit parallels with the
10 parking program. The -- if you go through the state

07:05:18PM

11 law, the location where it doesn't parallel is that the
12 parking appeals process in that scofflaw component of
13 going to DMV, that does not apply to this program.

14 MINORITY LEADER LYONS: If I may, Madam
15 Mayor.

16 MAYOR CANTOR: Yes.

17 MINORITY LEADER LYONS: So, just playing this
18 out, I accrue a few -- I run up Mountain Road one day.
19 I'm in a bad mood. I pick up a couple of tickets. I
20 get the invoices. I'm angry. I don't pay the tickets.

07:05:47PM

21 I'm just trying to understand, so next time I go to
22 register my car, they'll -- they'll flag it; right?

23 MR. SORENSON: They will not be flagged for
24 nonpayment to this program.

25 MINORITY LEADER LYONS: Okay. All right.

1 Okay. Okay. Thank you. Just trying to understand.

2 In the case of out-of-state -- obviously I
3 think out-of-state enforcement is probably a little bit
4 more of a sticky wicket -- what happens in the event of
5 a returned mail? I know it's kind of a -- but you send
6 something to New York and the mail comes back
7 undeliverable in terms of a ticket.

8 MS. VARANO: I can take that one.

9 MINORITY LEADER LYONS: Okay. Thank you.

10 MS. VARANO: Through you, Madam Mayor. Gina

07:06:30PM

11 Varano, Deputy Corporation Counsel.

12 So, it is difficult. If it comes back in the
13 mail, then that's evidence that the owner did not
14 receive the citation, and that's pretty much where the
15 collection ends because the only way in which we can
16 proceed is the owner must receive the citation.
17 Unfortunately, that's the way it goes.

18 MINORITY LEADER LYONS: Nope. Nope. I
19 understand. Thank you very, very much. And that's all
20 I have for now, Madam Mayor. Thank you very much.

07:06:52PM

21 MAYOR CANTOR: Thank you, Mr. Lyons. Good
22 question.

23 Ms. Harris.

24 DR. HARRIS: Thank you. Thank you for the
25 presentation. I had a question through you, Madam

1 Mayor, about the grant money that we're receiving. I
2 believe it was \$800,000. I may be wrong on that.

3 TOWN MANAGER LEDWITH: Approximately 800,000.

4 DR. HARRIS: Is that a onetime grant, meaning
5 if we continue the program 18 months and 18 months,
6 we're getting the onetime grant of 800,000?

7 TOWN MANAGER LEDWITH: It's a onetime grant,
8 through you, Madam Mayor.

9 DR. HARRIS: Okay. And then I also had a
10 question as to whether there's any sense of what the

07:07:32PM

11 revenue potentially would be from -- that would be
12 collected from these devices.

13 TOWN MANAGER LEDWITH: Through you, Madam
14 Mayor, to Council Harris' question, so we are -- we're
15 basing this off of information that we're gathering
16 from communities that have started these programs.
17 And, you know, we believe within the first year of this
18 program being up and running, it could be in the
19 several millions of dollars for the first year.

20 I do believe, as I mentioned, we -- our goal

07:08:06PM

21 is to change the culture of how folks move through our
22 community. And once the program is up and running and
23 we have time under our belt and that culture change
24 happens, that we would see those numbers decrease,
25 ideally.

1 As I said, this isn't about -- for us, it's
2 not about the revenue. There will be revenue
3 generated, and that revenue will be very important to
4 us to change the infrastructure within town and
5 continue our Vision Zero efforts. But ideally -- not
6 realistic, I know, but a couple years from now I'd like
7 to say we're not issuing any tickets because people are
8 driving the speed limit and our community is safer.
9 But so, right now it's all estimates, but it could be
10 significant in the first year.

07:08:57PM

11 DR. HARRIS: Okay. And then once we are no
12 longer granted, meaning we've used our grant, what do
13 you foresee, if you have any numbers as to what the
14 program costs us to run yearly?

15 TOWN MANAGER LEDWITH: So, we believe --
16 even, you know, my very optimistic view of not issuing,
17 you know, many tickets, but we will be, right.

18 DR. HARRIS: Mm-hmm.

19 TOWN MANAGER LEDWITH: So, we believe we'll
20 be able to cover the cost of the program with that

07:09:22PM

21 revenue in the future.

22 We talked a little bit in the presentation
23 about our red light enforcement camera program as well.
24 We received a second grant for that.

25 DR. HARRIS: Mm-hmm.

1 TOWN MANAGER LEDWITH: So, we will roll that
2 grant -- that program out in the same way we're rolling
3 this one out, utilizing federal moneys to roll that
4 program out for the first 18 months; and then, ideally,
5 the revenue generated after that will cover our costs.

6 So, I think your question is, could there be
7 a future impact for a taxpayer? I don't foresee that.
8 I see as covering at least the baseline of our expenses
9 with the revenue generated. Certainly, we'll be
10 reporting this data out to the council periodically

07:10:06PM

11 throughout the year, so we'll know where we stand from
12 a revenue and expense standpoint every step of the way.

13 DR. HARRIS: Okay. And then my last question
14 is, I believe that you said -- I just want to make sure
15 I understand -- that if the device is on one side of
16 the road, it's picking up the traffic on both sides of
17 the road, or is that incorrect?

18 MR. AMSTUTZ: No. There will actually be two
19 cameras, the one -- they'll be across the street from
20 one another.

07:10:39PM

21 DR. HARRIS: Okay.

22 MR. AMSTUTZ: So, there will be two posts
23 with the cameras. And that's what we -- will be -- in
24 the plan, as well, you can see there's a concept plan
25 and also the preview images showing approximate

1 locations of where those two will be.

2 DR. HARRIS: Okay. Thank you.

3 MAYOR CANTOR: Thank you, Ms. Harris. Good
4 questions. Let's see.

5 Mr. Wenograd.

6 MR. WENOGRAD: Thank you, Madam Mayor.
7 Through you, just a little more detail on the vendor
8 fees and then the fines. So, somebody -- what will
9 happen -- so, you get a \$50 fine. Are we adding in the
10 vendor fee -- I know it's up to 15. Is that

07:11:20PM

11 automatically added in, or is that just if you're
12 paying online? I'm wondering how that works.

13 TOWN MANAGER LEDWITH: So, the administration
14 fee would be potentially covering the cost of the
15 vendor who would be running the program for us. So, we
16 will go out to bid shortly to hire a company to work
17 with us to install these cameras around town. And then
18 based on that process, I think we would determine, if
19 I'm not mistaken, what -- what admin fee we would be
20 adding on to the ticket price. So, it would be a fixed

07:11:58PM

21 cost up to \$15 to cover the administration of the
22 camera program.

23 MR. WENOGRAD: Thank you. And just to add to
24 that, so, we get the 15 no matter what or the 4.75
25 vendor fees on top of that?

1 TOWN MANAGER LEDWITH: Correct.

2 MR. WENOGRAD: Okay. Thank you very much.

3 TOWN MANAGER LEDWITH: You're welcome.

4 MAYOR CANTOR: Thank you. All right.

5 Mr. Wang, do you have any questions?

6 DR. WANG: Yes. Thank you. Through you,
7 Madam Mayor, thank you so much, everyone who's worked
8 on this. I have a couple of questions regarding
9 specific locations.

10 Location 4, Farmington Avenue zipper merge, I
07:12:33PM

11 just had some concerns about that. Is it wise to put a
12 speed camera right at a zipper merge? You know,
13 there's a lot of jockeying for position. There's --
14 sometimes you have to hit the gas a little bit to get
15 ahead of the person next to you. Could that add
16 cognitive load or, you know, increase the risk of kind
17 of mishaps, especially since we have sometimes
18 unpredicted pedestrians and cyclists on the shoulder?
19 So, it seems like the last place where I would want to
20 manage another issue.

07:13:04PM

21 (Aside)

22 MR. SORENSON: So, through you, Madam Mayor.
23 Yeah. So, I know there's been some back-and-forth on
24 this discussion specifically internally. I think some
25 of the context that we've had with the VHB team -- so,

1 there's actually a speed-limit change further to the
2 west that we wanted to be aware of and be away from,
3 you know, that kind of speed limit change.

4 And further, obviously, there's a significant
5 grade challenge coming down into West Hartford, so
6 thought about, you know, the fairness, so to speak, of
7 putting that at the bottom of a hill. So, that's kind
8 of where that landed from internal discussions with the
9 VHB team.

10 DR. WANG: Yeah. It just strikes me as a
07:13:57PM

11 potentially risky location. It's just you're already
12 managing a lot, you know. And, again, sometimes,
13 especially when the weather is nice, you do have quite
14 a bit of pedestrian traffic on that unprotected
15 shoulder.

16 Another question -- thank you. Another
17 question is, and including this site and several of the
18 sites, up to 50% even 70% of vehicles, according to
19 your data, sometimes are going to be -- are going to be
20 in violation?

07:14:24PM

21 For example, at Flatbush, 50% to 70% of cars
22 are going to get a ticket? That's -- is that fair to
23 drivers? And do we need to consider some kind of
24 traffic calming or something to -- so that we're not
25 ticketing half the people that come through that

1 stretch of road? You know, we should encourage, I
2 think, you know, reasonable speeds and then ticket the
3 outliers. In some cases, it looks like we're ticketing
4 even half or even 70% of people coming through there.

5 ASSISTANT CHIEF OF POLICE TERRA: I'll take
6 that, through you, Madam Mayor. That area is heavily
7 congested. And we have the busway, we have the traffic
8 going up over the bridge, and we have a lot of
9 pedestrian traffic through there.

10 So, we have to -- and we have -- we have some
07:15:17PM

11 cameras in the area for crashes. We have a lot of
12 crashes there. It almost seems like a lot of people
13 are just in a rush through that area.

14 And the whole purpose of what we're doing
15 through Vision Zero and this program is to suggest
16 everybody's got to cool it down a little bit, slow
17 down. And essentially we're trying to change the
18 culture through there. But there's an awful lot of
19 traffic through there, as you indicated.

20 We have to do something. We have pedestrians
07:15:50PM

21 who are walking between cars and the light is not
22 telling them to walk. We have cars that are not
23 stopping for the red lights. So, it's a heavily
24 congested area.

25 Not only that, besides the traffic activity

1 and the pedestrian traffic activity, I need to say it,
2 we have a great deal of crime there as well.

3 So, all of this is coming together. So, we
4 actually need the enforcement there while we're doing
5 the other components of this to try to keep people
6 safe.

7 People just literally walk across into the
8 traffic, and they will get hit by a car. We can't stop
9 it. They have a green light. But the thing is at the
10 end of the day, there are crosswalks, and a lot of

07:16:28PM

11 people aren't using the crosswalks either. So, we're
12 just trying to get a handle on that area right there.
13 And I think they'll agree that we have a lot going on
14 there.

15 DR. WANG: Thank you. I completely agree,
16 there's a lot going on. Just specifically, I guess
17 what I'm asking is, if 50% to 70% of people are going
18 to get ticketed, do we need to also consider
19 re-evaluating the road, whether that's through Quick-
20 Builds or other methods?

07:16:55PM

21 But I notice that at many locations. For
22 example, you know, on the New Britain Avenue, one of
23 the sites, the downhill has much higher speeding than
24 the uphill.

25 So, for example, maybe we consider things

1 like those -- those bars, you know, the bars that you
2 guys did on Tunxis that seemed to be quite effective.
3 Again, just making it seem fair for drivers so that
4 it's not a wide-open road that encourages speeding and
5 then we nail 70% of them but to couple the intervention
6 with other interventions so that it feels fair for
7 drivers. Is that something that we -- that you guys
8 are discussing? Acknowledging that quite a few of
9 these sites are state roads.

10 TOWN MANAGER LEDWITH: Through you, Madam
07:17:45PM

11 Mayor. So, certainly, that's part of our overall
12 Vision Zero efforts town-wide, because not -- we are
13 not going to stop doing what we're doing from a
14 Quick-Build standpoint, traffic-calming standpoint,
15 anything we can do town-wide, so continue to, from an
16 engineering standpoint, change the way you're moving
17 through our town.

18 But certainly, speed -- you know, people that
19 are driving 50%, 60%, 70% over the speed limit, we need
20 to change that, and enforcement is part of that. So,

07:18:12PM

21 it's enforcement, engineering, education, which, you
22 know, we talked a lot about. I think enforcement will
23 help in addition to the changes to -- from an
24 engineering standpoint. So, yeah, to answer your
25 question, specifically, we would continue to look at

1 other ways to slow folks down in addition to this.

2 DR. WANG: Thank you. I have one last
3 question. Location 14, North Main. Why is the speed
4 limit different northbound and southbound? And could
5 this be confusing for motorists?

6 MR. SORENSON: So, I'll take that. Through
7 you, Madam Mayor. So, that's right in front of the
8 American School for the Deaf, so there is a
9 30-mile-per-hour zone to the south and there's a
10 35-mile-per-hour zone to the north.

07:19:03PM

11 So, as we were going through the data -- and
12 not surprisingly, there's, you know, a lot of data
13 points that were pointing to that area with the
14 driveway and whatnot.

15 So, the idea is that, you know, that the
16 northbound approach is still and will be maintained as
17 a 30 throughout that speed zone. So, you've been
18 through a 30 zone operating up until that point.
19 Coming southbound, you know, even though the change in
20 speed limit was right in that area, you know, it

07:19:32PM

21 wouldn't be, quite honestly, to be fair, going
22 southbound, to go right from 35 to 30, unfortunately.
23 So, that's the reason that that is posted at 35
24 southbound.

25 And so, whether it's confusing, you know,

1 southbound, northbound, you're not going to see the
2 opposing directions in signage. So, hopefully that
3 helps answer that question.

4 DR. WANG: Yeah. Fair enough. Thank you so
5 much.

6 MAYOR CANTOR: Thank you, Mr. Wang. Okay.
7 Ms. Polun, do you have any?

8 DEPUTY MAYOR POLUN: I do not.

9 MAYOR CANTOR: Okay. A lot of good questions
10 and a few that I had.

07:20:07PM

11 So, for state roads, for any of the locations
12 that are on state roads -- New Britain Avenue, Simsbury
13 Road -- is there any additional --

14 DEPUTY MAYOR POLUN: Albany.

15 MAYOR CANTOR: -- yeah, Albany, obviously --
16 is there any additional -- well, this would be approved
17 through the -- through the State anyway. But is there
18 anything -- anything unique about that at all that we
19 should be aware of just --

20 MR. SORENSON: Yeah. So, through you, Madam

07:20:48PM

21 Mayor. So, yes, there is additional approval. And
22 it's just through the district. It's an encroachment
23 permit, just as if we were to put up -- you know, go to
24 the State to put up a sign of some sort or something.

25 So, by and large, OSTA will handle the

1 substantive -- you know, the plan as a whole. And then
2 once we get a vendor on, they'll be up for further
3 engineering design dealing with those encroachment
4 permits.

5 MAYOR CANTOR: Thank you. So, what -- that
6 would be -- is it just Albany, New Britain, and
7 Farmington?

8 MR. WALTERS: North Main.

9 MAYOR CANTOR: North Main too?

10 MR. SORENSON: North Main in front of Hall

07:21:31PM

11 High School as well.

12 MAYOR CANTOR: Right. Right.

13 MR. SORENSON: And in the back here.

14 MAYOR CANTOR: Okay. All right. But you
15 don't think that they would change the locations?

16 MR. SORENSON: Our -- our discussions with
17 OSTA have been, you know, very positive. They're
18 looking to support, you know, whatever the Town decides
19 in terms of this program and making that happen on the
20 state roads as well.

07:21:51PM

21 MAYOR CANTOR: Thank you. All right. Just
22 going around one more time. Any other questions?

23 Okay. We would like to see if there are any
24 public comments.

25 Mr. Clerk, have you received any comments?

1 TOWN CLERK DAVIDOFF: Madam Mayor, I have not
2 received any public comments.

3 MAYOR CANTOR: Okay. Has anybody signed up?

4 MS. VARANO: Madam Mayor, no one has signed
5 up to speak.

6 MAYOR CANTOR: Okay. Is there anyone in the
7 public audience that would like to speak to this public
8 hearing? Wow. Okay. Very good. All right.

9 Going around one more time. Councilors?
10 Okay.

07:22:31PM

11 Anything in closing, Mr. Ledwith?

12 TOWN MANAGER LEDWITH: No. We appreciate
13 your consideration and certainly your input all along
14 through this process. As I said earlier, I do -- I
15 think it is a significant move in the right direction
16 in terms of changing the culture within our town.

17 And having drivers move through town slower,
18 obeying speed limits and red lights I think will lead
19 us to achieving Vision Zero sooner than 2033, in
20 addition to all of the other engineering-type changes

07:23:12PM

21 that we will facilitate over the coming years. So,
22 thank you.

23 MAYOR CANTOR: Thank you very much. All
24 right. Well, with that, I'm closing this public
25 hearing. Thank you all so much. And we are going

1 to -- when you're free, to start the next public
2 hearing, so. Thank you again very much.

3 (The proceedings adjourned at 7:23 p.m.)
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STATE OF CONNECTICUT

I, ALEXA BUDIHAS, RPR, CRR, and a Licensed Professional Reporter/Commissioner within and for the State of Connecticut, do hereby certify that I took the foregoing hearing at 6:30 p.m. on December 17, 2025, at the West Hartford Town Council, 50 South Main Street, West Hartford, CT 06107.

I further certify that the within hearing was taken by me stenographically and reduced to typewritten form under my direction by means of computer-assisted transcription.

I further certify that I am neither counsel for, related to, nor employed by any of the parties to the action in which this hearing was taken; and further, that I am not a relative or employee of any attorney or counsel employed by the parties hereto, nor financially or otherwise interested in the outcome of the action.

WITNESS my hand this December 29th, 2025.



ALEXA A. BUDIHAS, RPR/CRR
My commission expires 4/30/29

0	2033 41:19	7	activity 35:25
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