

TOWN OF WEST HARTFORD

WEST HARTFORD TOWN COUNCIL PUBLIC HEARING

June 23, 2026, 7:05 p.m.,

50 South Main Street

Legislative Chambers, Room 314,

and via Teams

Re: Resolution Directing the Town Manager to
Submit an Amended Automated Traffic Enforcement
Safety Device Plan to the Connecticut Department
of Transportation for Approval

Reporter: Lisa L. Warner, CSR #061

1 A p p e a r a n c e s :

2 Council Members:

3 MAYOR SHARI CANTOR

4 DEPUTY MAYOR DEBRA POLUN

5 JOHN LYONS

6 DR. GAYLE HARRIS

7 LISA LAZARUS

8 TIFFANI MCGINNIS

9 BARRY WALTERS

10 Town Manager:

11 RICK LEDWITH, Town Manager

12 Corporation Counsel:

13 DALLAS DODGE, ESQ.

14 Town Clerk/Council Clerk:

15 LEON DAVIDOFF

16 Town Project Team:

17 ASSISTANT POLICE CHIEF LAWRENCE TERRA

18 DUANE MARTIN, Director of Community
 Development

19 PARKER SORENSON, P.E.

20

21 Also present:

22 Joseph C. Balskus, PE, PTOE, VHB (Consultant)

23 Gregory Sommer, P.E. (Via Teams)

24 Police Chief Vernon Riddick

25

1 (Commenced at 7:05 p.m.)

2 PRESIDENT CANTOR: Calling the 7 p.m.
3 public hearing to order. This is the Resolution
4 Directing the Town Manager to Submit an Amended
5 Automated Traffic Enforcement Safety Device Plan
6 to the Connecticut Department of Transportation
7 for Approval.

8 Roll call, Mr. Davidoff.

9 MR. DAVIDOFF: Good evening, Madam
10 Mayor.

11 Mayor Cantor.

12 PRESIDENT CANTOR: Here.

13 MR. DAVIDOFF: Councilor Harris.

14 COUNCILOR HARRIS: Here.

15 MR. DAVIDOFF: Councilor Lazarus.

16 COUNCILOR LAZARUS: Here.

17 MR. DAVIDOFF: Councilor Lyons.

18 COUNCILOR LYONS: Here.

19 MR. DAVIDOFF: Councilor McGinnis.

20 COUNCILOR MCGINNIS: Here.

21 MR. DAVIDOFF: Deputy Mayor Polun.

22 DEPUTY MAYOR POLUN: Here.

23 MR. DAVIDOFF: Councilor Walters?

24 COUNCILOR WALTERS: Here.

25 MR. DAVIDOFF: Councilor Wang is

1 absent. Councilor Wenograd is absent. We have a
2 quorum.

3 PRESIDENT CANTOR: Thank you,
4 Mr. Davidoff.

5 We will begin with a presentation,
6 Mr. Ledwith.

7 MR. LEDWITH: Thank you, Madam Mayor.
8 And good evening, everyone. For the record, my
9 name is Rick Ledwith, town manager. And tonight's
10 public hearing concerns a resolution directing the
11 town manager to submit the Town's Amended
12 Automated Traffic Enforcement Safety Device Plan
13 to the State of Connecticut and Federal Highway
14 Administration for their review and approval.

15 You will recall that this past
16 December, the Council adopted our original ATESD
17 plan, which was subsequently submitted to and
18 approved by both the State of Connecticut and
19 Federal Highway Administration. Tonight, we will
20 discuss our amended plan, which will now include
21 red light cameras in addition to speed cameras,
22 which were in our original plan. This program is
23 a direct extension of the town's Vision Zero
24 commitment, our shared goal to eliminate all
25 traffic-related fatalities and serious injuries by

1 focusing on safer streets, safer speeds, and safer
2 behaviors.

3 Speeding and red light running are one
4 of the most consistent factors in serious crashes,
5 and addressing it is a necessary component of
6 protecting pedestrians, cyclists, and drivers
7 alike, particularly in areas with a history of red
8 light running and crashes.

9 Importantly, this amended plan reflects
10 extensive public input. Prior to bringing this
11 resolution forward, the town hosted a public
12 information session to explain the program and
13 outline where and how the cameras would be used
14 and hear questions and concerns from residents.
15 This amended program has also been before the
16 Community Planning and Economic Development
17 Committee which has helped shape the framework
18 before you this evening. That feedback was
19 reinforced -- has reinforced the importance of
20 transparency and an emphasis on safety, not
21 revenue.

22 Mr. Town Clerk, if you could move
23 forward to the next slide. Thank you.

24 I'd like to begin by acknowledging the
25 dedicated team behind this effort. We have in the

1 audience, Chief Riddick, who is in the audience;
2 and at the table we have Assistant Chief Terra; we
3 have our Director of Community Development, Duane
4 Martin; we have our engineer, Parker Sorenson; we
5 also have our consultant, Joe Balskus, who will be
6 presenting shortly; and we have our town engineer
7 watching from home, Greg Sommer. And together,
8 we've all been working, along with others, to
9 develop a comprehensive and thoughtful plan to
10 improve traffic safety in West Hartford.

11 Mr. Town Clerk, if you can move forward
12 to the next, one more slide. Thank you.

13 Why red light cameras? Red light
14 running poses a serious risk to pedestrians,
15 cyclists, and drivers alike. And we are committed
16 to the principle that traffic deaths and serious
17 injuries are unacceptable and preventable. That's
18 why we're proposing the implementation of a red
19 light camera program as part of our Vision Zero
20 strategy. Studies show that automated enforcement
21 can reduce fatal and serious injury crashes by up
22 to 40 percent. These devices are proven tools to
23 encourage safer driver behavior.

24 If you can move one more. Thank you.

25 The foundation of this initiative is

1 House Bill 5917, signed into law in June of '23,
2 which authorizes the use of speed and red light
3 camera runnings in specific locations: Traffic
4 signals for red light running, school zones for
5 speeding, pedestrian safety zones for speeding, as
6 well as other locations for speeding.

7 As we know, the devices record
8 violations of speeding or running red lights.
9 Images capture license plate, date, time, and
10 location of violation. It does not capture video
11 imagery of anyone driving the car or in the car.

12 Next screen, please.

13 As part of our -- both of our programs,
14 we received a Federal Safe Streets and Roads for
15 All (SS4A) grant which will support an 18-month
16 pilot program for our red light enforcement at
17 eight locations which is the topic of tonight's
18 public meeting.

19 We also received, as we know, a
20 separate Federal Safe Streets and Roads for All
21 (SS4A) grant to support an 18-month speed
22 management pilot program for 15 locations.

23 And as I mentioned before, and as you
24 know, that plan has been approved by the
25 Connecticut Department of Transportation and

1 NEPA-approved by the Federal Highway
2 Administration. We are presently out to bid to
3 hire a vendor who will manage both programs for us
4 and expect to have our speed cameras installed
5 this fall, and the red light cameras, should the
6 Council approve tonight, we would hope to have
7 those installed earlier this winter.

8 Next slide, please.

9 Requirements for adoption for
10 implementation include the ordinance. As you
11 recall, we adopted, the Council formally adopted
12 our ordinance back in April, April of 2025, and
13 before you this evening is a plan that amends that
14 original plan to add the red light running. So we
15 have our public hearing tonight followed by a
16 Council vote. And then we would package our plan
17 up and send it off to the Connecticut Department
18 of Transportation for their approval and then off
19 to, at the same time, to the Federal Highway
20 Administration for their approval.

21 Next slide, please.

22 So the Council approved an ordinance,
23 as I mentioned, on April 8th, consistent with the
24 requirements of state law. And that plan included
25 the speed cameras, which violations covered under

1 that ordinance were exceeded, speeds exceeding the
2 posted speed limit by 10 miles an hour or more,
3 failure to stop at a steady red traffic signal.

4 And as we discussed then, and we'll
5 discuss again this evening, violations are
6 municipal citations issued to the owner of the
7 motor vehicle, not to the driver. So it's very
8 similar to receiving a parking ticket.

9 And per state law, citations are not a
10 moving violation and is not reflected on the
11 driver's record.

12 Next slide, please.

13 So, under the review process, the West
14 Hartford Police Department sworn officer or
15 authorized town employee will review and approve
16 recorded images before issuing citations. And the
17 fines include \$50 for the first violation and \$75
18 for each subsequent violation within one year.
19 Similar to the speed camera program, a 30-day
20 warning period will be in place before fines are
21 issued for each camera location.

22 So, as I mentioned, this fall we'll be
23 rolling out the speed enforcement camera program.
24 That will include a 30-day period of issuing
25 warnings. And then, once we ultimately put our

1 red-light camera program in place, that will also
2 include that same 30-day period.

3 There are online payment options
4 available with a processing fee not to exceed \$15.
5 And vehicle owners may appeal the fine within the
6 10-day fine -- appeal period.

7 Next slide, please.

8 As required by state law, funds
9 collected from fines will be invested directly
10 back into the West Hartford community by
11 supporting transportation safety and mobility
12 improvements and infrastructure enhancements. So
13 essentially anything associated with Vision Zero,
14 we will be utilizing these funds to help pay for
15 all of the infrastructure changes as we move
16 forward to get us closer to zero serious injuries
17 and zero deaths within a 10-year period which is,
18 under our plan, was 2033. Also, costs associated
19 with automated enforcement programs. So, any
20 personnel costs within the police department,
21 within our engineering department can be offset by
22 these fines as well.

23 And under vendor payment, vendor fees
24 for installation, operation or maintenance of
25 ATESD cannot be contingent on the number of

1 citations issued or fines paid. So again, this
2 isn't a financial incentive for someone to come in
3 and issue ticket after ticket after ticket for
4 them to be incentivized by issuing more tickets
5 than necessary. For us, again, as I stressed at
6 the beginning, this is about safety for us. This
7 isn't about revenues. So we need to make our
8 streets safer, and we believe these two programs,
9 in addition to all of the engineering and
10 infrastructure changes that we are implementing,
11 will get us to Vision Zero.

12 Next slide, please.

13 As I mentioned, no personal
14 identifiable information shall be disclosed by the
15 Town except where disclosure is made in connection
16 with the charging, collection, and enforcement of
17 the fines.

18 No personally identifiable information
19 shall be stored or retained by the Town or camera
20 vendor unless the information is necessary for the
21 charging, collection, and enforcement of the
22 fines.

23 This will not be shared with any
24 outside companies. The Town or vendor shall
25 destroy any retained portion of personally

1 identifiable information not later than one year
2 after the date of such person's most recent
3 violation.

4 Next slide, please.

5 State Law and Safe Streets for All
6 grant agreements both require reporting to measure
7 effectiveness of ATESDs, including the number of
8 violations, the crash data at an ATESD site and at
9 similar location without a camera, number of
10 hearings requested and the results of those
11 hearings, the amount of revenue from the fines and
12 fees, and the percentage of fines collected from
13 residents and non-residents. And then we will
14 report the cost to the Town of West Hartford to
15 use our camera program. And then a list of
16 engineering and educational measures undertaken by
17 the municipality to improve safety, which we are
18 well versed in already under our Vision Zero
19 Action Plan, with our annual reports that we
20 provide every year.

21 Next slide, please.

22 Notification requirements. State Law
23 requires signs at every camera location. We are
24 also required to notify all navigation
25 applications such as Google Maps, Waze, Apple

1 Maps, et cetera.

2 And the town is required to implement
3 an awareness campaign 30 days prior to camera
4 operation. So there will be a lot of public
5 outreach and education coming up prior to the
6 implementation of the camera program.

7 Next slide, please.

8 So, as folks may remember, this is an
9 18-month pilot program. And our ATESD vendor
10 contract will include an option to extend the
11 camera program by an additional 18 months for a
12 total of 36 months, if approved.

13 And then, per State Law, an ATESD plan
14 is only valid for three years from the date the
15 first camera becomes operational. Continuing the
16 program beyond that three years will require a
17 renewal of our ATESD plan with a new public
18 hearing, similar to what we're doing this evening,
19 with approval by the Town Council. And it is our
20 hope within that three-year period we will see a
21 demonstrably changed driver behavior in town with
22 reduced speeds and fewer, much fewer red light
23 running town wide.

24 Next slide, please.

25 This is a summary going back to April

1 8th of 2025. We had our public hearing to
2 implement our ATESD ordinance. And then last
3 summer, we held two public information meetings
4 for our speed cameras on July 30th and September
5 3rd. We had two separate Community Planning and
6 Economic Development Committee meetings, one in
7 September, one in October, followed by a public
8 hearing on and formal adoption of our plan on
9 December 17th of 2025. We held a red light
10 running public information meeting on April 28th
11 of this year at Elmwood Community Center, followed
12 by a presentation to our Community Planning and
13 Economic Development meeting on May 20th. And
14 then, of course, we have our public hearing
15 tonight. And we've received outreach from our
16 Vision Zero email address as well and have been on
17 virtually every news organization out there as
18 well as the Hartford Courant and We-Ha. And
19 everywhere we can, we get a chance to speak about
20 this plan, we do, and I think folks have
21 appreciated that type of outreach.

22 So next slide, please.

23 And at this point, I will turn things
24 over to Joe Balskus, who will talk a little bit
25 about the process of identifying our locations

1 that will be included in our plan.

2 So Mr. Balskus.

3 MR. BALSUS: Can you hear okay? Joe
4 Balskus, professional engineer with VHB. We've
5 been involved with speed cameras, as Rick
6 mentioned. So I'm going to run through just
7 what's involved with red light running cameras,
8 how we studied the locations, to come up with the
9 final locations for consideration.

10 Rick mentioned we had the April 28th
11 meeting, and we had public comments on that, and
12 we note them there, nine individual comments from
13 the public meeting. We actually thought we'd see
14 more people attending actually, but it was good.
15 We also had emails we responded to as well. Next.

16 So we basically did a town-wide
17 analysis of the signals. These are red light
18 running cameras at traffic signals. So we looked
19 at all the signals in the town to see which ones
20 are viable for red light running cameras, and we
21 looked at the data involved with them. We
22 collected data from the town from our previous
23 studies and information required as part of the
24 Office of the State Traffic Administration
25 requirements for red light running cameras, and we

1 developed a plan for that, and we finalized the
2 locations. And as Rick said, there's an amendment
3 to the previous ATESD plan for approval. Next.

4 So how did we do this? We looked at
5 both town signals and DOT signals. Obviously,
6 Albany Avenue has DOT signals. OSTA has these
7 guidelines, the Office of the State Traffic
8 Administration. They promulgated all these ATESD
9 requirements. One of the basic tools that we use
10 is the CT-REDV Tool. Basically, they have a tool
11 on their website for red light running crashes.
12 And that's a foundational aspect of this is that
13 we need to have at least two crashes caused by red
14 light running to even be on this list to start
15 with.

16 So we started with that, we used that
17 tool. We looked at those crashes. We looked at
18 also bike, vulnerable road user crashes, bike/ped
19 injury crashes. Obviously traffic volumes, that's
20 part of it too, to kind of give us, to weigh in
21 between each one of them. We looked at Vision
22 Zero focus areas, which we did similarly to the
23 speed cameras and police citations, working with
24 Assistant Chief Terra and the Chief on what they
25 have for citation data. And finally pedestrian

1 areas. So we kind of put it all together. We
2 start with those two crashes that were caused by
3 red light running and put it into our screening
4 methodology that we use, that tool that we
5 developed, and that gave us the locations. So we
6 worked with town staff, Duane, Parker and AC Terra
7 on this as well. Next.

8 So this is the list of locations that
9 we have to develop the data. And showing the
10 primary intersections as the blue dots, those are
11 our primary eight we're talking about. Those are
12 the highest. Based on the tool we used, those are
13 the locations with the highest crashes, the
14 highest criteria. And then we have the alternates
15 which are the yellow dots as you see there. And
16 there's a whole list there for both blue and
17 yellow on the map as well. Next slide.

18 And these intersections are nothing
19 that you don't expect. I've been coming to West
20 Hartford. I grew up in East Hartford. I've been
21 coming to West Hartford for probably 50 years now.
22 My uncle and aunt live in town, so I know it very
23 well.

24 So this is the top half of the town
25 showing the locations of primary and alternate

1 locations, the major corridors, the ones that we
2 know, you know, Albany Avenues, Trout Brook
3 Drives, all those we know are on the list. Next
4 slide.

5 So, we are going to put together the
6 plan amendment, as was talked about, and this is
7 an excerpt from the plan amendment showing how
8 we're going to do that. This is the table of
9 contents. We're going to add to these speed
10 cameras to add these locations to that. Next
11 slide.

12 We have a map here as well. Is it
13 showing up?

14 This is some of the data we collected I
15 mentioned before. This is the crash data. You
16 see the number of crashes, red light running
17 crashes. One has -- this one has Trout Brook at
18 Albany Avenue. We just talked about that. It has
19 five red light run crashes. So that's some of the
20 data we used. Next slide.

21 Then this is the plan we put together
22 that kind of shows the data, shows the location.
23 There's the intersection right there, the red is
24 kind of like the area of the intersection between
25 the stop bars. And the key issue is the stop bars

1 where the stop bar is. And if a vehicle is beyond
2 a stop bar during a red light, then there's a
3 ticket issue there -- or reviewed, I should say.

4 This shows the signs. And the key part
5 is the signs, what you have for signs around the
6 location. Now, this map here is showing cameras
7 on each approach. It may not be on each approach,
8 but for purposes of the approval, that is what
9 we're doing. So you have signs associated with --
10 the approach is shown. There's a photo
11 enforcement ahead from the signal, those two
12 signs, that's required on each approach wherever
13 you have a camera. Next slide.

14 And that is the presentation. Do you
15 have any questions? Thank you.

16 MR. LEDWITH: Thank you, Joe. And
17 thank you to our Town Council for really moving
18 our Vision Zero initiative, even going back to
19 2022, when this first became the idea of our team
20 working together to get us to zero deaths and zero
21 serious injuries in ten years. And, you know,
22 between the speed camera program and our red light
23 camera program, we have the opportunity to utilize
24 technology to assist us in that endeavor.

25 And I quote the chief often with this,

1 This becomes a force multiplier for us. So we
2 have an outstanding police department, outstanding
3 traffic division. So with our eight red light
4 cameras and our 15 speed cameras, we are now able
5 to deploy our traffic division into other areas of
6 town, ultimately getting us to that safer place
7 sooner rather than later.

8 So, we look forward to your questions.
9 We have a great team here ready to respond to your
10 questions and any questions that may come up from
11 the public. And we look forward to moving
12 forward. Thank you.

13 PRESIDENT CANTOR: Thank you very much,
14 Mr. Ledwith. Thank you, Mr. Balskus, appreciate
15 it very much. We obviously have been talking a
16 lot about this for a long time. So great to be
17 here tonight to actually vote on moving it
18 forward.

19 I don't know if anybody has any
20 questions or comments. Just one minute. We're
21 doing the sign-up sheet. There's nobody signed
22 up.

23 Is there anybody in the audience that
24 wants to speak to this?

25 (No response.)

1 PRESIDENT CANTOR: Mr. Davidoff, were
2 there any written comments?

3 MR. DAVIDOFF: No, Madam Mayor.

4 PRESIDENT CANTOR: Okay. All right.
5 I'm going to go to Mr. Walters first out of your
6 committee just because you did discuss this
7 multiple times.

8 COUNCILOR WALTERS: Thank you, Madam
9 Mayor. And through you, it was discussed a couple
10 times. And, you know, the bottom line is, we need
11 to make our streets safer, and part of that is the
12 responsibility of the drivers, and we share
13 responsibility in making them safer as well. And
14 the red light cameras will be that extra man, so
15 to speak, and help us make our streets safer.
16 Lord knows that me honking at red light runners
17 hasn't been working, so I'm quite optimistic that
18 this will. And I do urge my fellow councilors to
19 vote in the affirmative of it. Thank you.

20 PRESIDENT CANTOR: Thank you, Mr.
21 Walters.

22 Ms. Polun.

23 DEPUTY MAYOR POLUN: Thank you.
24 Through you, Madam Mayor, I think the public will
25 want to know things like what does it mean to go

1 through a red light, what counts? So I think I
2 heard you say that if you are past the stop line
3 when the light turns red, then you have gone
4 through the red light. And a lot of people will,
5 you know, try to hit through the yellow and it
6 turns red while they're going through. And so
7 those folks should know, like, that's a red light,
8 you're running a red light there.

9 Can you just, like, clarify that I'm
10 correct about that piece?

11 MR. LEDWITH: Chief, do you want to
12 handle that, please?

13 MR. TERRA: Through you, Madam Mayor.
14 So most people when -- I shouldn't say my age
15 here, but when I went to driving school, they
16 taught you what the white line was at the
17 intersection. Many people don't know what that
18 is, even though there's a sign that says stop
19 here. So, if you go beyond the white line with a
20 red light, that's a violation. You are allowed,
21 if you're stopped in the intersection -- a lot of
22 traffic -- if you're stopped there, you're allowed
23 to clear the intersection, right. But we all see
24 people who they know it's going to change to red,
25 and what do they do? They push into the

1 intersection to stay there. Again, the rule is,
2 if you pass the white stop line with a red light,
3 that's a violation.

4 DEPUTY MAYOR POLUN: Thank you.

5 PRESIDENT CANTOR: Thank you,
6 Ms. Polun.

7 Ms. McGinnis.

8 COUNCILOR MCGINNIS: Through you, Madam
9 Mayor. So actually this is a question that just
10 came to my head from Deb's question. If a red
11 light is down because it went down or whatever,
12 what happens, do the cameras automatically stop
13 giving tickets? Because I know that should become
14 a stop sign, but we know that people don't know
15 that, and they think, oh, if I'm in the main way,
16 that means I get to keep going. But I just
17 wondered what would happen if the red light --
18 also, I drove through one in Hartford today that
19 was down, and I had to deal with that.

20 MR. TERRA: That's why we have the
21 cameras, but we also have the human element
22 reviewing it, right? So some situations that most
23 people don't know about is, number one, what if
24 there's a construction job going on, the light is
25 cycling, but you have an officer pulling you

1 through the intersection? You're not going to get
2 a ticket for that because the officer is telling
3 you to do that.

4 So, what if there's an accident or a
5 detour, something like that? There's so many
6 things that come into play. If the light is down,
7 we all -- I hate to say it again -- we all know
8 that it means a four-way stop, but not everybody
9 stops, right? Again, it depends on the situation.
10 But that's why we review it.

11 And other things that we look at is, if
12 we can't make out the license plate on there,
13 you're not going to get a ticket because that's
14 unfair. So certain things have to be in order for
15 you to be issued a ticket, if that makes sense.

16 COUNCILOR MCGINNIS: So would that mean
17 that it would -- let's say there was construction
18 and there was an officer flagging people through
19 and the light was red, if someone was given a
20 ticket, would that be caught on the end of
21 reviewing it before it went out?

22 MR. TERRA: Well, what happens is we'll
23 get a photo of the intersection, and we can see
24 what's going on.

25 COUNCILOR MCGINNIS: Okay.

1 MR. TERRA: And again, what if an
2 emergency vehicle is coming through and it's a red
3 light, what are you supposed to do? Most people
4 don't, you pull over to the right. That may make
5 you violate the intersection. You're not going to
6 get a ticket for that.

7 COUNCILOR MCGINNIS: Okay. Thank you.

8 PRESIDENT CANTOR: Thank you, Ms.
9 McGinnis. And that was actually my question about
10 an emergency vehicle. But I think -- so is there
11 review before the ticket goes out? So that a
12 violation occurs, technically, and then it's
13 reviewed, and within how long does the review take
14 place? You're getting it live but --

15 MR. SORENSON: To you, Madam Mayor. So
16 I'm just pulling from the ordinance. So it states
17 a citation shall be invalid unless mailed to an
18 owner not later than 60 days after the alleged
19 violation, so 60 days.

20 PRESIDENT CANTOR: Thank you. But for
21 internal expectation maybe is it -- would it be
22 sort of every day, they are reviewed for that day,
23 or would it be by week or how do we envision --

24 MR. SORENSON: So to you, Madam Mayor.
25 So I guess just the expectation with the vendor.

1 So there's going to be two reviews essentially for
2 this process. The first level of review will be
3 with the vendor, and then the second level is with
4 town staff before those are submitted. So that
5 will be an ongoing process throughout normal
6 business.

7 PRESIDENT CANTOR: And the windows of
8 those times have not been specified yet, like a
9 week for the vendor from when a violation and then
10 another week or two weeks, or how does that -- I
11 know we have 60 days overall.

12 MR. SORENSON: Yeah. I suppose we'd
13 have to wait to --

14 MR. MARTIN: Duane Martin, director of
15 community development. We don't know that yet.
16 When we select a vendor, we'll have discussions
17 with them to determine that. I don't want to put
18 anything on the record and then we don't meet
19 those goals or what is stated. It depends on the
20 volume of citations that are being reviewed and
21 availability of staff. There's a lot of factors
22 involved.

23 PRESIDENT CANTOR: Sure. Yeah. I
24 would think the beginning is going to be a little
25 bit challenging. But one of the things that I,

1 out of the questions that I heard, is to have
2 adequate time, right, to make sure that it's
3 reviewed, and it does sound like that that will
4 happen.

5 Any other questions?

6 Dr. Harris.

7 COUNCILOR HARRIS: Thank you. Through
8 you, Madam Mayor. I had a question regarding the
9 vendor program. Do we have any sense of what that
10 might be costing the town? I know we have a
11 grant, like, for the first 18 months. But after
12 that, what would the cost of the vendor be?

13 MR. LEDWITH: So, through you, Madam
14 Mayor, to Councilor Harris's question, Mr. Martin,
15 is that -- I mean, that's something we'll
16 determine through the RFP process and the
17 selection of the vendor?

18 MR. MARTIN: That's correct, yes.
19 There's still some things to understand when we go
20 through this process. My understanding is we
21 obviously have a grant that we're working on, and
22 that includes getting this program off the ground
23 and into where the cameras are actually out and
24 working. Beyond that, we expect the revenue that
25 will be generated by the citations will make the

1 program self-funded.

2 COUNCILOR HARRIS: Okay. And if I can
3 just follow up with that. You said, town manager,
4 that there would be no incentive to the vendor to
5 issue tickets. I didn't quite understand how that
6 would even work with an incentive, assuming this
7 is all going to be sort of automated based on -- I
8 wasn't sure how they would --

9 MR. LEDWITH: So the reason -- through
10 you, Madam Mayor, to Councilor Harris. So the
11 reason for the comment was there could be the
12 perception out there that these companies are just
13 out there, you know, being incentivized by, you
14 know, issuing 5,000 tickets in a month, they get,
15 you know, some kind of extra fee for something
16 like that. There's no -- this is straight, you
17 know, issue a ticket, someone is speeding or
18 someone is running through a red light, and then
19 we're issuing the \$50 violation.

20 COUNCILOR HARRIS: Thank you.

21 PRESIDENT CANTOR: Thank you, Dr.
22 Harris.

23 Mr. Lyons.

24 COUNCILOR LYONS: Thank you, Madam
25 Mayor. Through you, and I'll try to remember

1 we're in a hearing and not Council, so thank you.

2 A couple questions. I noticed there
3 were a couple of 84 locations, not what I would
4 call the big one, 84 and Park Road near the
5 center. Does the data, I guess, because it's
6 usually stopped up -- but I see a lot of people
7 run red lights at that intersection. Is the crash
8 data, that's kind of driving the decisions here so
9 that it just didn't meet the threshold?

10 MR. LEDWITH: Through you, Madam Mayor,
11 to Councilor Lyons' question. Yes. And that did
12 actually come up during one of our CPED meetings.
13 So that's exactly why that location was not
14 selected, it didn't make that initial two-crash
15 criteria.

16 COUNCILOR LYONS: And in spite of this
17 morning's accident, Mountain Road and Albany, same
18 category or is that because it's Mountain Road and
19 Albany?

20 MR. LEDWITH: I believe that crash was
21 further up Albany Avenue.

22 COUNCILOR LYONS: Was it? Okay.

23 PRESIDENT CANTOR: Yes.

24 MR. LEDWITH: Yeah. It wasn't at the
25 red light.

1 COUNCILOR LYONS: Thank you. And then
2 finally, and this is a question I did ask in CPED,
3 but kind of a variation of the question is, I know
4 the system is smart enough to recognize a right on
5 red and not ticket somebody, but if somebody does
6 kind of a rolling right on red, does it delineate,
7 can it differentiate?

8 MR. LEDWITH: Through you, Madam Mayor,
9 to my team. Does it differentiate the rolling
10 red, Chief?

11 MR. TERRA: Through you, Madam Mayor.
12 I will be honest. If you do that now with an
13 officer behind you, you're going to get stopped.

14 COUNCILOR LYONS: Yeah, of course.

15 MR. TERRA: Because you have to stop
16 like a stop sign and then make your turn unless
17 there's a sign that says no turn on red.

18 COUNCILOR LYONS: I'll take that as a
19 yes, sir. Thank you.

20 MR. TERRA: I'll give you that as a
21 yes.

22 COUNCILOR LYONS: Thank you, Madam
23 Mayor.

24 PRESIDENT CANTOR: Thank you,
25 Mr. Lyons.

1 Any other questions on this?

2 Dr. Harris.

3 COUNCILOR HARRIS: If I could ask one
4 more through you, Madam Mayor. This may be a
5 variation of what one of my colleagues asked, but
6 if somebody goes into an intersection, assuming
7 that they're trying to make a left turn and
8 they've got a stream of traffic coming the other
9 way and they're kind of waiting there until the
10 traffic, you know, stops so that they can make
11 that left, and then the light changes before they
12 can make the left, according to what I think you
13 said, that would be considered a violation?

14 MR. TERRA: No.

15 COUNCILOR HARRIS: Not a violation,
16 okay.

17 MR. TERRA: No.

18 COUNCILOR HARRIS: Okay. Maybe you
19 could just clarify that for me.

20 MR. TERRA: Sure. Through you, Madam
21 Mayor. So, remember, it's the stop line that
22 we're looking at. If they get into the
23 intersection and waiting to make a left turn,
24 they're already in the intersection, they're
25 allowed to clear that just like they would now.

1 But if it's a red light and they're trying to beat
2 the light, they pass the stop line and then make
3 their left turn, that's a violation.

4 COUNCILOR HARRIS: So, if they moved
5 into there while there was not a red light but
6 they didn't make it because there was traffic
7 coming the other way, and by the time they tried
8 to make the left turn they're still in that
9 intersection but they couldn't make it because
10 there was too much traffic coming the other way,
11 so --

12 MR. TERRA: They're allowed to clear
13 the intersection because they're already in the
14 intersection. If I see that now as a police
15 officer, they're allowed to clear it.

16 COUNCILOR HARRIS: Okay. So you can
17 see that probably on the data?

18 MR. TERRA: When they set the cameras
19 up. Again, the triggering event is passing the
20 white line, the stop line, while it's a red light.

21 COUNCILOR HARRIS: All right. Thank
22 you. Appreciate that.

23 PRESIDENT CANTOR: Thank you, Dr.
24 Harris.

25 Okay. Any other questions?

1 (No response.)

2 PRESIDENT CANTOR: Okay. I hope our
3 fellow councilor comes back. Okay. Good. All
4 right. If there are no other questions, going
5 once, going twice, I am closing this public
6 hearing, and I'm thanking you all. I hope you're
7 going to be here for the Council meeting. Are
8 you? No. Okay.

9 Then I actually before -- I'm not
10 completely closed then. I just wanted to thank
11 you all very much for the tremendous amount of
12 work to get to this point.

13 And Greg, I know you're remote, but I
14 appreciate you.

15 Parker, you've done incredible work on
16 Vision Zero.

17 And Duane, you've led this process all
18 the way through.

19 And Chief Terra, thank you for your
20 thoughtful consideration and leadership on this.
21 I think we're going to see a big change.

22 And thank you to the town manager. I
23 know you're going to be here for the Council
24 meeting.

25 But thank you all very, very much.

1 And thank you to our consultant too.

2 Thank you so much, Mr. Balskus.

3 (Whereupon, the public hearing
4 concluded at 7:40 p.m.)

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CERTIFICATE

I hereby certify that the foregoing 34 pages are a complete and accurate computer-aided transcription of my original stenotype notes taken of the WEST HARTFORD TOWN COUNCIL PUBLIC HEARING IN RE: RESOLUTION DIRECTING THE TOWN MANAGER TO SUBMIT AN AMENDED AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICE PLAN TO THE CONNECTICUT DEPARTMENT OF TRANSPORTATION FOR APPROVAL, which was held before THE WEST HARTFORD TOWN COUNCIL, 50 South Main Street, Legislative Chambers, Room 314, and via Teams, on June 23, 2026.



Lisa L. Warner, CSR 061
Notary Public
My commission expires:
May 31, 2028

0	4	23:9 25:9	alternate 17:25
061 1:25 35:19	40 6:22	27:23 29:12	alternates
1	5	33:9	17:14
10 9:2 10:6,17	5,000 28:14	add 8:14 18:9	amended 1:12
15 7:22 10:4	50 1:5 9:17	18:10	3:4 4:11,20 5:9
20:4	17:21 28:19	addition 4:21	5:15 35:8
17th 14:9	35:11	11:9	amendment
18 7:15,21 13:9	5917 7:1	additional	16:2 18:6,7
13:11 27:11	6	13:11	amends 8:13
2	60 25:18,19	address 14:16	amount 12:11
2022 19:19	26:11	addressing 5:5	33:11
2025 8:12 14:1	7	adequate 27:2	analysis 15:17
14:9	7 3:2	administration	annual 12:19
2026 1:4 35:13	75 9:17	4:14,19 8:2,20	anybody 20:19
2028 35:21	7:05 1:4 3:1	15:24 16:8	20:23
2033 10:18	7:40 34:4	adopted 4:16	appeal 10:5,6
20th 14:13	8	8:11,11	apple 12:25
23 1:4 7:1	84 29:3,4	adoption 8:9	applications
35:13	8th 8:23 14:1	14:8	12:25
28th 14:10	a	affirmative	appreciate
15:10	able 20:4	21:19	20:14 32:22
3	absent 4:1,1	age 22:14	33:14
30 9:19,24 10:2	ac 17:6	agreements	appreciated
13:3	accident 24:4	12:6	14:21
30th 14:4	29:17	ahead 19:11	approach 19:7
31 35:21	accurate 35:4	aided 35:4	19:7,10,12
314 1:6 35:12	acknowledging	albany 16:6	approval 1:14
34 35:3	5:24	18:2,18 29:17	3:7 4:14 8:18
35326 35:18	action 12:19	29:19,21	8:20 13:19
36 13:12	actually 15:13	alike 5:7 6:15	16:3 19:8
3rd 14:5	15:14 20:17	alleged 25:18	35:10
		allowed 22:20	approve 8:6
		22:22 31:25	9:15
		32:12,15	

approved 4:18 7:24 8:1,22 13:12 april 8:12,12 8:23 13:25 14:10 15:10 area 18:24 areas 5:7 16:22 17:1 20:5 asked 31:5 aspect 16:12 assist 19:24 assistant 2:17 6:2 16:24 associated 10:13,18 19:9 assuming 28:6 31:6 atesd 4:16 10:25 12:8 13:9,13,17 14:2 16:3,8 atesds 12:7 attending 15:14 audience 6:1,1 20:23 aunt 17:22 authorized 9:15 authorizes 7:2 automated 1:12 3:5 4:12 6:20 10:19	28:7 35:8 automatically 23:12 availability 26:21 available 10:4 avenue 16:6 18:18 29:21 avenues 18:2 awareness 13:3 b back 8:12 10:10 13:25 19:18 33:3 balskus 2:22 6:5 14:24 15:2 15:3,4 20:14 34:2 bar 19:1,2 barry 2:9 bars 18:25,25 based 17:12 28:7 basic 16:9 basically 15:16 16:10 beat 32:1 beginning 11:6 26:24 behavior 6:23 13:21 behaviors 5:2	believe 11:8 29:20 beyond 13:16 19:1 22:19 27:24 bid 8:2 big 29:4 33:21 bike 16:18,18 bill 7:1 bit 14:24 26:25 blue 17:10,16 bottom 21:10 bringing 5:10 brook 18:2,17 business 26:6 c c 2:1,22 call 3:8 29:4 calling 3:2 camera 6:19 7:3 9:19,21,23 10:1 11:19 12:9,15,23 13:3,6,11,15 19:13,22,23 cameras 4:21 4:21 5:13 6:13 8:4,5,25 14:4 15:5,7,18,20,25 16:23 18:10 19:6 20:4,4 21:14 23:12,21 27:23 32:18	campaign 13:3 cantor 2:3 3:2 3:11,12 4:3 20:13 21:1,4 21:20 23:5 25:8,20 26:7 26:23 28:21 29:23 30:24 32:23 33:2 capture 7:9,10 car 7:11,11 category 29:18 caught 24:20 caused 16:13 17:2 center 14:11 29:5 certain 24:14 certificate 35:1 certify 35:3 cetera 13:1 challenging 26:25 chambers 1:6 35:12 chance 14:19 change 22:24 33:21 changed 13:21 changes 10:15 11:10 31:11 charging 11:16 11:21
---	--	---	--

chief 2:17,24 6:1,2 16:24,24 19:25 22:11 30:10 33:19 citation 16:25 25:17 citations 9:6,9 9:16 11:1 16:23 26:20 27:25 clarify 22:9 31:19 clear 22:23 31:25 32:12,15 clerk 2:14,14 5:22 6:11 closed 33:10 closer 10:16 closing 33:5 colleagues 31:5 collected 10:9 12:12 15:22 18:14 collection 11:16,21 come 11:2 15:8 20:10 24:6 29:12 comes 33:3 coming 13:5 17:19,21 25:2 31:8 32:7,10 commenced 3:1	comment 28:11 comments 15:11,12 20:20 21:2 commission 35:20 commitment 4:24 committed 6:15 committee 5:17 14:6 21:6 community 2:18 5:16 6:3 10:10 14:5,11 14:12 26:15 companies 11:24 28:12 complete 35:4 completely 33:10 component 5:5 comprehensive 6:9 computer 35:4 concerns 4:10 5:14 concluded 34:4 connecticut 1:13 3:6 4:13 4:18 7:25 8:17 35:9 connection 11:15	consideration 15:9 33:20 considered 31:13 consistent 5:4 8:23 construction 23:24 24:17 consultant 2:22 6:5 34:1 contents 18:9 contingent 10:25 continuing 13:15 contract 13:10 corporation 2:12 correct 22:10 27:18 corridors 18:1 cost 12:14 27:12 costing 27:10 costs 10:18,20 council 1:3 2:2 2:14 4:16 8:6 8:11,16,22 13:19 19:17 29:1 33:7,23 35:6,11 councilor 3:13 3:14,15,16,17 3:18,19,20,23	3:24,25 4:1 21:8 23:8 24:16,25 25:7 27:7,14 28:2 28:10,20,24 29:11,16,22 30:1,14,18,22 31:3,15,18 32:4,16,21 33:3 councilors 21:18 counsel 2:12 counts 22:1 couple 21:9 29:2,3 courant 14:18 course 14:14 30:14 covered 8:25 cped 29:12 30:2 crash 12:8 18:15 29:7,14 29:20 crashes 5:4,8 6:21 16:11,13 16:17,18,19 17:2,13 18:16 18:17,19 criteria 17:14 29:15 csr 1:25 35:19 ct 16:10
---	--	---	--

cycling 23:25	department	disclosed 11:14	earlier 8:7
cyclists 5:6	1:13 3:6 7:25	disclosure	east 17:20
6:15	8:17 9:14	11:15	economic 5:16
d	10:20,21 20:2	discuss 4:20	14:6,13
dallas 2:13	35:9	9:5 21:6	education 13:5
data 12:8 15:21	depends 24:9	discussed 9:4	educational
15:22 16:25	26:19	21:9	12:16
17:9 18:14,15	deploy 20:5	discussions	effectiveness
18:20,22 29:5	deputy 2:4 3:21	26:16	12:7
29:8 32:17	3:22 21:23	division 20:3,5	effort 5:25
date 7:9 12:2	23:4	dodge 2:13	eight 7:17
13:14	destroy 11:25	doing 13:18	17:11 20:3
davidoff 2:15	determine	19:9 20:21	element 23:21
3:8,9,13,15,17	26:17 27:16	dot 16:5,6	eliminate 4:24
3:19,21,23,25	detour 24:5	dots 17:10,15	elmwood 14:11
4:4 21:1,3	develop 6:9	dr 2:6 27:6	email 14:16
day 9:19,24	17:9	28:21 31:2	emails 15:15
10:2,6 25:22	developed 16:1	32:23	emergency
25:22	17:5	driver 6:23 9:7	25:2,10
days 13:3 25:18	development	13:21	emphasis 5:20
25:19 26:11	2:18 5:16 6:3	driver's 9:11	employee 9:15
deal 23:19	14:6,13 26:15	drivers 5:6	encourage 6:23
deaths 6:16	device 1:13 3:5	6:15 21:12	endeavor 19:24
10:17 19:20	4:12 35:9	drives 18:3	enforcement
deb's 23:10	devices 6:22	driving 7:11	1:12 3:5 4:12
debra 2:4	7:7	22:15 29:8	6:20 7:16 9:23
december 4:16	differentiate	drove 23:18	10:19 11:16,21
14:9	30:7,9	duane 2:18 6:3	19:11 35:8
decisions 29:8	direct 4:23	17:6 26:14	engineer 6:4,6
dedicated 5:25	directing 1:11	33:17	15:4
delineate 30:6	3:4 4:10 35:7	e	engineering
demonstrably	directly 10:9	e 2:1,1	10:21 11:9
13:21	director 2:18		12:16
	6:3 26:14		

enhancements 10:12 envision 25:23 esq 2:13 essentially 10:13 26:1 et 13:1 evening 3:9 4:8 5:18 8:13 9:5 13:18 event 32:19 everybody 24:8 exactly 29:13 exceed 10:4 exceeded 9:1 exceeding 9:1 except 11:15 excerpt 18:7 expect 8:4 17:19 27:24 expectation 25:21,25 expires 35:20 explain 5:12 extend 13:10 extension 4:23 extensive 5:10 extra 21:14 28:15	failure 9:3 fall 8:5 9:22 fatal 6:21 fatalities 4:25 federal 4:13,19 7:14,20 8:1,19 fee 10:4 28:15 feedback 5:18 fees 10:23 12:12 fellow 21:18 33:3 fewer 13:22,22 final 15:9 finalized 16:1 finally 16:25 30:2 financial 11:2 fine 10:5,6 fines 9:17,20 10:9,22 11:1 11:17,22 12:11 12:12 first 9:17 13:15 19:19 21:5 26:2 27:11 five 18:19 flagging 24:18 focus 16:22 focusing 5:1 folks 13:8 14:20 22:7 follow 28:3	followed 8:15 14:7,11 force 20:1 foregoing 35:3 formal 14:8 formally 8:11 forward 5:11 5:23 6:11 10:16 20:8,11 20:12,18 foundation 6:25 foundational 16:12 four 24:8 framework 5:17 funded 28:1 funds 10:8,14 further 29:21	goal 4:24 goals 26:19 goes 25:11 31:6 going 13:25 15:6 18:5,8,9 19:18 21:5 22:6,24 23:16 23:24 24:1,13 24:24 25:5 26:1,24 28:7 30:13 33:4,5,7 33:21,23 good 3:9 4:8 15:14 33:3 google 12:25 grant 7:15,21 12:6 27:11,21 great 20:9,16 greg 6:7 33:13 gregory 2:23 grew 17:20 ground 27:22 guess 25:25 29:5 guidelines 16:7
f		g	
factors 5:4 26:21		gayle 2:6 generated 27:25 getting 20:6 25:14 27:22 give 16:20 30:20 given 24:19 giving 23:13 go 21:5,25 22:19 27:19	ha 14:18 half 17:24 handle 22:12 happen 23:17 27:4 happens 23:12 24:22

harris 2:6 3:13 3:14 27:6,7 28:2,10,20,22 31:2,3,15,18 32:4,16,21,24 harris's 27:14 hartford 1:1,3 6:10 9:14 10:10 12:14 14:18 17:20,20 17:21 23:18 35:6,11 hate 24:7 head 23:10 hear 5:14 15:3 heard 22:2 27:1 hearing 1:3 3:3 4:10 8:15 13:18 14:1,8 14:14 29:1 33:6 34:3 35:6 hearings 12:10 12:11 held 14:3,9 35:10 help 10:14 21:15 helped 5:17 highest 17:12 17:13,14 highway 4:13 4:19 8:1,19 hire 8:3	history 5:7 hit 22:5 home 6:7 honest 30:12 honking 21:16 hope 8:6 13:20 33:2,6 hosted 5:11 hour 9:2 house 7:1 human 23:21 i idea 19:19 identifiable 11:14,18 12:1 identifying 14:25 imagery 7:11 images 7:9 9:16 implement 13:2 14:2 implementati... 6:18 8:10 13:6 implementing 11:10 importance 5:19 importantly 5:9 improve 6:10 12:17 improvements 10:12	incentive 11:2 28:4,6 incentivized 11:4 28:13 include 4:20 8:10 9:17,24 10:2 13:10 included 8:24 15:1 includes 27:22 including 12:7 incredible 33:15 individual 15:12 information 5:12 11:14,18 11:20 12:1 14:3,10 15:23 infrastructure 10:12,15 11:10 initial 29:14 initiative 6:25 19:18 injuries 4:25 6:17 10:16 19:21 injury 6:21 16:19 input 5:10 installation 10:24 installed 8:4,7	internal 25:21 intersection 18:23,24 22:17 22:21,23 23:1 24:1,23 25:5 29:7 31:6,23 31:24 32:9,13 32:14 intersections 17:10,18 invalid 25:17 invested 10:9 involved 15:5,7 15:21 26:22 issue 11:3 18:25 19:3 28:5,17 issued 9:6,21 11:1 24:15 issuing 9:16,24 11:4 28:14,19 j job 23:24 joe 6:5 14:24 15:3 19:16 john 2:5 joseph 2:22 july 14:4 june 1:4 7:1 35:13
--	---	--	--

k	29:10,20,24 30:8	list 12:15 16:14 17:8,16 18:3	m
keep 23:16 key 18:25 19:4 kind 16:20 17:1 18:22,24 28:15 29:8 30:3,6 31:9 know 7:7,19,24 17:22 18:2,2,3 19:21 20:19 21:10,25 22:5 22:7,17,24 23:13,14,14,23 24:7 26:11,15 27:10 28:13,14 28:15,17 30:3 31:10 33:13,23 knows 21:16	left 31:7,11,12 31:23 32:3,8 legislative 1:6 35:12 leon 2:15 level 26:2,3 license 7:9 24:12 light 4:21 5:3,8 6:13,13,19 7:2 7:4,16 8:5,14 10:1 13:22 14:9 15:7,17 15:20,25 16:11 16:14 17:3 18:16,19 19:2 19:22 20:3 21:14,16 22:1 22:3,4,7,8,20 23:2,11,17,24 24:6,19 25:3 28:18 29:25 31:11 32:1,2,5 32:20 lights 7:8 29:7 limit 9:2 line 21:10 22:2 22:16,19 23:2 31:21 32:2,20 32:20 lisa 1:25 2:7 35:19	little 14:24 26:24 live 17:22 25:14 location 7:10 9:21 12:9,23 18:22 19:6 29:13 locations 7:3,6 7:17,22 14:25 15:8,9 16:2 17:5,8,13,25 18:1,10 29:3 long 20:16 25:13 look 20:8,11 24:11 looked 15:18 15:21 16:4,17 16:17,21 looking 31:22 lord 21:16 lot 13:4 20:16 22:4,21 26:21 29:6 lyons 2:5 3:17 3:18 28:23,24 29:11,16,22 30:1,14,18,22 30:25	madam 3:9 4:7 21:3,8,24 22:13 23:8 25:15,24 27:8 27:13 28:10,24 29:10 30:8,11 30:22 31:4,20 made 11:15 mailed 25:17 main 1:5 23:15 35:12 maintenance 10:24 major 18:1 make 11:7 21:11,15 24:12 25:4 27:2,25 29:14 30:16 31:7,10,12,23 32:2,6,8,9 makes 24:15 making 21:13 man 21:14 manage 8:3 management 7:22 manager 1:11 2:10,11 3:4 4:9 4:11 28:3 33:22 35:7 map 17:17 18:12 19:6
l			
l 1:25 35:19 law 7:1 8:24 9:9 10:8 12:5 12:22 13:13 lawrence 2:17 lazarus 2:7 3:15,16 leadership 33:20 led 33:17 ledwith 2:11 4:6,7,9 19:16 20:14 22:11 27:13 28:9			

maps 12:25 13:1 martin 2:18 6:4 26:14,14 27:14 27:18 mayor 2:3,4 3:10,11,21,22 4:7 21:3,9,23 21:24 22:13 23:4,9 25:15 25:24 27:8,14 28:10,25 29:10 30:8,11,23 31:4,21 mcginnis 2:8 3:19,20 23:7,8 24:16,25 25:7 25:9 mean 21:25 24:16 27:15 means 23:16 24:8 measure 12:6 measures 12:16 meet 26:18 29:9 meeting 7:18 14:10,13 15:11 15:13 33:7,24 meetings 14:3,6 29:12 members 2:2 mentioned 7:23 8:23 9:22	11:13 15:6,10 18:15 methodology 17:4 miles 9:2 minute 20:20 mobility 10:11 month 7:15,21 13:9 28:14 months 13:11 13:12 27:11 morning's 29:17 motor 9:7 mountain 29:17,18 move 5:22 6:11 6:24 10:15 moved 32:4 moving 9:10 19:17 20:11,17 multiple 21:7 multiplier 20:1 municipal 9:6 municipality 12:17	necessary 5:5 11:5,20 need 11:7 16:13 21:10 nepa 8:1 new 13:17 news 14:17 nine 15:12 non 12:13 normal 26:5 notary 35:20 note 15:12 notes 35:5 noticed 29:2 notification 12:22 notify 12:24 number 10:25 12:7,9 18:16 23:23	oh 23:15 okay 15:3 21:4 24:25 25:7 28:2 29:22 31:16,18 32:16 32:25 33:2,3,8 once 9:25 33:5 ones 15:19 18:1 ongoing 26:5 online 10:3 operation 10:24 13:4 operational 13:15 opportunity 19:23 optimistic 21:17 option 13:10 options 10:3 order 3:3 24:14 ordinance 8:10 8:12,22 9:1 14:2 25:16 organization 14:17 original 4:16 4:22 8:14 35:5 osta 16:6 outline 5:13 outreach 13:5 14:15,21 outside 11:24
	n 2:1 name 4:9 navigation 12:24 near 29:4	o obviously 16:5 16:19 20:15 27:21 occurs 25:12 october 14:7 office 15:24 16:7 officer 9:14 23:25 24:2,18 30:13 32:15 offset 10:21	

outstanding 20:2,2 overall 26:11 owner 9:6 25:18 owners 10:5	pedestrians 5:6 6:14 people 15:14 22:4,14,17,24 23:14,23 24:18 25:3 29:6	16:1,3 18:6,7 18:21 35:9 planning 5:16 14:5,12 plate 7:9 24:12 play 24:6 please 7:12 8:8 8:21 9:12 10:7 11:12 12:4,21 13:7,24 14:22 22:12 point 14:23 33:12 police 2:17,24 9:14 10:20 16:23 20:2 32:14 polun 2:4 3:21 3:22 21:22,23 23:4,6 portion 11:25 poses 6:14 posted 9:2 present 2:21 presentation 4:5 14:12 19:14 presenting 6:6 presently 8:2 president 3:2 3:12 4:3 20:13 21:1,4,20 23:5 25:8,20 26:7 26:23 28:21	29:23 30:24 32:23 33:2 preventable 6:17 previous 15:22 16:3 primary 17:10 17:11,25 principle 6:16 prior 5:10 13:3 13:5 probably 17:21 32:17 process 9:13 14:25 26:2,5 27:16,20 33:17 processing 10:4 professional 15:4 program 4:22 5:12,15 6:19 7:16,22 9:19 9:23 10:1 12:15 13:6,9 13:11,16 19:22 19:23 27:9,22 28:1 programs 7:13 8:3 10:19 11:8 project 2:16 promulgated 16:8 proposing 6:18
p p 2:1,1 p.e. 2:19,23 p.m. 1:4 3:1,2 34:4 package 8:16 pages 35:3 paid 11:1 park 29:4 parker 2:19 6:4 17:6 33:15 parking 9:8 part 6:19 7:13 15:23 16:20 19:4 21:11 particularly 5:7 pass 23:2 32:2 passing 32:19 past 4:15 22:2 pay 10:14 payment 10:3 10:23 pe 2:22 ped 16:18 pedestrian 7:5 16:25	percent 6:22 percentage 12:12 perception 28:12 period 9:20,24 10:2,6,17 13:20 person's 12:2 personal 11:13 personally 11:18,25 personnel 10:20 photo 19:10 24:23 piece 22:10 pilot 7:16,22 13:9 place 9:20 10:1 20:6 25:14 plan 1:13 3:5 4:12,17,20,22 5:9 6:9 7:24 8:13,14,16,24 10:18 12:19 13:13,17 14:8 14:20 15:1		

protecting 5:6 proven 6:22 provide 12:20 ptoe 2:22 public 1:3 3:3 4:10 5:10,11 7:18 8:15 13:4 13:17 14:1,3,7 14:10,14 15:11 15:13 20:11 21:24 33:5 34:3 35:6,20 pull 25:4 pulling 23:25 25:16 purposes 19:8 push 22:25 put 9:25 17:1,3 18:5,21 26:17	quote 19:25 r r 2:1 rather 20:7 ready 20:9 really 19:17 reason 28:9,11 recall 4:15 8:11 received 7:14 7:19 14:15 receiving 9:8 recent 12:2 recognize 30:4 record 4:8 7:7 9:11 26:18 recorded 9:16 red 4:21 5:3,7 6:13,13,18 7:2 7:4,8,16 8:5,14 9:3 10:1 13:22 14:9 15:7,17 15:20,25 16:11 16:13 17:3 18:16,19,23 19:2,22 20:3 21:14,16 22:1 22:3,4,6,7,8,20 22:24 23:2,10 23:17 24:19 25:2 28:18 29:7,25 30:5,6 30:10,17 32:1 32:5,20	reduce 6:21 reduced 13:22 redv 16:10 reflected 9:10 reflects 5:9 regarding 27:8 reinforced 5:19 5:19 related 4:25 remember 13:8 28:25 31:21 remote 33:13 renewal 13:17 report 12:14 reporter 1:25 reporting 12:6 reports 12:19 requested 12:10 require 12:6 13:16 required 10:8 12:24 13:2 15:23 19:12 requirements 8:9,24 12:22 15:25 16:9 requires 12:23 residents 5:14 12:13,13 resolution 1:11 3:3 4:10 5:11 35:7	respond 20:9 responded 15:15 response 20:25 33:1 responsibility 21:12,13 results 12:10 retained 11:19 11:25 revenue 5:21 12:11 27:24 revenues 11:7 review 4:14 9:13,15 24:10 25:11,13 26:2 reviewed 19:3 25:13,22 26:20 27:3 reviewing 23:22 24:21 reviews 26:1 rfp 27:16 rick 2:11 4:9 15:5,10 16:2 riddick 2:24 6:1 right 18:23 21:4 22:23 23:22 24:9 25:4 27:2 30:4 30:6 32:21 33:4
q			
question 23:9 23:10 25:9 27:8,14 29:11 30:2,3 questions 5:14 19:15 20:8,10 20:10,20 27:1 27:5 29:2 31:1 32:25 33:4 quite 21:17 28:5 quorum 4:2			

risk 6:14 road 16:18 29:4,17,18 roads 7:14,20 roll 3:8 rolling 9:23 30:6,9 room 1:6 35:12 rule 23:1 run 15:6 18:19 29:7 runners 21:16 running 5:3,8 6:14 7:4,8 8:14 13:23 14:10 15:7,18,20,25 16:11,14 17:3 18:16 22:8 28:18 runnings 7:3	school 7:4 22:15 screen 7:12 screening 17:3 second 26:3 see 13:20 15:13 15:19 17:15 18:16 22:23 24:23 29:6 32:14,17 33:21 select 26:16 selected 29:14 selection 27:17 self 28:1 send 8:17 sense 24:15 27:9 separate 7:20 14:5 september 14:4 14:7 serious 4:25 5:4 6:14,16,21 10:16 19:21 session 5:12 set 32:18 shape 5:17 share 21:12 shared 4:24 11:23 shari 2:3 sheet 20:21 shortly 6:6	show 6:20 showing 17:9 17:25 18:7,13 19:6 shown 19:10 shows 18:22,22 19:4 sign 20:21 22:18 23:14 30:16,17 signal 9:3 19:11 signals 7:4 15:17,18,19 16:5,5,6 signature 35:18 signed 7:1 20:21 signs 12:23 19:4,5,5,9,12 similar 9:8,19 12:9 13:18 similarly 16:22 sir 30:19 site 12:8 situation 24:9 situations 23:22 slide 5:23 6:12 8:8,21 9:12 10:7 11:12 12:4,21 13:7 13:24 14:22 17:17 18:4,11	18:20 19:13 smart 30:4 somebody 30:5 30:5 31:6 sommer 2:23 6:7 sooner 20:7 sorenson 2:19 6:4 25:15,24 26:12 sort 25:22 28:7 sound 27:3 south 1:5 35:11 speak 14:19 20:24 21:15 specific 7:3 specified 26:8 speed 4:21 7:2 7:21 8:4,25 9:2 9:19,23 14:4 15:5 16:23 18:9 19:22 20:4 speeding 5:3 7:5,5,6,8 28:17 speeds 5:1 9:1 13:22 spite 29:16 ss4a 7:15,21 staff 17:6 26:4 26:21 start 16:14 17:2
s			
s 2:1 safe 7:14,20 12:5 safer 5:1,1,1 6:23 11:8 20:6 21:11,13,15 safety 1:13 3:5 4:12 5:20 6:10 7:5 10:11 11:6 12:17 35:9 says 22:18 30:17			

started 16:16 state 4:13,18 8:24 9:9 10:8 12:5,22 13:13 15:24 16:7 stated 26:19 states 25:16 stay 23:1 steady 9:3 stenotype 35:5 stop 9:3 18:25 18:25 19:1,2 22:2,18 23:2 23:12,14 24:8 30:15,16 31:21 32:2,20 stopped 22:21 22:22 29:6 30:13 stops 24:9 31:10 stored 11:19 straight 28:16 strategy 6:20 stream 31:8 street 1:5 35:12 streets 5:1 7:14 7:20 11:8 12:5 21:11,15 stressed 11:5 studied 15:8 studies 6:20 15:23	submit 1:12 3:4 4:11 35:8 submitted 4:17 26:4 subsequent 9:18 subsequently 4:17 summary 13:25 summer 14:3 support 7:15 7:21 supporting 10:11 suppose 26:12 supposed 25:3 sure 26:23 27:2 28:8 31:20 sworn 9:14 system 30:4 t table 6:2 18:8 take 25:13 30:18 taken 35:5 talk 14:24 talked 18:6,18 talking 17:11 20:15 taught 22:16 team 2:16 5:25 19:19 20:9 30:9	teams 1:7 2:23 35:13 technically 25:12 technology 19:24 telling 24:2 ten 19:21 terra 2:17 6:2 16:24 17:6 22:13 23:20 24:22 25:1 30:11,15,20 31:14,17,20 32:12,18 33:19 thank 4:3,7 5:23 6:12,24 19:15,16,17 20:12,13,14 21:8,19,20,23 23:4,5 25:7,8 25:20 27:7 28:20,21,24 29:1 30:1,19 30:22,24 32:21 32:23 33:10,19 33:22,25 34:1 34:2 thanking 33:6 things 14:23 21:25 24:6,11 24:14 26:25 27:19	think 14:20 21:24 22:1 23:15 25:10 26:24 31:12 33:21 thought 15:13 thoughtful 6:9 33:20 three 13:14,16 13:20 threshold 29:9 ticket 9:8 11:3 11:3,3 19:3 24:2,13,15,20 25:6,11 28:17 30:5 tickets 11:4 23:13 28:5,14 tiffani 2:8 time 7:9 8:19 20:16 27:2 32:7 times 21:7,10 26:8 today 23:18 together 6:7 17:1 18:5,21 19:20 tonight 4:19 8:6,15 14:15 20:17 tonight's 4:9 7:17
---	---	--	---

tool 16:10,10 16:17 17:4,12 tools 6:22 16:9 top 17:24 topic 7:17 total 13:12 town 1:1,3,11 2:10,11,14,16 3:4 4:9,11 5:11 5:22 6:6,11 9:15 11:15,19 11:24 12:14 13:2,19,21,23 15:16,19,22 16:5 17:6,22 17:24 19:17 20:6 26:4 27:10 28:3 33:22 35:6,7 35:11 town's 4:11,23 traffic 1:12 3:5 4:12,25 6:10 6:16 7:3 9:3 15:18,24 16:7 16:19 20:3,5 22:22 31:8,10 32:6,10 35:8 transcription 35:5 transparency 5:20 transportation 1:14 3:6 7:25	8:18 10:11 35:10 tremendous 33:11 tried 32:7 triggering 32:19 trout 18:2,17 try 22:5 28:25 trying 31:7 32:1 turn 14:23 30:16,17 31:7 31:23 32:3,8 turns 22:3,6 twice 33:5 two 11:8 14:3,5 16:13 17:2 19:11 26:1,10 29:14 type 14:21	understanding 27:20 undertaken 12:16 unfair 24:14 urge 21:18 use 7:2 12:15 16:9 17:4 used 5:13 16:16 17:12 18:20 user 16:18 usually 29:6 utilize 19:23 utilizing 10:14	violation 7:10 9:10,17,18 12:3 22:20 23:3 25:12,19 26:9 28:19 31:13,15 32:3 violations 7:8 8:25 9:5 12:8 virtually 14:17 vision 4:23 6:19 10:13 11:11 12:18 14:16 16:21 19:18 33:16 volume 26:20 volumes 16:19 vote 8:16 20:17 21:19 vulnerable 16:18
	u	v	
	ultimately 9:25 20:6 unacceptable 6:17 uncle 17:22 under 8:25 9:13 10:18,23 12:18 understand 27:19 28:5	valid 13:14 variation 30:3 31:5 vehicle 9:7 10:5 19:1 25:2,10 vendor 8:3 10:23,23 11:20 11:24 13:9 25:25 26:3,9 26:16 27:9,12 27:17 28:4 vernon 2:24 versed 12:18 vhb 2:22 15:4 viable 15:20 video 7:10 violate 25:5	wait 26:13 waiting 31:9,23 walters 2:9 3:23,24 21:5,8 21:21 wang 3:25 want 21:25 22:11 26:17 wanted 33:10 wants 20:24 warner 1:25 35:19

warning 9:20	21:17 27:21,24
warnings 9:25	written 21:2
watching 6:7	y
way 23:15 24:8 31:9 32:7,10 33:18	yeah 26:12,23 29:24 30:14
waze 12:25	year 9:18 10:17 12:1,20 13:20 14:11
we've 6:8 14:15 15:4	years 13:14,16 17:21 19:21
website 16:11	yellow 17:15,17 22:5
week 25:23 26:9,10	z
weeks 26:10	zero 4:23 6:19 10:13,16,17 11:11 12:18 14:16 16:22 19:18,20,20 33:16
weigh 16:20	zones 7:4,5
wenograd 4:1	
went 22:15 23:11 24:21	
west 1:1,3 6:10 9:13 10:10 12:14 17:19,21 35:6,11	
white 22:16,19 23:2 32:20	
wide 13:23 15:16	
windows 26:7	
winter 8:7	
wondered 23:17	
work 28:6 33:12,15	
worked 17:6	
working 6:8 16:23 19:20	