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MARY LAKE

EXPERIENCE

EDGEWELL PERSONAL CARE COMPANY, SHELTON, CT

ASSISTANT GENERAL COUNSEL, 2015-PRESENT

Commercial and Advertising. Lead attorney responsible for sun and skin brands (Banana Boat, Hawaiian Tropic, Wet Ones, Jack Black, and Cremo). Advise global business teams on advertising claims, promotions, social media content, trademark usage, and contracts with licensees, influencers, agencies, third-party manufacturers, and raw material suppliers. Respond to advertising challenges, regulatory inquiries, and pre-litigation disputes. Regularly advise on brand strategy and corporate communications.

Compliance. Regulatory attorney supporting all product lines (OTC drugs, cosmetics, and wet shave consumer products) with significant experience handling matters with global regulatory and enforcement bodies, including FDA, CPSC, EPA, CARB, OEHHA, California Attorney General's Office, Health Canada, and Australia's TGA and ACCC. Responsible for legal support of all product recalls, investigations, inspections, product safety matters, adverse event reporting, and emerging regulatory requirements and legislation. Constantly focused on compliance and risk mitigation along with senior leaders in Regulatory, Quality, and R&D. Regularly conduct training on compliance, advertising basics, careful communications, and sustainability.

Litigation. Manage the majority of the company's current litigation portfolio, which includes product liability claims, Proposition 65 litigation, demand letters, false advertising class actions, and toxic tort litigation. Regularly work with insurers and panel counsel.

Sustainability. Advise on a broad array of sustainability issues, including supply chain management, product and packaging corporate goals, ingredient transparency initiatives, "green" claims, and drafting of the annual report.

Corporate & Advocacy. Evaluate potential acquisition and divestiture opportunities and assist with the integration of new businesses. Lead attorney representing Edgewell in several trade association partnerships (Personal Care Products Council, Public Access to Sunscreens, and Consumer Brands Association).

ENERGIZER HOLDINGS, INC., SHELTON, CT

REGULATORY COUNSEL, 2013-2015

Responsible for legal support of global product regulatory issues for all product lines (batteries, lighting, and personal care products), and provided advertising advice for OTC drug marketing globally. Regularly worked with Marketing, Quality, Product Safety, Regulatory, R&D, Supply Chain, Procurement, and EHS teams. Directly liaised with CPSC, FDA, and ACCC on four product recalls and additional standards setting discussions.

WEIL, GOTSHAL & MANGES LLP, WASHINGTON, DC

SENIOR ASSOCIATE

Advised clients involved in M&A, private equity investments, and corporate restructuring on regulatory risks and potential liability. Managed environmental and regulatory matters connected to transactional activities, including due diligence, consultants, contract negotiations and the coordination of permit transfer.

KELLER & HECKMAN LLP, WASHINGTON, DC

ASSOCIATE

Advised clients on U.S., Canadian, European and Asian regulatory issues affecting their chemical, pesticide, drug, cosmetic, and medical device products. Key responsibilities included attending all meetings, drafting and coordinating feedback on complex public comments submitted to U.S., state, and international agencies, reviewing all public-facing materials and advising on PR strategies.

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EDUCATION

JURIS DOCTOR, AMERICAN UNIVERSITY, WASHINGTON COLLEGE OF LAW

Cum laude and Dean's Fellow

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Double major in Environmental Sciences (with honors) and International Studies

ADMISSIONS

U.S. Court of Appeals, District of Columbia Circuit

District of Columbia Bar

Maryland Bar

Connecticut Authorized House Counsel

VOLUNTEERING

Noyes Library for Young Children, Board member and volunteer, 2009-2012

Secondary School PTAs, Board member and volunteer, 2014-2018

Westport-Weston YMCA Swim Team, Volunteer and event planner, 2016-2025



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Fairfield Automated Traffic Enforcement Safety Device (ATESD) Program Implementation Report and Program Status Update Prepared for the Representative Town Meeting

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Representative Town Meeting (RTM)
First Selectperson
Board of Selectmen
Fairfield Traffic Authority
Police Commission

Date:

August 7, 2026

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LETTER OF TRANSMITTAL

To the Honorable Members of the Representative Town Meeting, First Selectperson, Board of Selectmen, Fairfield Traffic Authority, Police Commission, and Members of the Community:

On behalf of the Fairfield Police Department, it is my privilege to submit this report detailing the development, implementation, and current status of the Town of Fairfield's Automated Traffic Enforcement Safety Device (ATESD) Program.

The purpose of this report is to provide a comprehensive overview of the significant planning, coordination, legislative action, engineering review, state approval, public outreach, and operational efforts that culminated in the implementation of Fairfield's ATESD Program. In addition, this report summarizes the program's performance to date, addresses frequently asked questions, outlines the administrative hearing process, and identifies future initiatives intended to further enhance roadway safety throughout our community.

The implementation of the ATESD program represents more than two years of collaborative work involving numerous municipal departments and external partners. Throughout the planning and implementation process, the Fairfield Police Department worked closely with the Fairfield Traffic Authority, Representative Town Meeting, Board of Selectmen, Town Administration, Town Attorney's Office, Connecticut Office of the State Traffic Administration (OSTA), and Altumint to ensure the program complied with applicable state statutes, municipal ordinances, engineering standards, and public safety objectives.

From its inception, the Town's objective has remained consistent: to improve safety within school zones, reduce excessive vehicle speeds, and protect students, pedestrians, cyclists, motorists, and all roadway users. Automated enforcement was never intended to replace traditional policing or engineering improvements. Rather, it serves as one component of Fairfield's broader Vision Zero strategy, complementing ongoing traffic enforcement, public education, engineering enhancements, and community engagement initiatives.

The Fairfield Police Department remains committed to transparency, accountability, and continuous program evaluation. Since implementation, the Department has continued to work collaboratively with our municipal partners to improve signage, enhance public education, expand transparency through publication of calibration certificates, establish an independent administrative hearing process, and pursue additional roadway safety improvements based upon public feedback and objective performance data.

This report reflects the considerable efforts undertaken by the Town to implement the program responsibly and in accordance with state law while maintaining fairness, due process, and public confidence. It is my hope that the information contained herein provides a complete understanding of the planning, implementation, and early successes of the ATESD Program and serves as a useful reference for future discussions regarding roadway safety in Fairfield.

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Executive Summary

The Fairfield Police Department respectfully submits this report to provide an overview of the development, implementation, and current status of the Town of Fairfield's Automated Traffic Enforcement Safety Device (ATESD) Program.

The ATESD program was developed as one component of Fairfield's comprehensive Vision Zero traffic safety strategy, whose primary objective is to reduce speeding, prevent crashes, and ultimately eliminate traffic fatalities and serious injuries through a balanced approach emphasizing engineering, education, enforcement, and ongoing evaluation.

The implementation of Fairfield's ATESD program represents more than two years of planning, engineering review, legislative action, public engagement, state coordination, and operational preparation. Beginning with engineering studies and reduced school-zone speed limit applications submitted to the Connecticut Office of the State Traffic Administration (OSTA) in December 2023, the project involved extensive collaboration among the Fairfield Police Department, Fairfield Traffic Authority (FTA), Representative Town Meeting (RTM), Board of Selectmen, Town Administration, Town Attorney's Office, OSTA, and the Town's selected vendor, Altumint.

Throughout the development process, the Town completed engineering evaluations, speed studies, crash analyses, public hearings, legislative review, municipal plan development, vendor procurement, state review, infrastructure installation, operational planning, and public education initiatives before live enforcement commenced.

Following a comprehensive statutory review, OSTA formally approved Fairfield's Municipal ATESD Plan on December 11, 2025. The program officially became operational on May 1, 2026, with a thirty-one-day public education and warning period preceding live enforcement beginning June 1, 2026.

Recognizing that public education should precede enforcement, Fairfield voluntarily implemented an educational enforcement strategy that exceeded statutory requirements by limiting citations during the program's initial rollout. During the first two weeks of enforcement, motorists received no more than one citation per license plate, regardless of the number of violations committed. During the second two weeks, that limit increased to three citations per license plate before transitioning to standard enforcement on July 1, 2026. This phased approach intentionally reduced potential citation volume and associated revenue in favor of providing motorists with additional opportunity to voluntarily modify their driving behavior.

Three months into implementation, Fairfield's ATESD Program has produced measurable improvements in driver behavior while reinforcing the Town's Vision Zero commitment to improving roadway safety. Program data through July 31, 2026, indicate that daily speeding events within the six OSTA-approved school zones have declined from approximately 6,495 per day during the initial week of operation to approximately 762 per day, representing an 88 percent reduction in excessive speeding. Monthly speeding events have similarly declined by approximately 81 percent, from 148,834 events during the May warning period to 27,788 events by the end of July, demonstrating sustained improvements in voluntary compliance.

The data also demonstrate that motorists are modifying their driving behavior after becoming aware of the program. Vehicles receiving ten or more warning notices during the educational phase reduced subsequent speeding activity by approximately 92.6 percent. Likewise, approximately 81 percent of vehicles that received a citation during June did not receive another citation during July, indicating that the overwhelming majority of motorists corrected their driving behavior following enforcement. These findings reinforce Fairfield's emphasis on education and voluntary compliance rather than citation volume.

The Police Department has continued refining the program following implementation. These efforts include collaboration with OSTA regarding enhanced school-zone signage, development of proposals for MUTCD-compliant advance pavement markings throughout Fairfield's school zones, expansion of public transparency through publication of camera calibration certificates, coordination with navigation providers, implementation of an independent administrative hearing process under the oversight of the Fairfield Traffic Authority, and continued evaluation of program performance through data-driven analysis.

The Fairfield Police Department recognizes that automated traffic enforcement is only one component of a comprehensive roadway safety strategy. Traditional traffic enforcement by Patrol Officers and the Traffic Unit remains an essential part of the Town's overall traffic safety efforts. Automated enforcement allows continuous monitoring of school-zone speed compliance while allowing police personnel to remain available for emergency response, criminal investigations, impaired driving enforcement, crash investigations, and proactive traffic enforcement in other areas of the community.

This report summarizes the major milestones associated with the development and implementation of Fairfield's ATESD Program, provides responses to questions raised by members of the Representative Town Meeting, outlines current operational performance, describes the administrative hearing process established pursuant to the Town Ordinance, and identifies future initiatives designed to further improve roadway safety and public awareness.

The Fairfield Police Department remains committed to working collaboratively with the Fairfield Traffic Authority, Town Administration, Representative Town Meeting, Office of the State Traffic Administration, Altumint, and the public to ensure the continued success, transparency, and effectiveness of the Town's ATESD program. The Department will continue to evaluate program performance using objective data while pursuing additional engineering, educational, and enforcement initiatives that support Fairfield's Vision Zero commitment to protecting students, pedestrians, cyclists, motorists, and all roadway users.

Fairfield ATESD Program Snapshot

Program launch May 1, 2026 (warning period) • Paid enforcement began June 1, 2026 • Data through July 31, 2026

IMPORTANT — DATA STILL PROCESSING: Approximately 150 July citations had not yet been fully processed as of this report. July figures in the Program Questions, Key Facts, and Hearings and Appeals sections may shift slightly once processing is complete.

Program Questions

Question	Answer
# of warnings	91,821 (May warning period)
# of citations — monthly	June: 25,458 • July: 25,045
# of repeat citations — monthly	June: 6,422 repeat violators (25.5%) • July: 4,278 (21.8%) — declining

Key Facts

Fact	Number
Daily speeding events, launch week to late July	6,495 to 762 (-88%)
Total monthly events, May to July	148,834 to 27,788 (-81%)
Plates with 10+ warnings cut their speeding by	92.6%
License plates cited in June that were not cited again in July	81%

Source: Fairfield program event and plate-level data, May 1 – July 31, 2026. Prepared for radio interview briefing

Hearings and Appeals

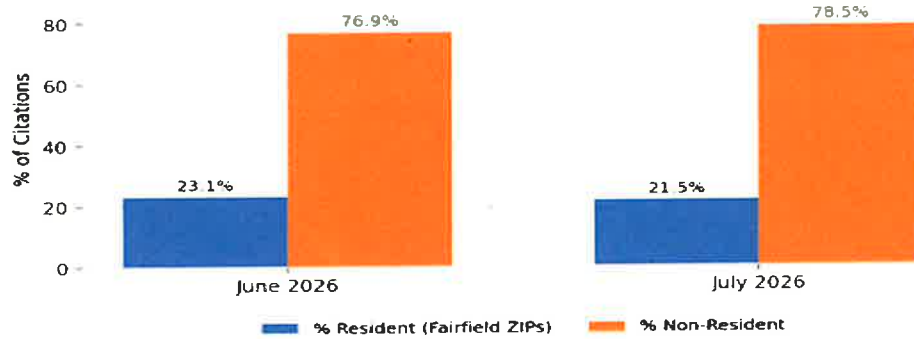
Metric	Value
Citations currently under appeal	948
Hearings held to date	1 (July 22, 2026)
Next hearing	August 12, 2026
Hearing schedule through August 12	2nd & 4th Wednesday of the month
New hearing schedule starting August 14	Full-day docket every Friday, until backlog is reduced
Hearing capacity	75 matters/Friday (new) vs. 24 every other Wednesday (previous)
Scheduling policy	Appellants with multiple citations have all matters scheduled on the same day

Starting August 14, hearings move from a biweekly Wednesday schedule (24 matters per session) to a full-day docket every Friday (75 matters per session) to work through the appeals backlog more quickly. Appellants with more than one citation have all of their matters heard on the same day.

Monthly Breakdown

Month	% Resident	% Non-Resident
June 2026	23.1%	76.9%
July 2026	21.5%	78.5%
Total	22.3%	77.7%

Resident vs. Non-Resident Citations by Month (%)



Top 10 Non-Resident ZIP Codes (June 2026)

ZIP Code	Total Citations
06606	2,630
06611	1,489
06612	1,032
06604	791
06605	552
06880	464
06484	459
06883	414
06468	382
06810	342

Most top non-resident ZIP codes are neighboring towns — Bridgeport (06604, 06605, 06606, 06611, 06612), Westport (06880), Shelton (06484), Weston (06883), and Trumbull/Shelton (06468) — consistent with regional drive-through traffic rather than distant out-of-state drivers.

These figures come directly from the Altumint Program Update through July 31, 2026.

Program Highlights

During its first three months of operation, Fairfield's Automated Traffic Enforcement Safety Device Program has demonstrated substantial reductions in speeding within the Town's six OSTA-approved school zones. Program data indicate that the majority of motorists modify their driving behavior after receiving a warning or citation, reinforcing the Town's emphasis on education, voluntary compliance, and improving roadway safety.

Section 1 – Program Development

The development of the Town of Fairfield's Automated Traffic Enforcement Safety Device (ATESD) Program was the culmination of more than two years of planning, engineering review, legislative action, public outreach, and collaboration among municipal departments, state agencies, and private-sector partners. The process was guided by the objectives established under Connecticut Public Act 23-116, Connecticut General Statutes § 14-307e, the Town's Vision Zero initiative, and the Fairfield Town Ordinance governing automated traffic enforcement.

From the outset, the Town's objective was not simply to deploy speed enforcement cameras, but rather to implement a comprehensive, data-driven public safety initiative focused on reducing excessive vehicle speeds in school zones while complementing existing engineering, education, and traditional law enforcement efforts.

1.1 Initial Engineering Studies

The foundation of Fairfield's ATESD Program began with engineering evaluations conducted in support of reduced school-zone speed limit applications submitted to the Connecticut Office of the State Traffic Administration (OSTA) in December 2023.

These evaluations examined existing roadway conditions, posted speed limits, traffic volumes, roadway geometry, pedestrian activity, and operational characteristics of each proposed school zone. Supporting traffic investigations and engineering analyses were completed to determine whether reduced school-zone speed limits were appropriate under Connecticut law and engineering standards.

The engineering review process also established the proposed school-zone boundaries and operational hours that would ultimately become part of Fairfield's approved Municipal ATESD Plan.

The engineering data developed during this phase became the basis for subsequent OSTA approvals and future implementation planning.

1.2 School Zone Selection Process

Selection of Fairfield's initial ATESD locations was not arbitrary. The six school zones included in the initial Municipal Plan were selected following an extensive evaluation of traffic safety conditions and roadway characteristics throughout the Town.

Factors considered during the selection process included:

- Historical crash data
- Documented speeding complaints.

- Vehicle operating speeds.
- Traffic volumes.
- Pedestrian activity.
- School enrollment.
- Student arrival and dismissal patterns.
- Existing enforcement history.
- Roadway geometry and sight distance.
- Ability to safely deploy automated enforcement equipment.

The six initial locations approved by OSTA included:

- Burr Elementary School
- Dwight Elementary School
- Riverfield Elementary School
- Fairfield Ludlowe High School / Roger Ludlowe Middle School
- Fairfield Warde High School
- Notre Dame High School

These locations represented school corridors where engineering data, public complaints, traffic volumes, and roadway conditions supported additional speed management measures.

The Town also recognized from the outset that numerous additional school zones throughout Fairfield may ultimately benefit from similar traffic safety improvements as future engineering evaluations and OSTA approvals are completed.

1.3 Traffic Studies and Crash Analysis

Throughout 2024 and 2025, the Fairfield Police Department, the Fairfield Traffic Authority, and the Town's ATESD vendor conducted an extensive review of traffic safety information to identify locations where excessive vehicle speeds presented an elevated risk to students, pedestrians, bicyclists, and motorists.

Historical crash data incorporated into the Municipal ATESD Plan was obtained from the Fairfield Police Department's crash reporting system and related crash reporting information maintained as part of the Department's official crash records. This information was used to evaluate crash trends, identify serious injury and fatal crashes, and support the traffic safety

assessments required as part of the Town's application to the Connecticut Office of the State Traffic Administration (OSTA).

As part of the Municipal ATESD Plan submitted to and approved by the Connecticut Office of the State Traffic Administration (OSTA), the Town evaluated historical crash data for each proposed enforcement corridor. The crash history below reflects collisions occurring during the evaluation period of **January 1, 2021 through December 31, 2023**, and formed part of the engineering and traffic safety justification supporting installation of Automated Traffic Enforcement Safety Devices (ATESDs).

School Zone / Location	Crash History (2021–2023)
Burr Street (Burr Elementary)	2 crashes (1 injury)
Redding Road (Timothy Dwight Elementary)	2 crashes (1 injury)
Mill Plain Road (Riverfield Elementary)	2 crashes (1 injury)
Jefferson Street (Notre Dame High School)	23 crashes (3 injuries)
Unquowa Road (Fairfield Ludlowe HS / Roger Ludlowe MS)	10 crashes (3 injuries)
Melville Avenue (Fairfield Warde High School)	6 crashes (0 injuries)
Knapps Highway (Fairfield Warde High School)	11 crashes (2 injuries)

These historical crash data, together with engineering studies, speed studies, traffic volumes, citizen complaints, school activity, roadway geometry, and operational considerations, provided the factual basis supporting Fairfield's Municipal ATESD Plan and the State's approval of the six initial school-zone enforcement locations.

To evaluate prevailing traffic speeds and operating characteristics within each proposed school zone corridor, Altumint retained National Data & Surveying Services (NDS), an independent traffic engineering data collection firm, to conduct the required speed studies and traffic counts. Those engineering studies provided the documented speed data, traffic volumes, and roadway operating characteristics that became part of the Municipal Plan submitted to OSTA for review and approval.

Information utilized during the planning process included:

- Historical motor vehicle crash reports.
- Serious injury crashes.
- Fatal crashes.
- Speed study results.
- Traffic counts.
- Citizen complaints.
- School administration input.
- Police enforcement activity.

- Existing roadway conditions.

The Fairfield Police Department's Traffic Unit also contributed valuable operational knowledge gained through years of directed traffic enforcement within school zones and other high complaint corridors. That operational experience helped identify recurring traffic safety concerns, locations with persistent speeding complaints, and areas where traditional enforcement alone could not provide continuous coverage.

At the time of implementation, Fairfield's Traffic Unit consisted of only four officers responsible for traffic safety enforcement throughout approximately 270 miles of public roadway. Despite consistently ranking among Connecticut's most productive municipal traffic enforcement units, the Traffic Unit, like virtually every municipal law enforcement agency, could not continuously monitor every school zone during every student arrival and dismissal period while simultaneously responding to crashes, emergency calls for service, impaired driving enforcement, criminal investigations, and other community policing responsibilities.

Accordingly, the Town viewed automated traffic enforcement as a force multiplier designed to supplement—not replace—traditional police enforcement. The ATESD program provides consistent speed monitoring within designated school zones during approved enforcement periods while allowing Fairfield Police officers to remain available for emergency response, proactive traffic enforcement, crash investigations, criminal investigations, and other public safety priorities throughout the community.

This comprehensive approach ensured that the Town's Municipal Plan was supported by documented crash history, independently collected traffic engineering data, operational policing experience, public input, and established traffic engineering principles, providing OSTA with a comprehensive factual basis upon which to evaluate and ultimately approve Fairfield's ATESD Program.

1.4 Competitive Procurement and Vendor Selection

Following the adoption of the Fairfield ATESD Ordinance and in accordance with the Town's procurement requirements, Fairfield initiated a competitive Request for Proposal (RFP) process to identify a qualified vendor capable of designing, implementing, and supporting the Town's automated speed enforcement program.

Competitive Procurement Process

- Three vendors submitted proposals in response to the Town's Request for Proposals.
- A five-member evaluation committee consisting of Christine Brown (Chief of Staff), David Becker (CAO), Megha Jain (Senior Engineer), Deputy Chief Ed Weihe, and Captain Hector Irizarry independently evaluated the written submissions.
- The two highest-ranked firms, Altumint Inc. and Sitestream LLC, were invited to participate in interviews before the evaluation committee.

- Following the evaluation of the written proposals and interviews, the committee recommended Altumint Inc. for award.
- The recommendation was subsequently approved unanimously by the Board of Selectmen on June 20, 2025.

Following evaluation of vendor qualifications, technical capabilities, implementation experience, operational support, and overall project approach, Altumint was selected as the Town's ATESD vendor.

Once selected, Altumint worked collaboratively with the Fairfield Police Department, Parking Department, Fairfield Traffic Authority, Town Administration, and OSTA throughout every phase of implementation.

Vendor responsibilities included:

- Municipal Plan preparation.
- Camera placement recommendations.
- Engineering coordination.
- Speed study support.
- OSTA application support.
- Camera installation.
- Software implementation.
- Operational training.
- Public education materials.
- Hearing support.
- Ongoing performance reporting.

Throughout implementation, Altumint maintained regular communication with Town personnel and OSTA to ensure the Municipal Plan satisfied all statutory and technical requirements prior to submission.

1.5 Municipal Planning Process

Preparation of Fairfield's Municipal ATESD Plan required coordination among numerous municipal departments and outside stakeholders.

Development of the Plan included:

- Engineering documentation.

- School-zone mapping.
- Camera location plans.
- Speed studies.
- Crash analysis.
- Vision Zero documentation.
- Public hearing documentation.
- Self-certification documents.
- Municipal approvals.
- Public education strategy.
- Enforcement procedures.
- Hearing procedures.
- Operational planning.

As the Municipal Plan evolved, numerous revisions were made in response to comments from Town staff, Altumint, and OSTA. These revisions included updated crash information, revised camera locations, supplemental engineering data, expanded public hearing documentation, and additional supporting materials to ensure the Plan accurately reflected Fairfield's proposed implementation.

The planning process was characterized by continual collaboration and refinement rather than submission of a single static document.

1.6 Fairfield Traffic Authority Review

Prior to submission to OSTA, Fairfield presented the proposed Municipal ATESD Plan to the Fairfield Traffic Authority (FTA) during its public meeting on August 21, 2025.

The presentation included:

- The complete Municipal ATESD Plan.
- Proposed school-zone locations.
- Engineering and traffic data.
- Camera placement.
- Speed study results.
- Public safety justification.

- Planned operational procedures.
- Public education strategy.

Representatives from Altumint attended the meeting and participated in the discussion by answering technical and implementation questions.

Members of the Fairfield Traffic Authority were afforded the opportunity to review the proposed Plan, ask questions, provide comments, and discuss the proposed implementation prior to submission to OSTA.

Following the presentation and discussion, no modifications or additional direction were requested by the Fairfield Traffic Authority prior to submission. The completed Municipal Plan was subsequently authorized for submission to OSTA on August 22, 2025.

Since implementation, the Fairfield Traffic Authority has continued to play an active oversight role by administering the Town's hearing process pursuant to ordinance, appointing the Hearing Officer, reviewing proposed roadway safety enhancements, and evaluating future expansion opportunities consistent with the Town's Vision Zero initiative.

1.7 Representative Town Meeting Actions

The Representative Town Meeting (RTM) played an important legislative role in establishing Fairfield's ATESD Program.

Throughout late 2024 and early 2025, the RTM conducted public discussions regarding automated traffic enforcement, public safety objectives, privacy considerations, implementation procedures, and the proposed municipal ordinance.

On February 24, 2025, following extensive public discussion and legislative debate, the RTM adopted the Fairfield Automated Traffic Enforcement Ordinance (Sections 102-4 through 102-17 of the Fairfield Town Code).

During deliberations, members considered a proposed amendment that would have required every future ATESD site selected by the Fairfield Traffic Authority to receive separate RTM approval prior to submission to the Connecticut Department of Transportation. Following the discussion, that amendment was defeated by a vote of 30 opposed and 8 in favor. Consequently, the ordinance adopted by the RTM did not include language requiring separate RTM approval of individual ATESD sites before submission through the state approval process.

Following the adoption of the ordinance, the Town proceeded with completion of the Municipal ATESD Plan, presentation before the Fairfield Traffic Authority, submission to OSTA, and eventual state approval consistent with the statutory process established under Connecticut law.

The RTM's legislative actions established the legal framework that enabled Fairfield to implement automated speed enforcement while preserving ongoing municipal oversight through annual reporting, ordinance requirements, public transparency, and continued engagement with the Fairfield Traffic Authority and other municipal stakeholders.

Section 2 – State Approval Process

Implementation of Fairfield's Automated Traffic Enforcement Safety Device (ATESD) Program required extensive coordination with the Connecticut Office of the State Traffic Administration (OSTA), the agency designated by Connecticut General Statutes § 14-307e and Public Act 23-116 to review and approve municipal ATESD plans.

The state review process was comprehensive and collaborative. Throughout the development of Fairfield's Municipal ATESD Plan, Town personnel, Altumint, and OSTA maintained regular communication to ensure that the Plan satisfied all statutory, engineering, and procedural requirements prior to implementation. As questions arose, Fairfield supplemented the Plan with additional documentation, demonstrating the Town's commitment to transparency, compliance, and public safety.

2.1 Municipal Plan Development

Development of Fairfield's Municipal ATESD Plan was a collaborative effort involving the Fairfield Police Department, Parking Department, Fairfield Traffic Authority, Town Administration, Town Attorney's Office, Altumint, and OSTA.

The Municipal Plan was prepared in accordance with Connecticut General Statutes and OSTA guidance and included, among other components:

- Engineering studies and supporting traffic investigations.
- Proposed school-zone locations.
- Reduced school-zone speed limits previously approved by OSTA.
- Camera location plans.
- Speed study data.
- Crash history and traffic safety analysis.
- Public hearing documentation.
- Legislative approvals.
- Public education strategy.
- Enforcement procedures.
- Administrative hearing process.
- Self-certification documentation.
- Vision Zero objectives.
- Equity considerations required under Public Act 23-116.

Throughout the planning process, multiple drafts of the Municipal Plan were developed and refined. Town personnel and Altumint worked collaboratively to ensure the Plan accurately reflected Fairfield's proposed implementation and complied with all applicable statutory and engineering requirements before submission to OSTA.

The completed Municipal Plan was presented to the Fairfield Traffic Authority on August 21, 2025. Following discussion and review, the Plan was authorized for submission to OSTA on August 22, 2025.

2.2 Public Hearings

Public participation was an important component of Fairfield's Municipal ATESD Plan.

Before submission of the Plan, the Town conducted the public hearing process required by state law. Public notice was issued, members of the public were allowed to comment, and the resulting meeting minutes became part of the Municipal Plan submitted to OSTA.

During OSTA's review of the Plan, the agency confirmed that Fairfield had included the required public hearing documentation and public notice within the submission package.

Subsequent correspondence from OSTA further confirmed that, prior to approving Fairfield's Municipal ATESD Plan, OSTA verified:

- That the required public hearing had occurred.
- That public notice had been properly provided.
- That the hearing minutes and public notice were included within the Municipal Plan.
- That these materials were reviewed as part of OSTA's approval process.

This independent confirmation further demonstrates that Fairfield completed the required public participation process before the Municipal Plan received state approval.

2.3 OSTA Review Process

After receiving Fairfield's Municipal ATESD Plan, OSTA conducted an initial review to determine whether all required statutory elements had been submitted.

This review was not limited to engineering considerations. OSTA evaluated multiple components of the Municipal Plan, including:

- Public hearing documentation.
- Public notice.
- School-zone locations.
- Camera placement.

- Engineering studies.
- Speed studies.
- Supporting crash data.
- Municipal approvals.
- Traffic safety justification.
- Vision Zero documentation.
- Equity considerations required by statute.

OSTA personnel remained in regular communication with Fairfield and Altumint throughout the review process, providing guidance whenever clarification or supplemental documentation was necessary.

This collaborative approach allowed the Town to address questions as they arose and ensured the Municipal Plan accurately reflected Fairfield's proposed implementation before formal approval.

2.4 OSTA Requests for Additional Information

During September 2025, OSTA requested clarification regarding several components of Fairfield's Municipal Plan.

Most notably, OSTA identified that documentation associated with the Fairfield Ludlowe High School/Roger Ludlowe Middle School corridor required additional clarification to confirm that the location had been discussed during the Town's public hearing process.

Specifically, OSTA advised that if the Ludlowe corridor had not been publicly discussed, it would need to undergo the required public hearing process before it could be included within the Municipal Plan.

In response, Fairfield worked closely with Altumint to supplement the submission by providing additional supporting documentation, including:

- Representative Town Meeting agendas.
- Representative Town Meeting minutes.
- Board of Selectmen agendas.
- Board of Selectmen minutes.
- Additional public hearing documentation.
- Supplemental references identifying discussion of the Ludlowe corridor.

Correspondence exchanged among Fairfield, Altumint, and OSTA throughout September 2025 reflects a collaborative effort focused on ensuring that every required statutory element was properly documented before the Plan proceeded through the formal approval process.

On September 15, 2025, after reviewing the supplemental information, Ryan Pothering, Transportation Supervising Engineer with OSTA, formally advised the Town that OSTA had confirmed all required elements of Fairfield's Municipal ATESD Plan had been received. OSTA further advised that the statutory sixty-day review period had officially commenced.

This notification represented a significant milestone in the approval process, confirming that Fairfield's submission was complete and ready for final state review.

2.5 Final Municipal Plan Approval

Following completion of the statutory review period, the Connecticut Office of the State Traffic Administration formally approved Fairfield's Municipal ATESD Plan on December 11, 2025.

The approval authorized Fairfield to proceed with the implementation of automated speed enforcement at the six school zones identified within the approved Municipal Plan.

Following state approval, the Town initiated the final phases of implementation, including:

- Installation of camera infrastructure.
- Installation of approved signage.
- Software configuration.
- Operational testing.
- Personnel training.
- Public education and outreach.
- Development of administrative hearing procedures.
- Final operational readiness.

Subsequent correspondence received from OSTA following implementation further confirmed that, prior to approving Fairfield's Municipal Plan, OSTA had independently verified the required public hearing, public notice, hearing minutes, and supporting documentation contained within the Plan submission.

Taken together, the Municipal Plan, supporting correspondence, and OSTA approval record demonstrate that Fairfield worked collaboratively with both OSTA and Altumint throughout the review process, responded promptly to requests for clarification, supplemented the record whenever additional information was requested, and successfully satisfied the statutory requirements necessary to obtain state approval.

The Fairfield Police Department believes this extensive collaboration reflects the Town's commitment to implementing the ATESD program in good faith, maintaining transparency throughout the approval process, and ensuring compliance with both Connecticut law and the standards established by the Connecticut Office of the State Traffic Administration.

Section 3 – Program Implementation

Following approval of Fairfield's Municipal Automated Traffic Enforcement Safety Device (ATESD) Plan by the Connecticut Office of the State Traffic Administration (OSTA) on December 11, 2025, the Town transitioned from the planning phase into implementation. This phase required significant coordination among the Fairfield Police Department, Parking Department, Fairfield Traffic Authority (FTA), Town Administration, Engineering Department, Department of Public Works, Information Technology, OSTA, and Altumint to ensure the program was deployed safely, efficiently, and in accordance with state law.

The implementation process extended well beyond the installation of cameras. It included infrastructure deployment, operational testing, personnel training, development of administrative procedures, public education, and phased enforcement designed to maximize voluntary compliance while minimizing confusion among the motoring public.

3.1 Infrastructure Installation

Following state approval, Altumint began installing the infrastructure necessary to support Fairfield's ATESD Program.

Installation activities included:

- Construction of camera foundations.
- Installation of camera poles.
- Installation of radar detection equipment.
- Electrical service and communications infrastructure.
- Camera mounting and alignment.
- Network connectivity.
- Integration with the VioView violation review platform.
- Operational testing and system verification.

All equipment and signage were installed in accordance with the approved Municipal ATESD Plan and locations authorized by OSTA.

Throughout installation, Town staff coordinated with Altumint to verify field conditions, review camera placement, and ensure that all equipment complied with the approved engineering plans.

Following installation, each enforcement location underwent testing and verification prior to becoming operational.

3.2 Camera Deployment

The initial implementation included sixteen (16) automated speed enforcement cameras installed within six (6) OSTA-approved school zones.

The approved locations included:

- Burr Elementary School
- Dwight Elementary School
- Riverfield Elementary School
- Fairfield Ludlowe High School / Roger Ludlowe Middle School
- Fairfield Warde High School
- Notre Dame High School

Each location was configured to enforce:

- The reduced twenty-mile-per-hour (20 MPH) school-zone speed limit during OSTA-approved arrival and dismissal periods.
- The normal posted roadway speed limit outside of those approved school-zone hours.

Following guidance received from the Town Attorney, beginning June 16, 2026, and continuing through September 1, 2026, the reduced school-zone speed limits were suspended while school was not in session. During this period, the camera systems continued operating and enforced only the normal posted roadway speed limits.

This operational adjustment ensured that enforcement remained consistent with the approved school-zone schedule while allowing the Town to continue monitoring traffic behavior during the summer months.

3.3 ATESD Training

Implementation of the ATESD Program required the development of new operational procedures and comprehensive training for Police Department personnel responsible for reviewing and approving automated violations.

Training included:

- Operation of the VioView review platform.
- Verification of violation images and supporting evidence.

- Approval and rejection procedures.
- Quality control standards.
- Chain of custody considerations.
- Operational workflow.
- Administrative documentation.

Personnel assigned to the review process received hands-on instruction from Altumint prior to implementation.

During the initial months of operation, Police Department personnel worked closely with Altumint to refine review procedures and ensure violations were processed consistently and accurately.

The Police Department also expanded staffing resources during implementation by utilizing trained personnel from the Parking Department and temporary employees to assist with violation review.

3.4 Parking Department Training

The Fairfield Parking Department assumed an important administrative role during implementation.

Parking Department Manager Suzanne Kuroghlian served as the Town's ATESD Administrator and coordinated many of the administrative functions associated with program implementation.

Training provided to Parking Department personnel included:

- VioView operation.
- Administrative review procedures.
- Citation workflow.
- Hearing preparation.
- Coordination with Altumint.
- Customer service procedures.
- Reporting requirements.

In addition to overseeing day-to-day administrative operations, Suzanne Kuroghlian coordinated closely with:

- Altumint.
- Fairfield Traffic Authority
- Town Attorney Phil Pires.
- Hearing Officer Attorney Lukas J. Thomas.
- Human Resources
- Police Department personnel.

As implementation progressed and citation volumes increased, additional personnel - including Christine Kochis, Mackenzie Riley, and temporary employees authorized through Human Resources - received training to assist with the review and approval process while maintaining the daily operational responsibilities of the Parking Department.

3.5 Public Education Campaign

Recognizing that education should precede enforcement, Fairfield implemented an extensive public information campaign before issuing citations.

Public education efforts included:

- Press releases.
- Town website updates.
- Frequently Asked Questions (FAQ) publications.
- Social media messaging.
- Public presentations.
- Fairfield Traffic Authority meetings.
- Representative Town Meeting discussions.
- Media interviews
- Coordination with OSTA.
- Community outreach.

Educational messaging focused on:

- School-zone safety.

- Reduced speed limits.
- Camera locations.
- Enforcement hours.
- Warning period procedures.
- Administrative hearing process.
- Public safety objectives.

Following implementation, additional educational efforts continued in response to community feedback.

These efforts included:

- Consultation with OSTA regarding school-zone signage.
- Development of proposals for advanced "SLOW SCHOOL ZONE AHEAD" pavement markings.
- Publication of camera calibration certificates to improve transparency.
- Continued updates to the Town's website and public information materials.

The Town's emphasis throughout implementation remained focused on changing driver behavior rather than maximizing citation revenue.

3.6 Warning Period

The ATESD Program officially became operational on May 1, 2026.

Consistent with Connecticut law and Fairfield's implementation strategy, the Town initiated a thirty-one-day warning period during which no monetary citations were issued.

Instead, motorists received warning notices intended to educate drivers regarding:

- Camera locations.
- School-zone hours.
- Applicable speed limits.
- Future enforcement.

During this period:

- Thousands of warning notices were reviewed and mailed.
- Police personnel refined operational procedures.

- Public education efforts continued.
- Driver behavior was monitored.
- Speeding trends were evaluated.

According to performance data provided by Altumint, nearly seventy-five percent (75%) of the total reduction in speeding occurred during this warning period, before any monetary citations were issued.

This finding suggests that education alone significantly influenced driver behavior and demonstrated the effectiveness of the Town's phased implementation strategy.

3.7 Citation Phase

Live enforcement commenced on June 1, 2026.

Although Connecticut law permitted issuance of citations immediately following the warning period, Fairfield voluntarily adopted an educational enforcement strategy that exceeded statutory requirements.

Specifically:

- From June 1 through June 14, motorists received no more than one citation per license plate regardless of the number of violations committed.
- From June 15 through June 30, the limit increased to three citations per license plate.
- Beginning July 1, 2026, the temporary educational limitations expired, and enforcement proceeded in accordance with the Town Ordinance and applicable Connecticut law.

This phased implementation intentionally reduced potential citation volume and corresponding revenue during the program's initial rollout. The Town elected to prioritize public education, fairness, and voluntary compliance by providing motorists with additional opportunities to recognize the new enforcement locations and modify their driving behavior before full enforcement commenced.

The implementation phase of Fairfield's ATESD Program illustrates the Town's commitment to balancing public education, fairness, operational efficiency, transparency, and enforcement while maintaining its overarching Vision Zero objective of improving safety for students, pedestrians, cyclists, motorists, and all users of Fairfield's roadways.

Section 4 – Program Performance

4.1 Program Overview

The Town of Fairfield evaluates the effectiveness of the Automated Traffic Enforcement Safety Device (ATESD) Program using objective, data-driven performance measures rather than anecdotal observations. Consistent with the program's public safety mission, the Town continuously monitors key performance indicators to assess whether the program is achieving its intended objective of improving driver compliance and enhancing safety within designated school zones.

The performance measures presented in this section include changes in speeding activity, citation trends, driver behavior, administrative hearing activity, and other operational metrics collected during the implementation and operation of the program. Collectively, these indicators provide an objective basis for evaluating the program's effectiveness, identifying opportunities for improvement, and ensuring that future decisions continue to be guided by measurable public safety outcomes.

The following sections summarize the program's operational performance through July 31, 2026, utilizing data compiled by the Fairfield Police Department and the Town's ATESD vendor, Altumint. Where appropriate, these results are compared against the baseline information contained within Fairfield's OSTA-approved Municipal ATESD Plan to illustrate the program's impact during its initial months of operation.

4.2 Speed Reduction Analysis

- Daily speeding events reduced from **6,495** during the first week to **762** by late July (**88% reduction**).
 - Monthly speeding events reduced from **148,834** during May to **27,788** during July (**81% reduction**).
-

4.3 Driver Behavior

- Vehicles receiving **10 or more warnings reduced speeding by 92.6%**.
 - **81%** of license plates cited during June did **not** receive another citation during July.
 - Repeat citation rates declined from **25.5%** in June to **21.8%** in July.
-

4.4 Citation Statistics

- Warning notices issued: **91,821**
- June citations: **25,458**
- July citations: **25,045**

Although Connecticut law authorized enforcement upon implementation of the approved program, the Town voluntarily adopted a thirty-one-day educational warning period from May 1 through May 31, 2026. Rather than immediately issuing monetary citations, Fairfield elected to issue warning notices to educate motorists, encourage voluntary compliance, and provide the public with an opportunity to become familiar with the new school zone enforcement program. The substantial reduction in speeding observed during this period demonstrated that education alone was highly effective in changing driver behavior before monetary enforcement began.

4.5 Resident vs. Non-Resident Analysis

- Residents: **22.3%**
- Non-residents: **77.7%**

Top 10 Non-Resident ZIP Codes (June 2026)

ZIP Code	Total Citations
06606	2,630
06611	1,489
06612	1,032
06604	791
06605	552
06880	464
06484	459
06883	414
06468	382
06810	342

Most top non-resident ZIP codes are neighboring towns — Bridgeport (06604, 06605, 06606, 06611, 06612), Westport (06880), Shelton (06484), Weston (06883), and Trumbull/Shelton (06468) — consistent with regional drive-through traffic rather than distant out-of-state drivers.

Citation data collected during the program's initial months indicate that the majority of violations involved motorists residing outside the Town of Fairfield. Approximately 77.7 percent of citations were issued to nonresident vehicle owners, while approximately 22.3 percent were issued to Fairfield residents. This distribution is not unexpected. Fairfield serves as a regional transportation corridor for commuters, commercial traffic, visitors, and motorists traveling between neighboring communities. Many of the highest volume ZIP Codes associated with citations originate from adjacent municipalities whose residents routinely travel through Fairfield on a daily basis. These data suggest that the ATESD Program is influencing the driving behavior of both residents and the large volume of nonresident motorists who travel through Fairfield's school zones, thereby improving safety for students, pedestrians, and all roadway users. The data further demonstrate that the program's benefits extend beyond Fairfield residents by encouraging safer driving behavior among the thousands of motorists who travel through the community each day.

4.6 Administrative Hearings

- 948 appeals pending.
- One hearing completed.
- Friday hearing schedule beginning August 14.
- Capacity increased from 24 to 75 matters each week.
- Multiple citations consolidated into a single hearing.

This demonstrates that the Town has continued refining its due process procedures.

4.7 Fairfield Traffic Unit Enforcement

The Fairfield Police Department's Traffic Unit remains an integral component of the Town's comprehensive traffic safety strategy. At the time of implementation, the unit consisted of only four dedicated traffic officers responsible for enforcing traffic laws and addressing traffic safety concerns across approximately 270 miles of public roadway.

Beginning in 2023, under my command, the Fairfield Police Department Traffic Unit significantly increased its emphasis on proactive traffic enforcement through changes in operational strategy, directed enforcement initiatives, and data-driven deployment of Traffic Unit personnel. As a result, annual traffic enforcement activity has increased substantially, reflecting the Department's continued commitment to reducing speeding, improving roadway safety, and addressing community traffic concerns throughout Fairfield.

Traffic Unit Enforcement Activity

Year	Motor Vehicle Stops
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2023	2,798
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2024	9,148
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2025	13,365
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2026 (Projected)	Approximately 14,000
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Since 2023, proactive traffic enforcement activity has increased by more than 370 percent. Despite operating with only four dedicated traffic officers, the Fairfield Traffic Unit has become one of Connecticut's most productive municipal traffic enforcement units. Based upon annual enforcement activity, the unit currently ranks third statewide behind only the Connecticut State Police Traffic Services Unit and the New Haven Police Department Traffic Unit, the latter of which is staffed by approximately ten dedicated traffic officers.

The implementation of the Automated Traffic Enforcement Safety Device (ATESD) Program has not replaced traditional police enforcement. Rather, automated enforcement serves as a force multiplier by providing continuous speed enforcement within designated school zones while allowing Fairfield Police officers to remain available for proactive traffic enforcement, impaired driving enforcement, commercial motor vehicle enforcement, crash investigations, criminal investigations, emergency response, and other public safety responsibilities throughout the community.

In addition to maintaining a visible enforcement presence within school zones, the Fairfield Traffic Unit actively monitors roadways where motorists may divert in an effort to avoid automated enforcement locations. Directed traffic enforcement is conducted along potential diversion routes based upon traffic complaints, operational observations, crash data, and traffic safety concerns to ensure that unsafe driving behavior is not simply displaced from one roadway to another. This coordinated approach enables the Department to identify emerging traffic patterns, address resident concerns, and maintain a comprehensive, community-wide traffic safety strategy.

The Fairfield Police Department views traditional traffic enforcement and automated traffic enforcement as complementary public safety tools. Together, they provide a balanced, data-driven approach that combines the continuous monitoring capabilities of automated enforcement with the discretion, visibility, education, and enforcement authority of sworn police officers. This integrated strategy allows the Department to maximize traffic safety resources while continuing to protect the public throughout Fairfield's entire transportation network.

Traffic Unit Highlights

- 4 Dedicated Traffic Unit Officers
- Approximately 270 Miles of Public Roadway
- 2025: **13,365 Motor Vehicle Stops**
- 2026: **Approximately 14,000 Stops Projected**

- **More than 370% Increase in Proactive Traffic Enforcement Since 2023**
- Ranked 3rd Statewide in Traffic Enforcement Productivity

4.8 Crash Baseline and Future Evaluation

One of the primary objectives of the Fairfield Automated Traffic Enforcement Safety Device (ATESD) Program is to reduce the frequency and severity of motor vehicle crashes within designated school zones by encouraging greater compliance with posted speed limits.

As part of the Municipal ATESD Plan submitted to and approved by the Connecticut Office of the State Traffic Administration (OSTA), the Town established a documented historical crash baseline for each proposed enforcement corridor. Historical crash data from January 1, 2021 through December 31, 2023, together with engineering studies, traffic volumes, speed studies, roadway characteristics, and operational traffic safety considerations, formed the factual basis supporting the selection of the Town's six initial ATESD locations.

School Zone Location

Crash History (2021–2023)

Burr Street (Burr Elementary School)	2 crashes, 1 injury
Redding Road (Timothy Dwight Elementary School)	2 crashes, 1 injury
Mill Plain Road (Riverfield Elementary School)	2 crashes, 1 injury
Jefferson Street (Notre Dame High School)	23 crashes, 3 injuries
Unquowa Road (Ludlowe High School / Ludlowe Middle School)	10 crashes, 3 injuries
Melville Avenue (Fairfield Warde High School)	6 crashes
Knapps Highway (Fairfield Warde High School)	11 crashes, 2 injuries

This historical baseline establishes an objective point of comparison for evaluating the program's long-term effectiveness. While reductions in speeding behavior can be measured almost immediately through ATESD data, meaningful changes in crash frequency and crash severity typically require longer evaluation periods due to the relatively infrequent nature of serious injury and fatal crashes.

Accordingly, the Fairfield Police Department will continue monitoring crash activity within each ATESD corridor and will compare future crash trends against the established pre-implementation baseline. This ongoing evaluation will allow the Town to objectively determine whether sustained reductions in excessive speed are accompanied by corresponding reductions in crashes, injuries, and other traffic safety concerns within the monitored school zones.

The Town remains committed to evaluating the program using objective performance data and will continue refining the ATESD Program based upon measurable safety outcomes, engineering principles, operational experience, and community feedback.

4.9 Overall Program Effectiveness

Although the Fairfield ATESD Program remains in its early stages of implementation, the available performance data demonstrate measurable progress toward achieving the program's primary objective of improving roadway safety within designated school zones.

Program data through July 31, 2026, indicate substantial reductions in excessive speeding across all six OSTA-approved school zones. Daily speeding events have declined by approximately 88 percent, while monthly speeding activity has decreased by approximately 81 percent compared to the initial warning period. These reductions represent thousands of instances where motorists voluntarily complied with posted school zone speed limits, thereby reducing potential risks to students, pedestrians, bicyclists, crossing guards, school staff, and other roadway users.

The available data further demonstrate that motorists are modifying their driving behavior following both educational warnings and monetary citations. During the warning period, motorists receiving multiple warnings significantly reduced subsequent speeding activity. Likewise, the majority of motorists who received a citation during the initial enforcement period did not receive an additional citation the following month, indicating that the program is effectively encouraging voluntary compliance rather than repeated violations.

The Fairfield Police Department's longstanding commitment to proactive traffic enforcement has continued throughout implementation of the ATESD Program. Automated enforcement has supplemented—not replaced—traditional police enforcement by allowing the Department's Traffic Unit to maintain a visible presence throughout Fairfield while focusing additional enforcement efforts on impaired driving, reckless driving, crash investigations, commercial vehicle enforcement, citizen complaints, and areas where motorists may divert to avoid automated enforcement locations.

Consistent with the Town's commitment to continuous improvement, the ATESD Program continues to be evaluated and refined based upon operational experience, public feedback, engineering recommendations, and ongoing performance analysis. Since implementation, Fairfield has expanded public education efforts, enhanced program transparency, initiated additional roadway improvements, refined administrative hearing procedures, increased staffing resources, coordinated with navigation providers, and approved additional "SLOW SCHOOL ZONE AHEAD" pavement markings to further improve driver awareness.

The Fairfield Police Department believes the available data strongly support the conclusion that Fairfield's comprehensive implementation strategy is positively influencing driver behavior while improving compliance within the Town's designated school zones. As additional operational data become available, the Department will continue evaluating the program against the historical crash baseline established during development of the Municipal ATESD Plan to measure its long-term impact on roadway safety.

The Town of Fairfield remains committed to working collaboratively with the Fairfield Traffic Authority, Town Administration, the Connecticut Office of the State Traffic Administration, and its community partners to ensure the ATESD Program continues advancing Fairfield's Vision Zero commitment to reducing traffic-related injuries and fatalities while providing a safer transportation environment for all who live, work, attend school, and travel within the Town.

Section 5 – Administrative Hearings

The Fairfield ATESD Program was designed to ensure that every registered owner receiving a citation is afforded a fair, transparent, and impartial administrative review process consistent with Connecticut General Statutes, Fairfield Town Ordinance Sections 102-4 through 102-17, and the principles of due process.

Recognizing the importance of maintaining public confidence in the program, the Town intentionally established an administrative hearing process that is independent of the Fairfield Police Department. While the Police Department is responsible for reviewing violations prior to issuance, once a citation is contested, responsibility transitions to the Fairfield Traffic Authority (FTA) and an independent Hearing Officer as prescribed by Town ordinance.

The administrative hearing process represents an important safeguard within the ATESD Program by providing every recipient with an opportunity to challenge a citation and present evidence before an impartial Hearing Officer.

5.1 Hearing Authority

Section 102-12 of the Fairfield Town Code establishes the administrative hearing process governing contested ATESD citations.

Any individual receiving an ATESD citation has the right to contest the citation through an administrative hearing conducted in accordance with the Town Ordinance. The hearing process is intended to provide a fair and impartial forum in which recipients may present evidence, testimony, or legal defenses concerning the alleged violation.

The administrative hearing process serves as an alternative to judicial proceedings and is consistent with Connecticut law authorizing municipalities to establish administrative adjudication procedures for automated traffic enforcement violations.

The Fairfield Police Department's role concludes once a citation has been reviewed, approved, and issued. Contested matters thereafter proceed independently through the administrative hearing process established by ordinance.

5.2 Fairfield Traffic Authority Oversight

Pursuant to the Fairfield Town Ordinance, the Fairfield Traffic Authority (FTA) is responsible for the oversight and administration of the Town's ATESD hearing process.

The FTA's responsibilities include:

- Establishing the administrative hearing process.
- Appointing the Hearing Officer.

- Coordinating hearing administration.
- Providing administrative oversight.
- Ensuring compliance with applicable Town Ordinances.
- Maintaining the integrity and independence of the hearing process.

This governance structure intentionally separates the Police Department's enforcement responsibilities from the adjudication process, thereby reinforcing the fairness, transparency, and impartiality of the program.

Throughout implementation, the Fairfield Traffic Authority has continued to work collaboratively with the Fairfield Police Department, Parking Department, Town Attorney's Office, and Altumint to ensure the hearing process operates efficiently and in accordance with applicable law.

5.3 Hearing Officer Appointment

At its meeting on **June 18, 2026**, the Fairfield Traffic Authority formally designated **Attorney Lukas J. Thomas** to serve as the Town's Hearing Officer pursuant to **Section 102-12(c) of the Fairfield Town Code**.

Attorney Thomas was selected to independently adjudicate contested ATESD citations and to ensure that hearings are conducted fairly, impartially, and consistent with the Town Ordinance and applicable Connecticut law.

As Hearing Officer, Attorney Thomas is responsible for:

- Conducting administrative hearings.
- Reviewing documentary evidence.
- Considering testimony presented by contesting parties.
- Evaluating statutory defenses.
- Rendering written decisions.
- Sustaining or dismissing citations based upon the evidence presented.

The Hearing Officer functions independently of both the Fairfield Police Department and the Parking Department, further reinforcing the impartiality of the administrative review process.

5.4 Administrative Procedures

Considerable planning and coordination occurred before the implementation of the hearing process.

Parking Department Manager and Town ATESD Administrator **Suzanne Kuroghlian** has worked extensively with:

- Fairfield Traffic Authority
- Town Attorney Phil Pires
- Attorney Lukas J. Thomas
- Altumint
- Fairfield Police Department personnel
- Human Resources
- Town Administration

to develop the administrative framework necessary to successfully implement the hearing process.

These efforts included:

- Development of administrative procedures.
- Coordination of hearing schedules.
- Creation of hearing dockets.
- Development of evidentiary procedures.
- Review of statutory requirements.
- Establishment of administrative workflows.
- Coordination of violation documentation.
- Integration of the VioView evidence platform.
- Development of public notification procedures.

Throughout this process, Town Attorney Phil Pires provided legal guidance regarding the implementation of the hearing process to ensure compliance with the Fairfield Town Ordinance and applicable Connecticut law.

Altumint has likewise provided technical assistance regarding evidence management, documentation, hearing procedures, and administrative workflow development based upon its experience supporting automated traffic enforcement programs throughout the country.

As of July 31, 2026, the Town had received **948 requests for administrative hearings**. Administrative hearings are now operational under the oversight of the Fairfield Traffic Authority, with one hearing session having already been conducted. In response to the increasing number of appeals, the Town refined its hearing process by transitioning from twice monthly

hearing sessions to a weekly hearing schedule beginning August 14, 2026. The revised schedule increases hearing capacity from approximately 24 cases every other Wednesday to as many as 75 cases each Friday. Whenever practical, individuals with multiple citations are scheduled for a single hearing to improve administrative efficiency while ensuring a fair and consistent hearing process.

The collaborative efforts undertaken by the Fairfield Traffic Authority, Hearing Officer, Town Attorney, Parking Department, Police Department, and Altumint have established a comprehensive administrative process intended to ensure hearings are conducted efficiently, consistently, and fairly.

5.5 Due Process

The Fairfield Police Department recognizes that public confidence in the ATESD Program depends upon maintaining a fair and transparent process for individuals wishing to contest a citation.

Accordingly, Fairfield's administrative hearing process incorporates multiple safeguards intended to protect the rights of citation recipients while ensuring accountability throughout the enforcement process.

These safeguards include:

- Independent review by a Hearing Officer.
- Administrative oversight by the Fairfield Traffic Authority.
- Opportunity for recipients to present testimony and documentary evidence.
- Availability of statutory defenses recognized under the Town Ordinance.
- Written decisions issued by the Hearing Officer.
- Maintenance of hearing records consistent with applicable law.

The Town Ordinance recognizes several specific defenses that may be considered during an administrative hearing, including whether:

- The vehicle was an authorized emergency vehicle responding to an emergency in accordance with Connecticut General Statutes.
- The alleged violation occurred while complying with the lawful direction of a police officer.
- The alleged violation was necessary to yield to an authorized emergency vehicle.
- The vehicle had been reported stolen prior to the alleged violation and had not yet been recovered.

- The applicable traffic control device or signal was inoperative where relevant to the alleged violation.
- The Automated Traffic Enforcement Safety Device was not in compliance with required calibration requirements.

In addition to these statutory defenses, the Hearing Officer may consider any competent evidence presented during the hearing that is relevant to determining whether the citation should be sustained or dismissed.

The Fairfield Police Department believes the administrative hearing process established by the Town reflects the principles of fairness, transparency, and due process envisioned by both

Connecticut law and the Fairfield Town Ordinance. By separating enforcement responsibilities from adjudication, providing independent review, and ensuring every recipient has an opportunity to be heard, the Town has established a balanced process that protects individual rights while supporting the overarching public safety objectives of the ATESD Program.

Section 6 – Program Enhancements

Since the implementation of Fairfield's Automated Traffic Enforcement Safety Device (ATESD) Program, the Fairfield Police Department, in collaboration with the Fairfield Traffic Authority (FTA), Town Administration, the Office of the State Traffic Administration (OSTA), the Town Attorney's Office, and Altumint, has continued to evaluate opportunities to enhance roadway safety, improve public awareness, increase transparency, and strengthen public confidence in the program.

Consistent with the Town's Vision Zero initiative, these enhancements are intended to complement - not replace - the existing ATESD program by further encouraging voluntary compliance and improving the overall safety of Fairfield's school zones.

6.1 Signage Improvements

Throughout implementation, the Town utilized all school-zone signs and regulatory signage approved by the Connecticut Office of the State Traffic Administration (OSTA) and incorporated into the approved Municipal ATESD Plan.

Following implementation and public feedback, the Fairfield Police Department consulted directly with OSTA regarding opportunities to further improve motorist awareness. OSTA provided additional guidance concerning the operation of school-zone speed limit signs and public education efforts associated with automated enforcement.

Based upon those discussions, the Town began evaluating supplemental warning measures that could improve advance notice to motorists while remaining fully consistent with the approved Municipal Plan and existing OSTA permits.

These discussions reaffirmed the Town's commitment to continuously improving school-zone safety through engineering, education, and public outreach.

6.2 Proposed Advance School Zone Pavement Markings

As a direct result of public feedback and ongoing program evaluation, the Fairfield Police Department developed a proposal to install MUTCD-compliant **"SLOW SCHOOL ZONE AHEAD"** advance pavement markings at approaches to Fairfield school zones.

Unlike regulatory school-zone markings located within the OSTA-approved school zones, these proposed advance warning markings would be installed outside of the regulated school-zone limits to provide motorists with earlier visual notification that they are approaching a school zone.

The proposal was developed to:

- Increase advanced driver awareness.
- Encourage earlier speed reduction.
- Improve consistency throughout Fairfield.
- Supplement existing regulatory signage.
- Enhance safety without modifying OSTA-approved school-zone boundaries.

Prior to developing the proposal, verbal guidance was obtained from OSTA indicating that the proposed advance pavement markings would not require additional OSTA approval because they would be installed outside the regulated school-zone limits and would not alter the Town's approved ATESD permits.

The proposal was scheduled for presentation to the Fairfield Traffic Authority on **June 25, 2026**, for consideration.

6.3 Town-Wide School Zone Safety Enhancement Initiative

Building upon the success of the initial proposal, the Fairfield Police Department subsequently developed a supplemental initiative recommending the expansion of advanced pavement markings throughout the Town.

Rather than limiting improvements to the six ATESD school zones, the proposal recommends the installation of warning pavement markings at approximately **20 schools encompassing 19 school zones** throughout Fairfield.

This initiative reflects the philosophy that every school should benefit from enhanced driver awareness, regardless of whether automated enforcement currently exists at that location.

Schools included within the proposal consist of:

- The six existing OSTA-approved ATESD school zones.

- Additional public schools.
- Private schools.
- Parochial schools.

The proposal further recommended that future implementation be funded through revenues generated by the ATESD Program, thereby reinvesting those funds directly into additional roadway safety improvements for the benefit of Fairfield residents.

6.4 Public Transparency Initiatives

Transparency has remained a central objective throughout the implementation of the ATESD Program.

In response to public questions regarding the operation of the camera systems, the Fairfield Police Department implemented several measures intended to increase public access to program information.

These initiatives include:

- Publication of Frequently Asked Questions (FAQ).
- Continued updates to the Town website.
- Public presentations before municipal boards and commissions.
- Ongoing collaboration with OSTA regarding public education.
- Public discussion of operational procedures.

In addition, on **June 22, 2026**, the Fairfield Police Department received calibration certificates for each automated speed enforcement camera currently operating within the Town.

To further enhance transparency and public confidence, those calibration certificates were forwarded to the Town's Public Information Officer with a recommendation that they be published on the Town's website, allowing residents convenient access to documentation confirming that each camera has been properly calibrated and certified.

The Town believes that proactive disclosure of this information promotes openness and reinforces confidence in the integrity of the ATESD Program.

6.5 Navigation Platform Coordination

Recognizing the widespread use of GPS navigation applications, the Fairfield Police Department has also taken steps to coordinate with navigation service providers regarding Fairfield's ATESD locations.

The Department requested that Altumint assist the Town in communicating with navigation platforms, including Google Maps and Waze, regarding the location of Fairfield's automated speed enforcement school zones.

Providing this information to navigation providers is intended to:

- Increase public awareness.
- Encourage voluntary compliance.
- Reduce excessive vehicle speeds.
- Support the educational objectives of the program.

This initiative is consistent with Fairfield's overall philosophy that motorists should have every reasonable opportunity to recognize school zones and voluntarily reduce their speed before enforcement occurs.

6.6 Future School Zone Expansion

The Fairfield Police Department and Fairfield Traffic Authority continue to evaluate additional opportunities to improve roadway safety throughout the Town.

Future initiatives currently under consideration include:

- Expansion of reduced school-zone speed limits to additional schools pending OSTA approval.
- Continued evaluation of traffic safety concerns based on crash data and engineering studies.
- Additional roadway engineering improvements recommended by the Fairfield Traffic Authority.
- Expansion of advanced warning pavement markings.
- Continued refinement of public education efforts.
- Ongoing analysis of program performance using objective data.
- Continued collaboration with OSTA, the Fairfield Traffic Authority, Town Administration, and community stakeholders.

It is important to note that any future expansion of automated enforcement would require compliance with all applicable provisions of Connecticut law, including any required engineering evaluations, public hearing requirements, municipal approvals, and review by the Connecticut Office of the State Traffic Administration.

The Fairfield Police Department remains committed to ensuring that future enhancements continue to emphasize roadway safety, transparency, and voluntary compliance while supporting the Town's long-term Vision Zero objective of eliminating traffic fatalities and serious injuries.

Section 7 – Project Timeline

The successful implementation of Fairfield's Automated Traffic Enforcement Safety Device (ATESD) Program represents the culmination of more than two and one-half years of planning, engineering review, legislative action, public engagement, state coordination, infrastructure development, and operational implementation.

The following chronology summarizes the significant milestones associated with the development of the program.

7.1 Project Timeline

December 12, 2023

- Office of the State Traffic Administration (OSTA) completed traffic investigations for the initial proposed school zones.
 - Applications for reduced school-zone speed limits were submitted to OSTA.
 - Supporting engineering studies and traffic investigations were initiated.
-

Throughout 2024

Planning and Engineering Phase

During 2024, the Fairfield Police Department and municipal partners conducted extensive planning activities, including:

- Traffic speed studies.
- Crash history analysis.
- Traffic volume evaluations.
- School-zone assessments.
- Review of pedestrian activity.
- Compilation of citizen traffic complaints.
- Evaluation of candidate school zones.
- Vision Zero planning.

Candidate locations were evaluated based upon:

- Historical crashes.
 - Serious injury collisions.
 - Speed complaints.
 - Traffic volumes.
 - School pedestrian activity.
 - Existing traffic enforcement activity.
-

December 16, 2024

Representative Town Meeting (RTM)

- Initial RTM discussion regarding implementation of Automated Traffic Enforcement.
 - Legislative review of the proposed program commenced.
-

January 27, 2025

Representative Town Meeting

- Additional RTM discussion regarding proposed school-zone locations.
 - School locations incorporated into the municipal legislative record.
-

February 24, 2025

Major Legislative Milestone

The Representative Town Meeting adopted Fairfield's Automated Traffic Enforcement Ordinance.

Highlights included:

- Adoption of Sections 102-4 through 102-17 of the Fairfield Town Code.
- Extensive public discussion regarding privacy, enforcement, revenue, and public safety.
- Consideration of a proposed amendment requiring RTM approval of future ATESD sites prior to submission to OSTA.
- Amendment defeated (30 opposed / 8 in favor).
- Final ordinance adopted by a vote of 32-6.

The adopted ordinance established the legal framework governing Fairfield's Automated Traffic Enforcement Program.

March 5, 2025

Board of Selectmen

- Board of Selectmen meeting conducted.
 - Minutes subsequently incorporated into Fairfield's Municipal ATESD Plan submitted to OSTA.
-

Spring 2025

Vendor Procurement

Following the Town's competitive procurement process:

- Altumint selected as Fairfield's Automated Traffic Enforcement vendor.
 - Contract negotiations completed.
 - Project implementation officially initiated.
-

June 25, 2025

Project Kickoff - Captain Hector Irizarry formally initiated the implementation process with Altumint following the contract award.

July 1, 2025

First Project Implementation Meeting

Initial project meeting established:

- Project team.
- Responsibilities.
- Project schedule.
- Municipal implementation strategy.

July 2025

Municipal Plan Development

Work completed included:

- Camera placement planning.
- Posted speed verification.
- Vision Zero documentation.
- Self-certification documentation.
- Draft public education materials.
- Press release development.
- Police operational planning.
- Collection of engineering information.

July 30, 2025

Field Review

Altumint conducted on-site inspections of all proposed school zones with:

- Sgt. Michael Komm.
- Suzanne Kuroghlian.
- Fairfield Police Department personnel.

Camera locations were finalized.

August 2025

Municipal Plan Refinement

Multiple revisions were completed, including:

- Updated crash history.
- Fatal crash documentation.
- Serious injury crash information.
- Revised speed studies.

- Camera placement adjustments.
 - Ludlowe High School corridor revisions.
-

August 21, 2025

Fairfield Traffic Authority

Captain Irizarry formally presented Fairfield's proposed Municipal ATESD Plan to the Fairfield Traffic Authority.

Presentation included:

- Municipal Plan.
- School-zone locations.
- Camera locations.
- Traffic studies.
- Crash history.
- Public education strategy.
- Safety justification.

Representatives from Altumint attended and participated in the discussion.

The Fairfield Traffic Authority reviewed the proposal, and no modifications were requested prior to submission.

August 22, 2025

Municipal Plan Submission

Following a presentation before the Fairfield Traffic Authority, Fairfield authorized Altumint to submit the completed Municipal Plan to the Connecticut Office of the State Traffic Administration.

September 2025

OSTA Review

OSTA conducted its initial review and requested additional supporting documentation.

Working collaboratively, Fairfield and Altumint supplemented the Municipal Plan by providing:

- Additional RTM minutes.
 - Board of Selectmen minutes.
 - Public hearing documentation.
 - Additional references regarding the Ludlowe High School corridor.
-

September 10, 2025

OSTA requested clarification confirming that Fairfield Ludlowe High School/Roger Ludlowe Middle School had been included within the Town's public hearing process.

The Town supplemented the Municipal Plan with additional documentation confirming compliance.

September 15, 2025

Major State Milestone

OSTA formally notified Fairfield that:

- All required elements of the Municipal ATESD Plan had been received.
 - The statutory sixty-day review period officially commenced.
-

December 11, 2025

Major State Milestone

The Connecticut Office of the State Traffic Administration formally approved Fairfield's Municipal ATESD Plan.

State approval authorized the implementation of automated speed enforcement within the six approved school zones.

2026

Winter / Spring 2026

Infrastructure Deployment

Major implementation activities included:

- Camera pole installation.
- Camera installation.

- Electrical infrastructure.
 - Communications systems.
 - Software implementation.
 - VioView deployment.
 - Operational testing.
 - Police Department training.
 - Parking Department training.
-

May 1, 2026

Program Launch

The Fairfield ATESD Program officially became operational.

Key milestones included:

- Six OSTA-approved school zones activated.
 - Sixteen enforcement cameras were placed into service.
 - Thirty-one-day educational warning period initiated.
 - Warning notices issued in lieu of citations.
-

May 2026

Operational Refinement

Activities included:

- Police review of violations.
 - Workflow refinement.
 - Public education.
 - Community outreach.
 - Continued collaboration with Altumint and OSTA.
-

June 1, 2026

Citation Phase Begins

Following completion of the warning period, Fairfield initiated live enforcement.

To emphasize education over revenue generation, the Town voluntarily adopted an educational enforcement strategy exceeding statutory requirements:

- First two weeks:
 - Maximum of one citation per license plate.
 - Second two weeks:
 - Maximum of three citations per license plate.
 - Beginning July 1, 2026:
 - Standard enforcement without temporary citation limitations.
-

June 2026

Program Enhancements

Significant initiatives included:

OSTA Coordination

OSTA confirmed:

- Public hearing completed.
- Public notice verified.
- Hearing minutes reviewed.
- Municipal Plan approved following independent review.

Summer Enforcement

Following guidance from the Town Attorney:

- Reduced school-zone speed limits are suspended during summer recess.
- Cameras continued enforcing the normal posted speed limits.

Engineering Enhancements

Captain Irizarry developed a proposal for:

- MUTCD-compliant "SLOW SCHOOL ZONE AHEAD" pavement markings.

The proposal expanded to approximately:

- Twenty (20) schools.
- Nineteen (19) school zones.

Future implementation was recommended utilizing ATESD-generated revenues.

Public Transparency

Additional transparency initiatives included:

- Publication of calibration certificates.
- Website updates.
- FAQ enhancements.
- Continued public education.

Administrative Hearings

- Fairfield Traffic Authority Designated Attorney Lukas J. Thomas as Hearing Officer.
- Administrative hearing procedures finalized.
- Hearing dockets developed.
- Forty-five hearing requests received as of June 18, 2026.

Staffing

Additional personnel authorized to support the violation review process, including:

- Christine Kochis.
- Mackenzie Riley
- Any light-duty officer assigned to the police department
- Temporary Human Resources employees.

Funding was requested through ATESD-generated revenues rather than existing Police Department or Parking Department operating budgets.

Operational Status (June 17–18, 2026)

As of June 17–18, 2026:

- Six OSTA-approved school zones are operational.
- Sixteen automated enforcement cameras in service.
- 8,004 citations approved and mailed.
- 4,731 violations await review.

- Approximately 45 hearing requests received.
 - Approximately 85.8% reduction in daily speeding events.
 - Approximately 133,000 speeding events prevented.
-

Timeline Summary

The Fairfield ATESD Program represents one of the most comprehensive traffic safety initiatives undertaken by the Town in recent years. From the initial engineering studies conducted in 2023 through full implementation in 2026, the project required continuous collaboration among the Fairfield Police Department, Fairfield Traffic Authority, Representative Town Meeting, Board of Selectmen, Town Administration, Town Attorney's Office, Office of the State Traffic Administration, Altumint, and numerous municipal stakeholders.

The extensive planning, public engagement, legislative review, engineering analysis, state oversight, operational preparation, and ongoing program evaluation demonstrate Fairfield's commitment to implementing an Automated Traffic Enforcement Program that emphasizes public safety, transparency, fairness, and voluntary compliance while advancing the Town's Vision Zero objective of eliminating traffic fatalities and serious injuries.

Section 8 – Conclusions and Future Recommendations

The implementation of Fairfield's Automated Traffic Enforcement Safety Device (ATESD) Program represents one of the Town's most comprehensive roadway safety initiatives in recent years. From the initial engineering studies conducted in 2023 through implementation in 2026, the program required extensive collaboration among the Fairfield Police Department, Fairfield Traffic Authority, Representative Town Meeting, Board of Selectmen, Town Administration, Town Attorney's Office, Connecticut Office of the State Traffic Administration (OSTA), Altumint, and numerous municipal stakeholders.

The program was developed in accordance with Connecticut Public Act 23-116, Connecticut General Statutes §14-307e, and Fairfield's local ordinance governing automated traffic enforcement. Throughout the planning process, the Town completed engineering studies, traffic analyses, legislative review, public hearings, municipal plan development, state review,

infrastructure installation, personnel training, public education, and phased implementation prior to initiating citation enforcement.

Following review of the Municipal ATESD Plan, OSTA formally approved Fairfield's program on December 11, 2025. Subsequent correspondence from OSTA further confirmed that the agency verified the required public hearing, public notice, and supporting documentation before granting final approval.

The Fairfield Police Department believes this extensive review process demonstrates the Town's commitment to implementing the program responsibly, transparently, and in good faith while complying with applicable state statutes and municipal requirements.

8.1 Lessons Learned

Implementation of the ATESD Program has provided valuable insights into both the operational and public-communication aspects of automated traffic enforcement.

Among the most significant lessons learned are:

- Public education is essential to the successful implementation of automated enforcement.
- Early and ongoing communication with residents improves public understanding and voluntary compliance.
- Continuous collaboration among municipal departments, OSTA, and the program vendor contributes to efficient implementation.
- Public feedback provides valuable opportunities to improve signage, roadway markings, transparency, and operational procedures.
- Data-driven decision-making should continue to guide future roadway safety initiatives.

Perhaps most notably, Fairfield's decision to implement a phased educational enforcement strategy—limiting citations during the initial rollout—appears to have significantly influenced

driver behavior before unrestricted enforcement began. This approach demonstrated the Town's commitment to changing behavior rather than maximizing citation volume.

8.2 Current Program Status

Although still in its early stages, the Fairfield Automated Traffic Enforcement Safety Device (ATESD) Program has demonstrated measurable progress toward achieving its intended public safety objectives by encouraging voluntary compliance with school zone speed limits and improving driver behavior.

As of July 31, 2026:

- Six Connecticut Office of the State Traffic Administration (OSTA) approved school zones are fully operational.
- Sixteen automated speed enforcement camera approaches are actively monitoring designated school zone corridors.
- The Town completed a thirty-one-day educational warning period from May 1 through May 31, 2026, during which approximately **91,821 warning notices** were issued before monetary enforcement began.
- Citation enforcement commenced on June 1, 2026. During the first two months of enforcement, approximately **25,458 citations** were issued in June, and **25,045 citations** were issued in July, following review and approval through the Town's established citation review process.
- Average daily speeding events have declined by approximately **88 percent**, decreasing from approximately **6,495 daily speeding events** during the initial week of operation to approximately **762 daily speeding events** by the end of July, demonstrating a substantial improvement in driver compliance.
- Monthly speeding activity has declined by approximately **81 percent**, decreasing from **148,834 speeding events** during the May educational warning period to approximately **27,788 speeding events** by the end of July.
- Vehicles receiving ten or more warning notices during the educational phase reduced subsequent speeding activity by approximately **92.6 percent**, demonstrating that the educational warning period successfully changed driver behavior before monetary enforcement began.
- Approximately **81 percent** of motorists who received a citation during June did **not** receive another citation during July, indicating that the overwhelming majority of motorists modified their driving behavior following enforcement.
- Approximately **77.7 percent** of citations were issued to motorists residing outside Fairfield, while **22.3 percent** were issued to Fairfield residents, reflecting Fairfield's role as a regional transportation corridor serving commuters and neighboring communities.

- Every potential citation continues to undergo a comprehensive three tier review process consisting of automated quality assurance, independent Altumint quality review, and final approval by an authorized Town representative before issuance.
- Administrative hearings continue under the authority of the Fairfield Traffic Authority in accordance with the Fairfield Town Ordinance and Connecticut General Statutes, with hearing capacity expanded to accommodate the growing number of appeals.
- Ongoing engineering improvements, public education initiatives, operational refinements, and performance monitoring continue to support Fairfield's Vision Zero commitment to improving roadway safety.

The available performance data demonstrate that the ATESD Program is achieving its intended purpose of influencing driver behavior and increasing voluntary compliance with posted school zone speed limits. Perhaps the most significant finding to date is that the greatest reduction in speeding occurred during the educational warning period before monetary citations were issued, illustrating that education and public awareness alone produced a substantial improvement in driver compliance. As additional operational data become available, the Town will continue evaluating the program against the historical crash baseline established during development of the Municipal ATESD Plan to assess its long-term impact on roadway safety.

8.3 Future Recommendations

The Fairfield Police Department recommends that the Town continue evaluating and enhancing the ATESD Program through a balanced, data-driven approach emphasizing engineering, education, enforcement, and transparency.

Recommended future initiatives include:

Continue Data-Driven Evaluation

Continue monitoring program performance through objective measures, including:

- Speed compliance.
- Crash trends.
- Injury severity.
- School-zone traffic volumes.
- Public feedback.
- Hearing outcomes.

Annual reporting should continue to ensure transparency and provide municipal officials with objective performance data.

Expanded Engineering Enhancements

Continue implementing roadway improvements that complement automated enforcement, including:

- MUTCD-compliant advance "SLOW SCHOOL ZONE AHEAD" pavement markings.
- Enhanced school-zone signing.
- Additional traffic-calming measures where appropriate
- Engineering improvements recommended by the Fairfield Traffic Authority.

Future improvements should continue to be prioritized based on engineering analysis and roadway safety needs.

Reinvest Program Revenue into Public Safety

Consistent with the Town's Vision Zero initiative, consideration should be given to utilizing ATESD-generated revenues to support additional traffic safety improvements, including:

- School-zone engineering enhancements.
- Public education initiatives.
- Roadway safety projects.
- Program administration.
- Future pedestrian safety improvements.

Reinvesting program revenues into roadway safety ensures that the benefits of the program continue to directly support the residents of Fairfield.

Continue Public Transparency

The Town should continue expanding transparency initiatives by:

- Publishing calibration certificates.
- Updating Frequently Asked Questions.
- Providing annual performance reports.
- Sharing crash and speed reduction data.
- Continuing collaboration with OSTA and the Fairfield Traffic Authority.
- Engaging the public regarding future roadway safety improvements.

Maintaining public confidence requires continued openness regarding program performance and operations.

Continue Collaboration

The success of Fairfield's ATESD Program has been the result of collaboration among numerous stakeholders.

The Fairfield Police Department recommends continued partnership with:

- Fairfield Traffic Authority.
- Representative Town Meeting.
- Board of Selectmen.
- Town Administration.
- Town Attorney's Office.
- Connecticut Office of the State Traffic Administration.
- Altumint.
- Fairfield Board of Education.
- Community stakeholders.

Continued collaboration will allow the program to evolve in response to changing traffic conditions, public feedback, and future roadway safety initiatives.



Town of Fairfield

HECTOR J. IRIZARRY
CAPTAIN

FAIRFIELD POLICE DEPARTMENT
100 REEF ROAD FAIRFIELD, CONNECTICUT 06824

203.254.4652
HIRIZARRY@FAIRFIELDCT.ORG

Final Remarks

Automated traffic enforcement is not intended to replace traditional police work, engineering improvements, or public education. Rather, it serves as one component of Fairfield's comprehensive Vision Zero strategy to reduce speeding and improve safety within school zones.

The Fairfield Police Department remains committed to utilizing all available tools - including education, engineering, enforcement, and community engagement - to protect students, pedestrians, bicyclists, motorists, and all users of Fairfield's roadways.

The early results of the ATESD Program demonstrate that motorists are changing their driving behavior, often before receiving a citation, and that the Town's emphasis on education and voluntary compliance is producing measurable improvements in school-zone safety.

As the program continues to mature, the Fairfield Police Department will remain committed to evaluating its effectiveness using objective data, maintaining transparency in its administration, and working collaboratively with municipal leaders and the community to ensure that Fairfield continues to move toward its Vision Zero goal of eliminating traffic fatalities and serious injuries.

The ATESD Program should not be viewed as a finished project, but rather as an evolving public safety initiative that will continue to be refined through engineering, education, enforcement, transparency, and collaboration for the benefit of the entire Fairfield community.

Respectfully Submitted,

A handwritten signature in blue ink, reading "CAPT. Hector Irizarry".

Captain Hector Irizarry
Commander - Special Services Bureau

Town of Fairfield, CT — Automated Speed Enforcement Program

ALTUMINT

Safety Report • Reporting period: May 1, 2026 – July 31, 2026

4,899

EVENTS PER DAY — FIRST 30 DAYS
(May 1 – May 30)

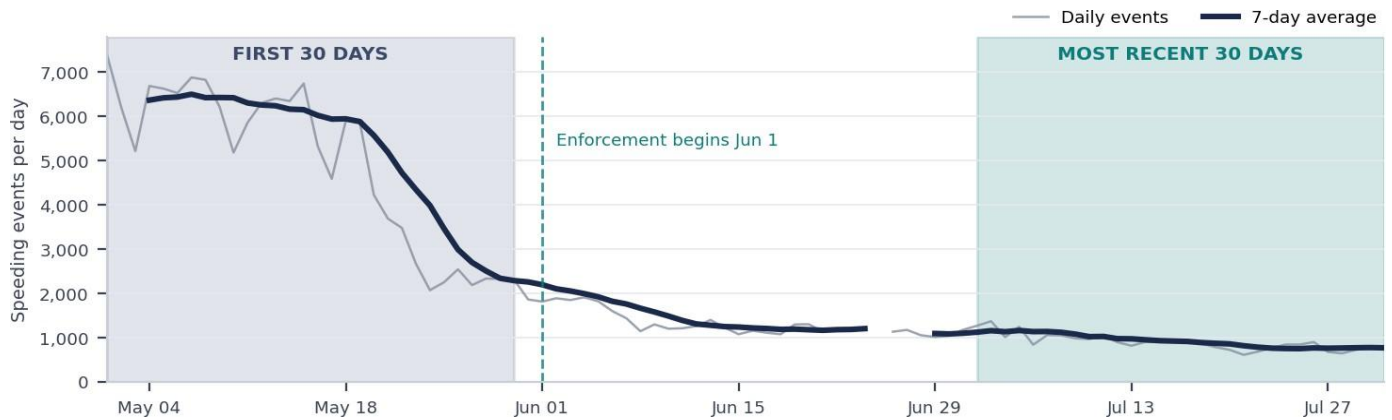
887

EVENTS PER DAY — MOST RECENT 30 DAYS
(Jul 2 – Jul 31)

▼ 82%

REDUCTION IN DAILY
SPEEDING EVENTS

Program-Wide Daily Speeding Events



Site-Level Comparison — Events per Day

Enforcement Site	First 30 Days (May 1 – May 30)	Most Recent 30 Days (Jul 2 – Jul 31)	Reduction
	Total / Per Day	Total / Per Day	
100 Block of Knapps Hwy, NB	5,068 / 169	1,503 / 50	▼ 70%
100 Block of Knapps Hwy, SB	9,651 / 322	1,480 / 49	▼ 85%
200 Block of Jefferson St, EB	25,501 / 850	4,811 / 160	▼ 81%
200 Block of Jefferson St, WB	30,838 / 1,028	6,319 / 211	▼ 80%
600 Block of Melville Ave, EB	4,723 / 157	643 / 21	▼ 86%
600 Block of Melville Ave, WB	957 / 32	195 / 6	▼ 80%
600 Block of Unquowa Rd, EB	13,699 / 457	2,168 / 72	▼ 84%
600 Block of Unquowa Rd, WB	10,218 / 341	1,861 / 62	▼ 82%
700 Block of Unquowa Rd, EB	8,037 / 268	1,217 / 41	▼ 85%
700 Block of Unquowa Rd, WB	4,709 / 157	629 / 21	▼ 87%
1600 Block of Mill Plain Rd, NB	1,727 / 58	64 / 2	▼ 96%
1600 Block of Mill Plain Rd, SB	3,544 / 118	181 / 6	▼ 95%
1600 Block of Redding Rd, NB	8,134 / 271	1,695 / 56	▼ 79%
1600 Block of Redding Rd, SB	9,090 / 303	1,976 / 66	▼ 78%
1900 Block of Burr St, EB	6,060 / 202	971 / 32	▼ 84%
1900 Block of Burr St, WB	5,023 / 167	909 / 30	▼ 82%
PROGRAM TOTAL	146,979 / 4,899	26,622 / 887	▼ 82%

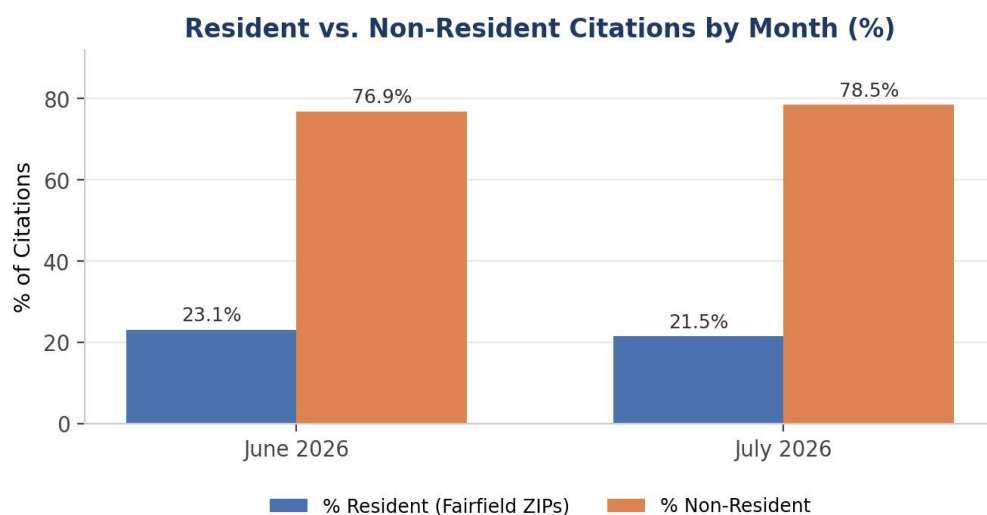
Hearings and Appeals

Metric	Value
Citations currently under appeal	948
Hearings held to date	1 (July 22, 2026)
Next hearing	August 12, 2026
Hearing schedule through August 12	2nd & 4th Wednesday of the month
New hearing schedule starting August 14	Full-day docket every Friday, until backlog is reduced
Hearing capacity	75 matters/Friday (new) vs. 24 every other Wednesday (previous)
Scheduling policy	Appellants with multiple citations have all matters scheduled on the same day

Starting August 14, hearings move from a biweekly Wednesday schedule (24 matters per session) to a full-day docket every Friday (75 matters per session) to work through the appeals backlog more quickly. Appellants with more than one citation have all of their matters heard on the same day.

Resident vs. Non-Resident Citation Analysis

Monthly Breakdown



Top 10 Non-Resident ZIP Codes (June 2026)

ZIP Code	Total Citations
06606	2,630
06611	1,489
06612	1,032
06604	791
06605	552
06880	464

06484	459
06883	414
06468	382
06810	342

Most top non-resident ZIP codes are neighboring towns — Bridgeport (06604, 06605, 06606, 06611, 06612), Westport (06880), Shelton (06484), Weston (06883), and Trumbull/Shelton (06468) — consistent with regional drive-through traffic rather than distant out-of-state drivers.

Town of Fairfield

To: First Selectperson, Christine Vitale
From: Tom Harris, Chief Financial Officer
CC: Board of Selectpersons, Chair, Board of Finance, Moderator, RTM
Date: July 28, 2026

Subject: Status of ATESD Citation Activity and Revenue - June 30, 2026

Summary

Based on information provided by the Town's vendor, Altumint, a total of 25,430 citations had been mailed as of June 30, 2026, representing a gross citation value of \$1,271,500. This amount represents the face value of citations mailed. Actual revenue will depend on payment rates, collections experience, appeals, and other factors that affect ultimate realization of citation revenue.

Altumint has also agreed to provide credits to the Town for citations issued with an incorrect fine amount during the program rollout. If all affected citations are ultimately paid, the difference represents approximately \$104,200 in potential additional revenue. Altumint will provide a \$50,000 credit on the July invoice. Additional credits will be provided until the Town is fully compensated for the revenue shortfall associated with paid citations.

Program Activity Through June 30, 2026

Description	Count / Value
Violations Submitted to Fairfield PD	35,099
Rejected by Fairfield PD	(6,239)
Violations Approved by Fairfield PD	28,860
Reduction Due to One-Citation-Per-Month Cap	(3,430)
Citations Mailed	25,430
Gross Citation Value	\$1,271,500
Altumint Fee (before credits)	\$381,450

Of the 35,099 potential violations submitted by the vendor for review, the Fairfield Police Department rejected 6,239 citations, leaving 28,860 violations approved. In accordance with the Town's program rules, an additional 3,430 approved violations were not issued because of the one-citation-per-month limitation. As a result, 25,430 citations were ultimately mailed.

Finance staff will continue to monitor collections, vendor fees, the outcome of appeals, and other factors affecting final collections and evaluate the propriety of reserves for estimates of amounts that may not be collectible.

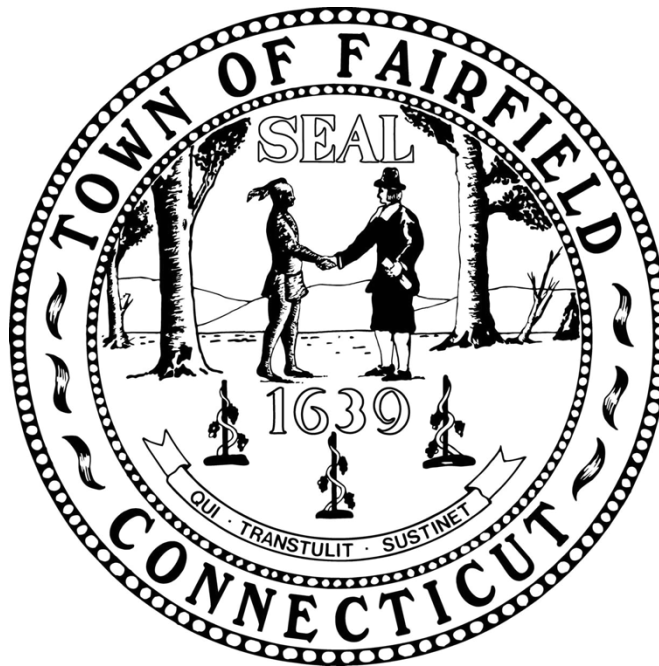
Appeals Process

A violation may be appealed within thirty days of mailing. The initial appeal hearing was held on July 22nd. There were 24 appeals on the docket; 13 went forward, 11 were no-shows, and 8 were approved.

Use of funds

Funds received from ATESD fines will be used to improve transportation mobility, invest in transportation infrastructure, or cover the costs associated with the use of ATESD devices, including the costs of administering the program.

Town of Fairfield Connecticut
Automated Traffic Enforcement Safety Device
Municipal Plan



Town of Fairfield ATESD Municipal Plan
Acting First Selectman Christine Vitale
Submitted/Prepared By: Chief Michael Paris
Date: August 8, 2025



Town of Fairfield

FAIRFIELD POLICE DEPARTMENT
100 REEF ROAD FAIRFIELD, CONNECTICUT 06824

MICHAEL E. PARIS
CHIEF OF POLICE

203.254.4828
MPARIS@FAIRFIELDCT.ORG

July 18, 2025

Joseph Ouellette
Executive Director – State Traffic Administration
Connecticut Dept. of Transportation
2800 Berlin Turnpike
Newington CT 06131

Dear Mr. Ouellette,

Please accept this comprehensive Automated Traffic Enhancement Safety Device (ATESD) Municipal Plan for the Town of Fairfield. Our ATESD plan aligns with Connecticut Public Act 23-116 as well as the Connecticut Department of Transportation's traffic safety goals and initiatives. It is designed to reduce the dangerous conditions within our community overall, and at the selected locations specifically. These dangerous conditions contribute to traffic collisions, serious injuries, and deaths involving pedestrians, bicyclists, motorists, and vulnerable roadway users on our roads.

To prepare this Municipal Plan, we have both followed the recommended guidelines and completed the required traffic assessments. These efforts helped to determine the specific roadway locations that we believe will benefit most from automated traffic enforcement. The justification, traffic assessment data, and methodology for each site selection are attached herein. For each location, you will note additional imagery and relevant information that identifies the intended application of the ATESDs. This Town of Fairfield ATESD Municipal Plan contains all the required elements.

We hope that you will agree this plan is equitable and will improve traffic safety at the proposed locations, and warrants approval. We do, however, recognize that this is a Town of Fairfield collaboration and therefore, we look forward to any feedback from the Office of State Traffic Administration may have with regards to revisions that may be needed prior to permitting these important ATESD devices.

If there are any questions we may answer, or additional documentation we may provide, please do let us know.

Sincerely,

A handwritten signature in blue ink, appearing to read "Michael E. Paris".

Michael E. Paris
Chief of Police

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**ATESD OVERALL PROGRAM - REQUIRED
DOCUMENTS**
A. ATESD Municipal Ordinance

Town of Fairfield, CT
Wednesday, July 23, 2025

Chapter 102. Vehicles and Traffic

Article II. Automated Traffic Enforcement Safety Devices

[Adopted 2-26-2025]

§ 102-4. Purpose; legislative authority.

- A. Pursuant to the authority granted in Connecticut General Statutes ("C.G.S.") § 14-307b (the "statute"), the Town of Fairfield (the "Town") hereby authorizes the use of automated traffic enforcement safety devices at locations within school zones, pedestrian safety zones, and other places within the boundaries of Fairfield, Connecticut, provided that the locations of such devices are identified in a plan submitted to and approved by the Connecticut Department of Transportation as required by the statute.
- B. The purpose of the use of automated traffic enforcement safety devices is to promote public safety and general welfare of the residents of and visitors to the Town, and its common interest to enact reasonable regulations pertaining to the reduction, control and/or prevention of traffic fatalities and pedestrian injuries and deaths so as to promote the public safety, convenience, general welfare, and quality of life of the Town's residents. Pursuant to C.G.S. § 14-307e, the authority to adopt a plan concerning the use of automatic traffic enforcement safety devices shall be exercised by the Representative Town Meeting as the Town's legislative body.

§ 102-5. Definitions.

As used in this article:

AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICE (ATESD)

Shall mean a device designed to detect and collect evidence of alleged traffic violations by recording images that capture the number plate, date, time, and location of a motor vehicle that:

- A. Exceeds the posted speed limit by 10 or more miles per hour; or
- B. Fails to stop such vehicle when facing a steady red signal on a traffic control signal.

AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICE OPERATOR (ATESD OPERATOR)

Shall mean a person responsible for operating an automated traffic enforcement safety device.

DRIVER

Shall mean any person who operates, runs, or controls the functioning of a motor vehicle.

DRIVER, MOTOR VEHICLE, NUMBER PLATE, and OWNER

Have the same meanings as provided in C.G.S. § 14-1.

PEDESTRIAN SAFETY ZONE

Shall mean an area designated by the Office of State Traffic Administration or the traffic authority of the Town pursuant to C.G.S. § 14-307a.

PERSONALLY IDENTIFIABLE INFORMATION

Shall mean information created or maintained by the Town or a vendor that identifies or describes an owner and includes, but need not be limited to, the motor vehicle owner's address, telephone number, license plate number, photograph, bank account information, credit card number, debit card number, or the date, time, location, or direction of travel on a highway.

SCHOOL ZONE

Shall mean an area designated by the Office of State Traffic Administration or the traffic authority of the Town pursuant to C.G.S. § 14-212b.

TRAFFIC AUTHORITY, TRAFFIC CONTROL SIGN, and TRAFFIC CONTROL SIGNAL

Have the same meanings as provided in C.G.S. § 14-297.

VENDOR

Shall mean a person or entity that:

- A. Provides services to the Town under this article;
- B. Operates, maintains, leases, or licenses an ATESD; or
- C. Is authorized to review and assemble the recorded images captured by an ATESD and forward such recorded images to the Town.

§ 102-6. Site selection.

The Town [Traffic Authority] shall on an [annual] basis review traffic violation, complaint reports, and accident data to determine additional sites for ATESD installation.

§ 102-7. Vendors.

The Town may enter into agreements with vendors for the design, installation, operation, or maintenance, or any combination thereof, of ATESDs. If a vendor designs, installs, operates, or maintains an ATESD, the vendor's fees may not be contingent on the number of citations issued or fines paid pursuant to this article.

§ 102-8. Operation of automated traffic enforcement safety devices.

All ATESDs shall be operated by an ATESD operator who shall be fully trained and certified in the operation of ATESD, the certificate of which shall be admitted as evidence in any hearing conducted pursuant to C.G.S. § 7-152c.

§ 102-9. Enumeration of violations; warning.

- A. The owner of a motor vehicle commits a violation of this article if the person operating such motor vehicle:
 - (1) Exceeds the posted speed limit by 10 or more miles per hour and such operation is detected by an ATESD; or
 - (2) Fails to stop such motor vehicle when facing a steady red signal on a traffic control signal and such failure is detected by an ATESD.
- B. ATESD shall be used solely for identifying violations of this article.

- C. For the first 30 days after a location is equipped with an operational ATESD, the owners of a motor vehicle that allegedly violates this article that is detected by such device shall receive a written warning instead of a citation.

§ 102-10. Citation procedure for violation.

- A. Whenever an ATESD detects and produces recorded images of a motor vehicle allegedly committing a violation of this article, a sworn member or employee of the Town's Police Department, a sworn member of the Fairfield Traffic Authority, or an employee of the Town as designated by the Traffic Authority shall review and approve the recorded images provided by such device. If, after such review, the member or employee determines that there are reasonable grounds to believe that a violation occurred, the member or employee shall issue by first class mail a citation to the owner of such motor vehicle.
- B. A citation under this article shall include the following:
 - (1) The name and address of the owner of the motor vehicle;
 - (2) The number plate of the motor vehicle;
 - (3) The violation charged;
 - (4) The location of the ATESD and the date and time of the violation;
 - (5) A copy of or information on how to view, through electronic means, the recorded images that captured the alleged violation;
 - (6) A statement or electronically generated affirmation by the member or employee who viewed the recorded images and determined that a violation occurred;
 - (7) Verification that the ATESD was operating correctly at the time of the alleged violation and the date of the most recent calibration check performed pursuant to Subsection (h) of C.G.S. § 14-307c;
 - (8) The amount of the fine imposed and how to pay such fine; and
 - (9) The right to contest the violation and request a hearing pursuant to C.G.S. § 7-152c.
- C. A manual or automated record or mailing prepared by a sworn member or employee of the Town's Police Department, a sworn member of the Fairfield Traffic Authority, or an employee of the Town as designated by the traffic authority shall be prima facie evidence of mailing and shall be admissible in any hearing conducted pursuant to C.G.S. § 7-152c as to the facts contained in the citation.
- D. In the case of an alleged violation involving a motor vehicle registered in Connecticut, the citation shall be sent by first class mail not later than 30 days after the identity of the owner is determined and shall be mailed to the address of the owner that is in the records of the Department of Motor Vehicles. In the case of an alleged violation involving a motor vehicle registered in another jurisdiction, the citation shall be sent by first class mail not later than 30 days after the identity of the owner is determined and shall be mailed to the address of the owner that is in the records of the official in the other jurisdiction issuing such registration.
- E. A citation shall be invalid unless mailed to an owner not later than 60 days after the alleged violation.

§ 102-11. Penalties for offenses.

- A. The Town shall impose a fine against the owner of a motor vehicle that commits a violation of this article.

- B. The fine for a first violation of this article shall be \$50. The fine for each subsequent violation of this article shall be \$75. These fines shall be imposed against the owner of the motor vehicle committing a violation of this article.
- C. Payment of a fine and any associated fees may be made by electronic means.
- D. A reasonable fee, not to exceed \$15, may be imposed for the costs associated with the electronic processing of the payment of a fine.
- E. Any funds received by the Town from fines imposed pursuant to this article shall be used for the purposes of improving transportation mobility, investing in transportation infrastructure improvements, or paying the costs reasonably associated with the running and use of ATESDs within the Town.

§ 102-12. Citation hearing.

- A. Any owner issued a citation for violation of this article has the right to a citation hearing in accordance with the procedures delineated in C.G.S. § 7-152c.
- B. The cited person may contest his liability within 10 days of the citation by delivering in person or by mail written notice of his request to have a citation hearing.
- C. Citation hearings shall be conducted by the Fairfield Traffic Authority or its designee.
- D. The citation hearing shall be held not less than 15 days nor more than 30 days from the date of the mailing of the notice. At the citation hearing, all testimony is to be given under oath or affirmation in a fair and appropriate forum. The decision of the citation officer shall be rendered upon the end of the hearing.
- E. If the determination is made that the person cited is not liable, the matter shall be dismissed.
- F. If the determination is made that the person cited is liable for the citation, the citation officer shall assess fines, penalties, costs, and fees.
- G. If the cited person fails to appear at the requested citation hearing, the Fairfield Traffic Authority may enter an assessment by default against him.

§ 102-13. Appeal.

A person against whom an assessment has been entered is entitled to judicial review by way of appeal that must be instituted within 30 days of the mailing of the notice of such assessment, in accordance with C.G.S. § 7-152c.

§ 102-14. Defenses.

The defenses available to the owner of a motor vehicle that is alleged to have committed a violation of this article shall include, but are not limited to, any one or more of the following:

- A. The operator was driving an emergency vehicle in accordance with the applicable provisions of Subdivision (1) of Subsection (b) of C.G.S. § 14-283.
- B. The traffic control signal was inoperative, which is observable on the recorded images.
- C. The violation was necessary for the operator to comply with an order or direction from a law enforcement officer, which is observable on the recorded images.
- D. The violation was necessary to allow the passage of an authorized emergency vehicle, which is observable on the recorded images.

- E. The violation took place during a period of time in which the motor vehicle had been reported as being stolen to a law enforcement unit, as defined in C.G.S. § 7-294a, and had not yet been recovered prior to the time of the violation.
- F. The ATESD was not in compliance with the calibration check required pursuant to Subsection (h) of C.G.S. § 13-407c.

§ 102-15. Disclosure of personally identifiable information.

- A. No personally identifiable information shall be disclosed by the Town or a vendor to any person or entity, including any law enforcement unit, except where the disclosure is made in connection with the charging, collection, and enforcement of the fines imposed pursuant to this article.
- B. No personally identifiable information shall be stored or retained by the Town or a vendor unless such information is necessary for the charging, collection, and enforcement of the fines imposed pursuant to this article.
- C. The Town or a vendor shall destroy all personally identifiable information and other data that specifically identifies a motor vehicle and relates to a violation of this article not later than 30 days after any fine is collected or the resolution of a hearing conducted for the alleged commission of such violation, whichever is later.
- D. Any information and other data gathered from ATESDs shall be subject to disclosure under the Freedom of Information Act, as defined in C.G.S. § 1-200, except that no personally identifiable information may be disclosed.

§ 102-16. Incorporation of statute by reference.

To the extent of applicability, the provisions in the statute that are necessary to further and/or effectuate this article are hereby incorporated and adopted into to, herein.

§ 102-17. Severability.

If any section, subsection, sentence, clause or phrase of this article is for any reason held to be invalid or unconstitutional by any decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this article.

§ 102-18. Repealer.

All Town ordinances, bylaws, orders, resolutions, or parts thereof inconsistent herewith are hereby repealed only to the extent of such inconsistency. This repealer shall not be construed to revive any ordinances, bylaws, orders, resolutions, or parts thereof heretofore repealed. This article shall take effect in accordance with the provisions of the Town Charter.

§ 102-19. Reporting.

- A. The Fairfield Traffic Authority shall provide a written report each June to the Board of Selectmen and the Representative Town Meeting with the following information:
 - (1) Summary of the total number of violations issued and the number at each location at which an ATESD is located in the previous year;

- (2) The number of vehicle owners who have received more than one violation in the previous year; and
 - (3) Recommendations of the Fairfield Traffic Authority for additional location for ATESDs based upon the previous year's incidents of accidents and other factors as provided in the criteria set forth in the statute and any guidance and regulations related thereto.
- B. A representative of the Fairfield Traffic Authority shall be available to attend a meeting of the Board of Selectmen in June and the June meeting of the Representative Town Meeting to discuss the annual report if attendance is requested by either body.

**ATESD OVERALL PROGRAM - REQUIRED
DOCUMENTS**

**B. Public Hearing Notice Discussing
Fairfield's ATESD Plan**

**TOWN OF FAIRFIELD
BOARD OF SELECTMEN
NOTICE OF PUBLIC MEETING**

The Regular Meeting of the Board of Selectmen will be held at 4:00 pm on Wednesday, November 20, 2024, both in person in the 1st Floor Conference Room, Independence Hall, 725 Old Post Road, Fairfield, CT and via Zoom.

To participate online via Zoom:

- ✓ Via web browser: <https://zoom.us/j/7250682401> (Passcode: 123)
- ✓ From the Zoom app on your computer, phone, or tablet:
Meeting ID: 725 068 2401 / Meeting Passcode: 123

Via Phone:

- ✓ Call (646) 931-3860 / Meeting ID: 725 068 2401 / Meeting Passcode: 123

To view live:

- ✓ FairTV's website: <https://www.fairfieldct.org/government/fairtv/index.php>
- ✓ FairTV YouTube and Live Stream: <https://www.youtube.com/@fairtvgovernment720>
- ✓ FairTV's cable channel (channel 79 for Fairfield Cablevision customers and 6010 for Frontier Cable customers)

Please note, if you call to listen, you will not be heard by board members and there will be no live public comment until called for by the Chair. Public Comment will be heard before all voting items (excluding the approval of minutes). In addition, the public may also send their comments before the meeting to the following email: bos@fairfieldct.org. Comments should be submitted before 12 pm on Wednesday, November 20, 2024 and include the sender's full name and address.

**BOARD OF SELECTMEN MEETING
Wednesday, November 20, 2024
4:00 pm
Via Zoom & In-Person in the
First Floor Conference Room, Independence Hall
725 Old Post Road, Fairfield, CT 06824**

William A. Gerber, First Selectman
Christine Vitale, Selectman
Brenda L. Kupchick, Selectwoman

AGENDA

- 1) CALL TO ORDER / ROLL CALL
- 2) PLEDGE OF ALLEGIANCE

- 3) RESIGNATION
Police Commission
Joseph P. Cafferelli, III 129 College Place, term 11/20-11/25
(resigned November 15, 2024)
- 4) SUSTAINABLE FAIRFIELD TASK FORCE (**requires BOF and RTM approval**)
To hear, consider, and act on approving the acceptance of a grant in the amount of \$5,000 from The Bunnell Family Fund to the Sustainable Fairfield Task Force, and further approving the appropriation of the grant funds to pay expenses incurred by the Sustainable Fairfield Task Force to pay for pumpkin composting and other recycling and waste needs that Sustainable Fairfield determines.
- 5) TOWN LIBRARIAN
- a. To hear, consider, and act on an agreement between the Fairfield Public Library and Value Line Investment Services for access to financial research information. This approval includes the authorization to enter into renewals on similar terms and conditions.
 - b. To hear, consider, and act on an agreement between the Fairfield Public Library and Grey House Publishing for a patron database for rating banks, credit unions, insurance, investments; consumer guides and financial literacy basic courses; and a customized Medigap buyer's guide and calculator. This approval includes the authorization to enter into renewals on similar terms and conditions.
 - c. To hear, consider, and act on an agreement between the Fairfield Public Library and Stirling Brandworks for hosting the library's website and basic support. This approval includes the authorization to enter into renewals on similar terms and conditions.
- 6) POLICE CHIEF
To hear, consider, and act on approving an agreement between the Town of Fairfield and the State Department of Transportation regarding law enforcement safety device encroachment permits
- 7) PURCHASING AUTHORITY
To hear, consider, and act on authorizing the Purchasing Authority to enter into the proposed contract between the Town of Fairfield and Bismark Construction Co. Inc., Milford, CT to provide all labor, materials, equipment and all else necessary for the Lower Level Toilet Renovation project at the Fairfield Police Department as detailed in Town of Fairfield BID# 2025-21, and Bismark Constructions Bid Submission dated October 29, 2024 for a total base bid of \$164,000.00, with additional authority to enter into change orders in an amount not to exceed 10% of the original contract value.
- 8) PROJECT MANAGER
To Hear an Update on Penfield Pavilion
- 9) PROJECT MANAGER
- a) To hear, consider, and act on approving a Second Amendment to Power Purchase agreement between CEFIA Holdings LLC and the Town of Fairfield and appropriating the funds for the \$91,920.40 Partial Buyout Payment required under the agreement. This payment will be funded from the Town's Fill Pile Fund.

- b) To hear, consider, and act on approving a First Amendment to System Site Lease Agreement between CEFIA Holdings LLC and the Town of Fairfield.
- 10) TOWN PLAN AND ZONING DEPARTMENT DIRECTOR (***requires RTM approval***)
To, hear, consider, and act approving a property line revision between the Town of Fairfield as the owner of 150 Villa Avenue and Alan Diamond as the owner of 91 Algonquin Road; and further authorizing the First Selectman to sign any and all documents to effectuate said property line revision.
- 11) PURCHASING AUTHORITY (***subject to 11/25/24 RTM approval***)
To hear consider, and act on authorizing the Purchasing Authority to enter into the proposed contract between the Town of Fairfield and McKenney Mechanical Contractors, Inc., Newtown, CT to provide all labor, materials, equipment and all else necessary for the Kitchen Hood Upgrade at the Bigelow Senior Center as detailed in Town of Fairfield BID# 2025-19, and McKenney Mechanical Contractors Bid Submission dated October 31, 2024 for a total base bid of \$334,718.00, with additional authority to enter into change orders in an amount not to exceed 10% of the original contract value.
- 12) PURCHASING AUTHORITY
To hear consider and act on authorizing the Purchasing Authority to enter into the proposed contract between the Town of Fairfield and Barton & Loguidice, LLC., Glastonbury, CT to provide design services and all else necessary for the Reef Road Culvert and Bronson Bridge Culvert Replacement projects as detailed in Town of Fairfield RFP# 2025-23, and Barton & Loguidice's Proposal dated October 16, 2024 for a total initial contract of \$239,465.00.
- 13) PURCHASING AUTHORITY (***subject to 11/25/24 RTM approval***)
To hear consider and act on authorizing the Purchasing Authority to enter into the proposed contract between the Town of Fairfield and BETA Group Inc., Hartford, CT to provide Phase 1 Survey services for Improvements to Redding, Sturges and Mill Plain Roads as detailed in BETA Proposals dated October 2 and October 3, 2024 for an initial contract amount of \$316,500 with additional authority to enter into subsequent proposed contract phases upon mutual agreement.
- 14) ENGINEERING MANAGER (***requires BOF & RTM approval***)
To hear, consider, and act upon the following resolution as recommended by the Engineering Manager:
WHEREAS, the First Selectman to enter into a proposed agreement with the Federal Government on behalf of US DOT/FHWA for the Safe Streets For All Grant; and
WHEREAS, the Town of Fairfield has been awarded a grant in the total amount of \$350,000 by the Federal Government (USDOT/FHWA); and
WHEREAS, the Grant requires funds and in-kind services from the Town in the amount of \$87,500 for the creation of a Safety Action Plan; and
NOW, THEREFORE BE IT RESOLVED, that the first selectman is authorized to make, execute and approve on behalf of the Town of Fairfield, any and all contracts or amendments thereof to secure said grant.

- 15) ENGINEERING MANAGER
To hear a presentation on the Complete Street Right of Way Manual
- 16) BOARD OF EDUCATION (*requires RTM approval*)
RESOLVED, that the Town of Fairfield authorizes the Board of Education of the Town of Fairfield to apply to the Commissioner of Administrative Services and to accept or reject a grant for the Stratfield Partial Roof Replacement Project at Stratfield Elementary School; and FURTHER RESOLVED that the Stratfield Elementary School Partial Roof Building Committee is hereby established as the building committee with regard to the Stratfield Partial Roof Replacement Project at Stratfield Elementary School; and FURTHER RESOLVED that the Town of Fairfield hereby authorizes at least the preparation of schematic drawings and outline specifications for the Stratfield Partial Roof Replacement Project at Stratfield Elementary School
- 17) STRATFIELD ELEMENTARY SCHOOL PARTIAL ROOF BUILDING COMMITTEE
To hear, consider and approve a charge for the Stratfield Elementary School Partial Roof Building Committee
- 18) BOARD OF EDUCATION (*requires RTM approval*)
RESOLVED, that the Town of Fairfield authorizes the Board of Education of the Town of Fairfield to apply to the Commissioner of Administrative Services and to accept or reject a grant for the McKinley Partial Roof Replacement Project at McKinley Elementary School; and FURTHER RESOLVED that the McKinley Elementary School Partial Roof Building Committee is hereby established as the building committee with regard to the McKinley Partial Roof Replacement Project at McKinley Elementary School; and FURTHER RESOLVED that the Town of Fairfield hereby authorizes at least the preparation of schematic drawings and outline specifications for the McKinley Partial Roof Replacement Project at McKinley Elementary School
- 19) MCKINLEY ELEMENTARY SCHOOL PARTIAL ROOF BUILDING COMMITTEE
To hear, consider and approve a charge for the McKinley Elementary School Partial Roof Building Committee
- 20) BOARD OF EDUCATION (*requires RTM approval*)
RESOLVED, that the Town of Fairfield authorizes the Board of Education of the Town of Fairfield to apply to the Commissioner of Administrative Services and to accept or reject a grant for the Tomlinson Partial Roof Replacement Project at Tomlinson Middle School; and FURTHER RESOLVED that the Tomlinson Middle School Partial Roof Building Committee is hereby established as the building committee with regard to the Tomlinson Partial Roof Replacement Project at Tomlinson Middle School; and FURTHER RESOLVED that the Town of Fairfield hereby authorizes at least the preparation of schematic drawings and outline specifications for the Tomlinson Partial Roof Replacement Project at Tomlinson Middle School
- 21) TOMLINSON MIDDLE SCHOOL PARTIAL ROOF BUILDING COMMITTEE
To hear, consider and approve a charge for the Tomlinson Middle School Partial Roof Building Committee

- 22) FIRST SELECTMAN - To hear updates from the First Selectman
- CFO search
 - UI Monopoles Rally and 12/5 Testimony in Hartford on Draft CT Siting Council Report
 - Town Ban on all outdoor fires to align with the State of Emergency declaration
 - Vision Zero Pledge
- 23) ANNOUNCEMENTS
- 24) ADJOURN

Please note a 255 page packet with supporting documents accompanied this agenda. The following pages 14 through 29 of this submittal contain the section from that packet referencing the 6 ATESD locations.

Report By: RCJ Date: 07/24 Checked By: PTP Date: 07/24 Recommended By:	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION OFFICE OF THE STATE TRAFFIC ADMINISTRATION TRAFFIC INVESTIGATION REPORT	OSTA No.: 050-2404-01 Loc. No.: N/A Approved by OSTA
See Previous Traffic Investigation Report No.: N/A		Date:
Requested By: Chief of Police Robert Kalamaras Local Traffic Authority Representative How Requested: Letter/Application Date: December 12, 2023	Location: Various Roads (School Zones)	
		EXECUTIVE DIRECTOR

Recommendation:

Grant permission to the Town of Fairfield to establish “School Speed Limit 20 MPH” zones on school days during the hours noted below for both directions of travel on the following roadways:

Street Name	From	Mile Point	To	Mile Point	Length (miles)	Hours (AM; PM)
Barlow Road	Barlow Place	0.53	Unquowa Road	0.63	0.10	7:15 a.m. – 8:15 a.m. 2:00 p.m. – 3:00 p.m.
Burr Street	Stonewall Lane	1.17	Wood House Road	1.37	0.20	8:30 a.m. – 9:30 a.m. 3:15 p.m. – 4:15 p.m.
Jefferson Street	250 feet west of Park Avenue	0.05	250 feet west of Donna Drive	0.35	0.30	7:30 a.m. – 8:30 a.m. 1:45 p.m. – 2:45 p.m.
Knapps Highway	Alvin Street	0.64	Melville Avenue	0.98	0.34	7:15 a.m. – 8:15 a.m. 2:00 p.m. – 3:00 p.m.
Melville Avenue	Fairway Green	0.61	Old Farm Road	0.90	0.29	7:15 a.m. – 8:15 a.m. 2:00 p.m. – 3:00 p.m.
Mill Plain Road	Duck Farm Road	0.77	Lakeside Drive	1.02	0.25	8:30 a.m. – 9:30 a.m. 3:15 p.m. – 4:15 p.m.
Redding Road	Melin Drive	1.48	Cross Highway No. 2	1.80	0.32	8:30 a.m. – 9:30 a.m. 3:15 p.m. – 4:15 p.m.
Unquowa Road	Mill Plain Road	0.53	740 feet east of Papermill Lane	1.11	0.58	7:15 a.m. – 8:15 a.m. 2:00 p.m. – 3:00 p.m.

In accordance with Section 14-218a of the Connecticut General Statutes, this report shall serve as the certificate of approval for the school zone speed limit(s) noted above and should be retained by the municipality. **The Certificate shall become valid when the speed limit signs have been posted as directed herein.**

In the interest of public safety or welfare, this Certificate may be revoked or revised upon due notice from the Office of the State Traffic Administration and thereupon such speed limit(s) shall cease to be effective and any signs that have been erected shall be removed.

Report of Findings:

In a letter and application to the Office of the State Traffic Administration (OSTA), Chief of Police Robert Kalamaras, the Local Traffic Authority representative for the Town of Fairfield, requested that a 20 mph school zone speed limit be established on various local roads in the vicinity of Burr Elementary School, Fairfield Ludlowe High School, Fairfield Warde High School, Notre Dame High School, Riverfield Elementary School, and Timothy Dwight Elementary School.

Barlow Road, Burr Street, Knapps Highway, Melville Avenue, Redding Road, and Unquowa Road are bi-directional, undivided major collector local roadways, while Jefferson Street and Mill Plain Road are bi-directional, undivided minor arterial local roadways. The roadways have a width ranging from approximately 22 to 40 feet with 10 to 18-foot lanes. All roadways have double yellow centerline pavement markings, except for Knapps Highway, which has none. Barlow Road, Mill Plain Road, and Redding Road have shoulder widths ranging from 1 to 7 feet. All roadways traverse moderately to densely settled residential areas. During a field review of the roadways, a low volume of pedestrian activity and high volume of on-street parking were observed on Knapps Highway and Melville Avenue. No pedestrian activity and a low volume of on-street parking were observed on Mill Plain Road, while no pedestrian activity and no on-street parking were observed on Barlow Road, Burr Street, Jefferson Street, Redding Road, and Unquowa Road. The vertical gradient is moderate on all roadways, except for Jefferson Street, which has steep vertical gradient. The roadways have straight horizontal geometry or gentle horizontal curvature. All roadways are approved for a 25 mph speed limit, except for Mill Plain Road, which is approved for a 30 mph speed limit.

The latest available average daily traffic volumes and respective 50th and 85th percentile speeds, collected in 2022 for each roadway in the vicinity of their respective schools, were:

- Barlow Road - 4,300 vehicles per day; 34 mph and 38 mph.
- Burr Street - 1,900 vehicles per day; 40 mph and 46 mph.
- Jefferson Street - 8,400 vehicles per day; 40 mph and 46 mph.
- Knapps Highway - 5,600 vehicles per day; 33 mph and 38 mph.
- Melville Avenue - 3,700 vehicles per day; 34 mph and 39 mph.
- Mill Plain Road - 7,500 vehicles per day; 31 mph and 35 mph.
- Redding Road - 2,200 vehicles per day; 36 mph and 42 mph.
- Unquowa Road - 5,200 vehicles per day; 34 mph and 39 mph.

An analysis of the latest three years of crash experience, from January 1, 2021 to December 31, 2023, revealed a total of one (1) crash with one (1) reported injury on Barlow Road, two (2) crashes with one (1) reported injury on Burr Street, 23 crashes with three (3) reported injuries on Jefferson Street, 11 crashes with two (2) reported injuries on Knapps Highway, six (6) reported crashes with no reported injuries on Melville Avenue, two (2) crashes with one (1) reported injury on Mill Plain Road, two (2) crashes with one (1) reported injury on Redding Road, and 10 crashes with three (3) reported injuries on Unquowa Road.

School zone speed limit studies were conducted and based upon the roadway geometry and characteristics, ball bank testing, trial runs, crash experience, and engineering judgment, the results of the studies indicated that 20 mph school zone speed limits are appropriate for the requested roadways.

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

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



Robert Kalamaras
Chief of Police



Fairfield Police Department

Continually Striving to Make Fairfield Safer
Honor - Professionalism - Excellence



100 Reef Road
Fairfield, CT 06824

December 12, 2023

Mr. Joseph Ouellette
Executive Director
Office of State Traffic Administration
2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 06131-7546

Re: School Zones Approval for OSTA

Dear Mr. Ouellette:

On November 8, 2023, the Police Commission approved the request to implement School Zones and speed reductions from 25 MPH to 20 MPH per the Connecticut General Statute 14.212b for Dwight School, Riverfield School, Burr School, Nortre Dame School, Ludlowe High School, and Warde High School. See Breakdown Attached.

The Fairfield Legal Traffic Authority hereby request the Office of State Administration (OSTA) study or confirm our request.

I have attached a copy of the November 8, 2023 Police Commissioners Minutes, the School Zone Breakdown, and the Application for Approval of Speed Limits.

If you have any questions, please do not hesitate to contact me or William Hurley, Town Engineer at (203) 256-3015.

Very truly yours,

Chief Robert Kalamaras

RK:aym

cc: W. Hurley

FAIRFIELD BOARD OF POLICE COMMISSIONERS

November 8th, 2023 MEETING ANNOUNCEMENT

A regular meeting of the Board of Police Commissioners was held on **Wednesday November 8th, 2023 @ 4:30 pm** in the Police Commissions Conference Room, 100 Reef Road, Fairfield, Connecticut 06824

Members Present: Commissioners: Chairman Ambrose, Commissioners Joe Cafferelli, Jack Stone, Ron Pine, and Charlene Lebo.

Chief Kalamaras, Deputy Chief Weihe, Captains Irizarry, Koval, Granata, and Lieutenant Paris.

Members of the public: Officer Daniel Chase, and Family.

Absent: Secretary Kiley, and Commissioner Millington

The regular meeting of the Board of Police Commissioners: Called to order by Chairman Ambrose @ 4:34 pm.

- **The Pledge of Allegiance** – recited by Commissioner Pine.
- Approval of the draft minutes of the regular meeting of October 11th, 2023. Commissioner Stone made a motion to approve the minutes, seconded by commissioner Pine. Motion passed unanimously.
- Award Presentation- Captain Koval presented Officer Daniel Chase with the Officer of the Quarter Award. Officer Chase received the OOQ award, accompanied by his wife Bella and son Daniel Jr.

Traffic Surveys-

SURVEY #1 LOCATION: School Zones Approval for OSTA

NATURE OF REQUEST:

Pursuant to Connecticut General Statute 14-212b, requesting LTA approval to implement an Office of State Traffic Administration (OSTA) approved School Zone for Dwight School, Riverfield School, Burr School, Notre Dame School, Ludlowe High School, and Warde High School.

BY WHOM: Capt. Hector Irizarry

RECOMMENDATION:

Approved as recommended. Chairman Ambrose made a motion to approve, seconded by commissioners Stone and Lebo. Motion passes unanimously.

Continue – Page 2

Traffic Survey #1- School Zones Approval For OSTA

Meeting Date 11/8/23

Pursuant to Connecticut General Statute 14-212b, requesting LTA approval to implement an Office of State Traffic Administration (OSTA) approved School Zone for Dwight School, Riverfield School, Burr School, Notre Dame School, Ludlowe High School, and Warde High School. - See Breakdown Attached

Dwight Elementary School (1600 Redding Road) between Cross Highway and Melin Drive

Request for a speed reduction from the currently posted 25 mph to 20 mph “enforceable speed zone” while school is in session as an additional traffic calming measure. Also requesting approval for the posting of “SCHOOL ZONE AHEAD FINES DOUBLED” and “END SCHOOL ZONE” in each direction.

Riverfield Elementary School (1625 Mill Plain Road) between Lakeside Drive and Duck Farm Road

Request for a speed reduction from the currently posted 25 mph to 20 mph “enforceable speed zone” while school is in session as an additional traffic calming measure. Also requesting approval for the posting of “SCHOOL ZONE AHEAD FINES DOUBLED” and “END SCHOOL ZONE” in each direction.

Burr Elementary School (1960 Burr Street) between Stonewall Lane and Wood House Road

Request for a speed reduction from the currently posted 25 mph to 20 mph “enforceable speed zone” while school is in session as an additional traffic calming measure. Also requesting approval for the posting of “SCHOOL ZONE AHEAD FINES DOUBLED” and “END SCHOOL ZONE” in each direction.

Notre Dame High School (220 Jefferson Street) between 118 Jefferson Street and 370 Jefferson Street

Request for a speed reduction from the currently posted 25 mph to 20 mph “enforceable speed zone” while school events are in session as an additional traffic calming measure. Also requesting approval for the posting of “SCHOOL ZONE AHEAD FINES DOUBLED” and “END SCHOOL ZONE” in each direction.

Continue – Page 3

Traffic Survey #1- School Zones Approval For OSTA

Meeting Date 11/8/23

Ludlowe High School (789 Unquowa Road) and Ludlowe Middle School (689 Unquowa Road) between Mill Plain Road and the I95 Overpass.

Request for a speed reduction from the currently posted 25 mph to 20 mph “enforceable speed zone” while school events are in session as an additional traffic calming measure. Also requesting approval for the posting of “SCHOOL ZONE AHEAD FINES DOUBLED” and “END SCHOOL ZONE” in each direction.

Warde High School (755 Melville Avenue) between Old Farm Road and Fairway Green.

Request for a speed reduction from the currently posted 25 mph to 20 mph “enforceable speed zone” while school events are in session as an additional traffic calming measure. Also requesting approval for the posting of “SCHOOL ZONE AHEAD FINES DOUBLED” and “END SCHOOL ZONE” in each direction.

Warde High School (Knapps Highway) between Alvin Street and Melville Avenue

Request for a speed reduction from the currently posted 25 mph to 20 mph “enforceable speed zone” while school events are in session as an additional traffic calming measure. Also requesting approval for the posting of “SCHOOL ZONE AHEAD FINES DOUBLED” and “END SCHOOL ZONE” in each direction.



STATE OF CONNECTICUT
OFFICE OF THE STATE TRAFFIC ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546
Email: DOT.OSTA@ct.gov



APPLICATION FOR APPROVAL OF SPEED LIMITS

Date: December 12, 2023

In accordance with the provisions of Section 14-218a of the General Statutes, the Local Traffic Authority of Town of Fairfield does hereby make application for approval of the following speed limits:

List in alphabetical order. All roads must be a minimum 500 feet in length and must be approved/accepted town roads. Gravel, dirt, or other unimproved roads will not be considered. Speed limits less than 25 mph are generally considered to be unrealistically low for public roads unless there are severe geometric conditions or unique roadway/roadside characteristics warranting consideration of a lower limit. Consequently, requests for speed limits lower than 25 mph must be accompanied by a detailed explanation of the special condition(s) that exist on the roadway and warrant consideration of a lower limit.

<u>Street Name/ *Parking Lot - From</u>	<u>Compass Direction</u>	<u>To</u>	<u>Distance</u>	<u>Requested Speed Limit</u>
<u>Redding Road From Cross Highway</u>	<u>North/South</u>	<u>Melin Drive</u>	<u>1600 feet</u>	<u>20 mph</u>
<u>Mill Plain Road from Duck Farm Road</u>	<u>North/South</u>	<u>Lakeside Drive</u>	<u>1240 feet</u>	<u>20 mph</u>
<u>Burr Street from Stonewall Lane</u>	<u>North/South</u>	<u>Wood House Road</u>	<u>1075 feet</u>	<u>20 mph</u>
<u>Jefferson Street from 118 Jefferson St.</u>	<u>East/West</u>	<u>370 Jefferson Street</u>	<u>1200 feet</u>	<u>20 mph</u>
<u>Unquowa Road from Mill Plain Road</u>	<u>East/West</u>	<u>I95 Overpass</u>	<u>2786 feet</u>	<u>20 mph</u>
<u>Barlow Road from Barlow Place</u>	<u>East/West</u>	<u>Unquowa Road</u>	<u>500 feet</u>	<u>20 mph</u>

*For parking lots, list address and number of parking spaces.

Signing will be erected as directed by the Office of the State Traffic Administration and in conformance with Regulations of the Office of the State Traffic Administration. Speed limit requests are reviewed and derived via a thorough engineering investigation.

Local Traffic Authority/Authorized Representative Signature:

R. Kalamars

Local Traffic Authority/Authorized Representative Printed: Chief Robert Kalamars



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<u>Street Name/ *Parking Lot - From</u>	<u>Compass Direction</u>	<u>To</u>	<u>Distance</u>	<u>Requested Speed Limit</u>
<u>Melville Avenue from Old Farm Road</u>	<u>North/South</u>	<u>Fairway Green</u>	<u>1500 feet</u>	<u>20 mph</u>
<u>Knapps Highway from Melville Avenue</u>	<u>East/West</u>	<u>Alvin Street</u>	<u>1800 feet</u>	<u>20 mph</u>
<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
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Local Traffic Authority/Authorized Representative Signature:

R. Kalomaras

Local Traffic Authority/Authorized Representative Printed: Chief Robert Kalamaras



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<u>Unquowa Road from Mill Plain Road</u>	<u>East/West</u>	<u>195 Overpass</u>	<u>2786 feet</u>	<u>20 mph</u>
<u>Barlow Road from Barlow Place</u>	<u>East/West</u>	<u>Unquowa Road</u>	<u>500 feet</u>	<u>20 mph</u>

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Local Traffic Authority/Authorized Representative Signature:

R. Kalamars

Local Traffic Authority/Authorized Representative Printed: Chief Robert Kalamars



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Local Traffic Authority/Authorized Representative Signature:

R. Kalamaras

Local Traffic Authority/Authorized Representative Printed: Chief Robert Kalamaras

Proposal: Communications Campaign Theme

*Adopt “20 is Plenty” as
communications theme promoting
safe driving in Fairfield*



PREPARED BY jtr

Sept 5, 2024

1

What is the “20 is Plenty” movement?

- **Objective:** The “20 is Plenty” campaign aims to enhance road safety by encouraging drivers to slow down to 20 mph in residential areas, reducing the risk and severity of traffic injuries and fatalities, especially for pedestrians and cyclists.
- **Origin:** The campaign started in the UK and has been adopted globally, including in the U.S., as part of Vision Zero efforts to eliminate traffic deaths and serious injuries.
- **Adoption:** Over 50 U.S. communities, including New York City, Boston, and Seattle, have adopted the “20 is Plenty” approach, integrating it into traffic safety and speed management.
- **Results:** The campaign has significantly reduced traffic speeds and improved safety, with some areas seeing up to a 30% drop in pedestrian fatalities and fewer speeding violations.



Sept 5, 2024

What is “20 is Plenty”?

Traditional Focus:

- Road safety has historically prioritized cars.

20's Plenty Approach:

- Considers children, cyclists, the elderly, disabled individuals, and non-drivers.
- Focuses on the whole community rather than just specific or "special" locations.
- Addresses the safety of all community members, not just minimizing inconvenience for drivers.

Safety and Community Impact:

- Aims to improve safety on all roads within a community.
- Seeks reduced speeds and enhanced safety throughout the entire community, not just on roads with a 20 mph limit.

Benefits of 20 mph Limits:

- Enhances safety and quality of life, especially for families of students walking to school.
- Encourages healthier lifestyles, such as walking and cycling, and potentially improves air quality.

Focus on School Safety Zones:

- In Connecticut, school zones are typically within 200 to 300 feet of the school property.
- In Fairfield, students are eligible for school bus service:
 - **Elementary School Students:** Live more than 1 mile from school.
 - **Middle School Students:** Live more than 1.5 miles from school.
 - **High School Students:** Live more than 2 miles from school.



Sept 5, 2024

20 is Plenty focus on improving safety

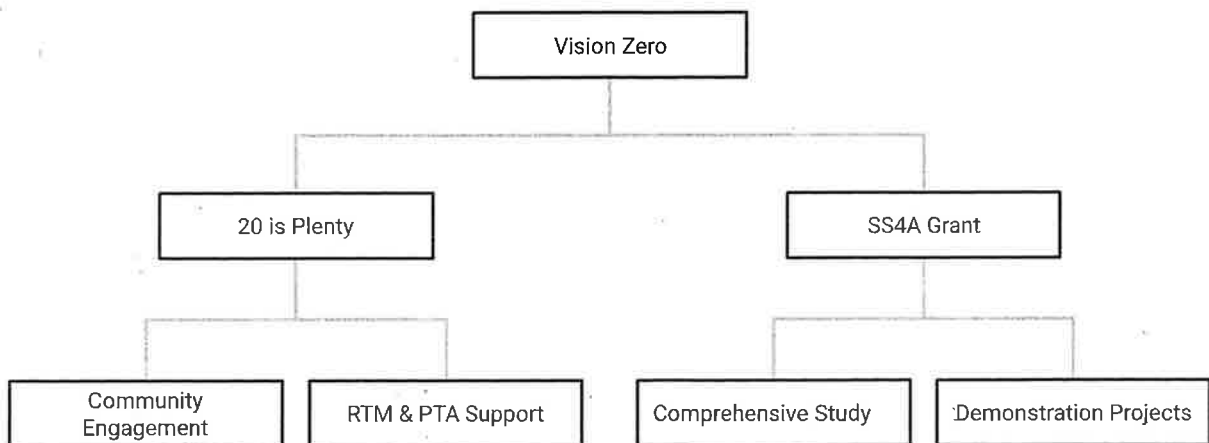
Reductions in collisions involving vulnerable road users on TfL controlled roads (arterial routes) since the introduction of 20mph speed limits www.20splenty.org/tfl_20mph_data		
Collisions involving death or serious injury 	Collisions involving vulnerable road users 	Collisions involving people walking 
<u>Reduction</u>	<u>Reduction</u>	<u>Reduction</u>
-25%	-36%	-63%
<u>Before</u> 94	<u>Before</u> 453	<u>Before</u> 124
<u>After</u> 71	<u>After</u> 290	<u>After</u> 46

www.20splenty.org

Sept 5, 2024



How does this fit together?



Sept 5, 2024

Next Steps

- Feedback/ align on Communications Title - “20 is Plenty”
- Identify lead for program and steering committee
- Establish goals/ timing/ funding
- Communicate to internal stakeholders
- Create the campaign



Sept 5, 2024



TOWN OF FAIRFIELD
611 OLD POST ROAD
FAIRFIELD, CONNECTICUT 06824-6690
(203) 256-3090

OFFICE OF THE TOWN CLERK

ELIZABETH P. BROWNE, MMC, MCTC
TOWN CLERK

WARNING TO THE MEMBERS OF THE REPRESENTATIVE TOWN MEETING AND RESIDENTS OF THE TOWN OF FAIRFIELD

Notice is hereby given that the Regular Monthly Meeting of the Town of Fairfield will be held at the Education Center, 501 Kings Highway East, Fairfield, CT and via Webex on Monday, December 16, 2024, at 8:00 PM, for the following purposes:

The RTM Committee meeting will be held on Monday, December 9, 2024 at 7:30 PM at the Education Center, 501 Kings Highway East, Fairfield, CT, and via Webex. Following the presentations, Committees will meet separately and simultaneously. Numbers for the respective Committees are listed at the end of the warning for anyone to listen by phone.

- Via Webex: <https://tofit.my.webex.com/join/community>
- FairTV's cable channel (channel 79 for Fairfield Cablevision and 6010 for Frontier Cable)
- FairTV's website <https://www.fairfieldct.org/government/fairtv/index.php>
- Live Stream: <https://www.youtube.com/@fairtvgovernment720/streams>
- FairTV YouTube Channel: <https://www.youtube.com/@fairtvgovernment720>
- By phone: 667-776-9044

There will be no live public comment until called for by the Moderator during the meeting. The public is encouraged to send their comments before the meeting to the following email: rtm@fairfieldct.org. Back-up documents relating to the agenda items can be found at <https://fairfieldct.org/rtm/backup>.

1. Roll Call - Pledge of Allegiance - Moment of Silence
2. To consider and act upon the Minutes of the Annual Organizational Meeting held on November 25, 2024.
3. To hear a report from the Golf Commission on their ten-year Golf Improvement Plan.
4. To hear, consider and act upon the following reappointment to the Solid Waste and Recycling Commission as recommended by the Board of Selectmen:

Michael Pacewicz (R), 355 Sigwin Drive, Term Nov. 2024 - 2028

5. To hear, consider and act upon the following appointments to the Solid Waste and Recycling Commission as recommended by the Board of Selectmen:

Andrew A. Beal (U), 363 Coventry Lane, Term Nov. 2024 - 2028

Meghann McKale (D), 188 Range Road, Term Nov. 2024 - 2028

6. To consider and act upon the following appointment to the Historic District Commission as recommended by the Board of Selectmen:

James Accomando (U), 220 Jeniford Road, Term Nov. 2024 - 2029

(moving from "Alternate" to "Full" Member)

7. To consider and act upon the following reappointment to the Employees Retirement Board as recommended by the First Selectman:

Eric S. Newman (D) 85 Eastfield Drive, Term Nov. 2024 - 2029

8. To consider and act upon the following resolution recommended by the First Selectman:

"RESOLVED, that a certain Agreement negotiated by and between the Town of Fairfield and the Professional and Technical Employees Association Local 1303-366 of Council 4 AFSCME, AFL-CIO concerning conditions of employment for the period commencing July 1, 2023 and ending June 30, 2027 be, and hereby is, ratified."

9. To consider and act upon the following resolution recommended by the First Selectman:

"RESOLVED, that a certain contract negotiated by and between the Town of Fairfield and Fairfield Public Health Nurses, Unit 34 of the AFT Nurses and Health Professionals - AFT AFL-CIO, concerning conditions of employment for a period commencing July 1, 2020 and ending June 30, 2028 be, and hereby is, ratified."

10. To receive a report from the Rules to Regulate Committee.

11. To receive a report from the Energy Initiatives Committee.

12. To hear, consider and act upon the following resolution as recommended by the Board of Finance:

"RESOLVED, that a grant in the amount of \$5,000 from The Bunnell Family Fund to the Sustainable Fairfield Task Force be, and hereby is, accepted, and

FURTHER RESOLVED, that the appropriation of the grant funds to pay expenses incurred by the Sustainable Fairfield Task Force to pay for pumpkin composting and other recycling and waste needs that Sustainable Fairfield determines be, and hereby are, approved."

13. To hear, consider and act upon the following resolution as recommended by the Board of Finance:

“RESOLVED, that the grant agreement between the Connecticut Department of Transportation Highway Safety Office and the Town of Fairfield for the Fairfield Police Department’s Click-It or Ticket Enforcement Program be, and hereby is, approved; and

FURTHER RESOLVED, that the grant funds and their appropriation for the purposes set forth in the grant agreement be, and hereby are, accepted.”

14. To hear, consider and act upon the following resolution as recommended by the Board of Finance:

“RESOLVED, that the grant agreement between the Connecticut Department of Transportation Highway Safety Office and the Town of Fairfield for the Fairfield Police Department’s Comprehensive DUI Enforcement Program be, and hereby is, approved; and

FURTHER RESOLVED, that the grant funds and their appropriation for the purposes set forth in the grant agreement be, and hereby are, accepted.”

15. To hear, consider and act upon the following resolution as recommended by the Board of Finance:

“RESOLVED, that the grant agreement between the Connecticut Department of Transportation Highway Safety Office and the Town of Fairfield for the Fairfield Police Department’s Speed and Aggressive Driving Enforcement Program be, and hereby is, approved; and

FURTHER RESOLVED, that the grant funds and their appropriation for the purposes set forth in the grant agreement be, and hereby are, accepted.”

16. To hear, consider and act upon the following resolution as recommended by the Board of Finance:

“WHEREAS, the First Selectman is to enter into a proposed agreement with the Federal Government on behalf of US DOT/FHWA for the Safe Streets For All Grant; and

WHEREAS, the Town of Fairfield has been awarded a grant in the total amount of \$350,000 by the Federal Government (USDOT/FHWA); and

WHEREAS, the Grant requires funds and in-kind services from the Town in the amount of \$87,500 for the creation of a Safety Action Plan;

NOW, THEREFORE BE IT RESOLVED, that the First Selectman is authorized to make, execute and approve on behalf of the Town of Fairfield, any and all contracts or amendments thereof to secure said grant.”

17. To hear, consider and act upon the following resolution as recommended by the Board of Finance:

“RESOLVED, that the American Rescue Plan Act (ARPA) Funds be reallocated as described in the attached Exhibit A.”

18. To hear, consider and act upon the following resolution as recommended by the Board of Finance:

“RESOLVED, that the bond resolution entitled, ‘A Resolution Appropriating \$3,717,899 for the Costs of Certain Nonrecurring Capital Projects and Authorizing the Issuance of Bonds to Finance Such Appropriation,’ be, and hereby is, amended and restated to increase the appropriation and bond authorization of the Jennings Beach Project by \$100,000 for a total of \$3,817,899, and to expand the scope of the Jennings Beach Project.”

19. To hear, consider and act upon a Traffic Authority Ordinance.

20. To hear, consider and act upon amendments to the Tax Relief for the Elderly and Disabled Homeowners Ordinance, Section 95-7 to Section 97-15.4 of Chapter 95, Article III, of the Code of the Town of Fairfield, sponsored by the Senior & Disabled Tax Relief Committee.

21. To hear, consider and act upon amendments to the Streets and Sidewalk Ordinance, Section 91-2 of the Code of the Town of Fairfield, sponsored by Myke Hartigan, District 3; Chris Carroll, District 8; and Mark McDermott, District 9.

22. The Moderator has referred amendments to the Vehicles and Traffic Ordinance, Section 102-4 to Section 102-17 of the Code of the Town of Fairfield, sponsored by Chris O’Shea, District 2; Dave Rock, District 2; Michelle McCabe, District 4; Jennifer Barahona, District 6; Chris Carroll, District 8; Christine Ludwiczak, District 8; Karen Wackerman, District 9; and Pierre Ratzki, District 10, to the Legislation and Administration Committee under Rule 32 of the RTM Rules to Regulate.

23. To consider and act upon any other matters presented to said meeting and which may be properly acted upon under the rules of the Representative Town Meeting.

December 5, 2024

Elizabeth P. Browne
Town Clerk

AFTER THE PRESENTATIONS, THE COMMITTEES MEET SEPARATELY AND SIMULTANEOUSLY. BELOW ARE THE NUMBERS TO CALL FOR EACH COMMITTEE

Legislation and Administration:	667-776-9044 1
Education and Recreation:	720-820-1221 6
Public Health & Safety:	339-209-6014 3
Public Works & Planning:	516-597-9432 4
Finance:	518-418-1465 5



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(203) 256-3090

OFFICE OF THE TOWN CLERK

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TOWN CLERK

WARNING TO THE MEMBERS OF THE REPRESENTATIVE TOWN MEETING AND RESIDENTS OF THE TOWN OF FAIRFIELD

Notice is hereby given that the Regular Monthly Meeting of the Town of Fairfield will be held at the Education Center, 501 Kings Highway East, Fairfield, CT and via Zoom on Monday, January 27, 2025, at 8:00 PM, for the following purposes:

The RTM Committee meeting will be held on Tuesday, January 21, 2025 at 7:30 PM at the Fairfield Regional Fire School, 305 Richard White Way, Fairfield, CT and via Zoom. Following the presentations, Committees will meet separately and simultaneously. Numbers for the respective Committees are listed at the end of the warning for anyone to listen by phone.

To participate on line via Zoom for the Committee Meeting

Via web browser: <https://zoom.us/j/7250682403> (Passcode: 123)

From the Zoom app: Meeting ID: 725 068 2403 Meeting Passcode: 123

FairTV cable channel (channel 79 for Fairfield Optimum Cablevision customers, and channel 6010 for Frontier Cable customers)

FairTV website: www.fairfieldct.org/government/fairtv/index.php

YouTube: <https://www.youtube.com/@fairtvgovernment720>

Via Phone: Call (646) 931-3860 / Meeting ID: 725 068 2403 / Meeting Passcode: 123

To participate on line via Zoom for Regular Meeting

Via web browser: <https://zoom.us/j/5012101001> (Passcode: 654321)

From the Zoom app: Meeting ID: 501 210 1001 / Meeting Passcode: 654321

Via Phone: Call 1-929-436-2866 / Meeting ID: 501 210 1001 / Meeting Passcode: 654321

FairTV cable channel (channel 79 for Fairfield Optimum Cablevision & channel 6010 for Frontier Cable)

FairTV website: www.fairfieldct.org/government/fairtv/index.php

YouTube: <https://www.youtube.com/@fairtvgovernment720>

Via Phone: Call (646) 931-3860 / Meeting ID: 725 068 2403 / Meeting Passcode: 123

There will be no live public comment until called for by the Moderator during the meeting.

Comments may be sent to https://fairfieldct.org/government/rtm/contact_the_rtm.php

Back-up documents relating to the agenda items can be found at <https://fairfieldct.org/rtm/backup>.

1. Roll Call - Pledge of Allegiance - Moment of Silence

2. To hear an address on the State of the Town by the First Selectman.
3. Election of Representative in District 7 to fill the vacancy created by the resignation of Jonathan Delgado.
4. To receive the report from the First Selectman or his designee on leases of Town properties.
5. To hear a report from the Joint Retirement Investment Board.
6. To receive a report from the Police Chief or his designee on the full list of noise complaints received.
7. To receive a report from the First Selectman or his designee regarding the recovery of costs related to properties with breaches of the peace, public disturbances and disorderly conduct.
8. To hear a report from the Blight Officer concerning condemnation and blight.
9. To consider and act upon the Minutes of the Regular Monthly Meeting held on December 16, 2024.
10. To hear, consider and act upon the following reappointment to the Solid Waste and Recycling Commission as recommended by the Board of Selectmen:

Michael Pacewicz (R), 355 Sigwin Drive, Term Nov. 2024 - 2028

11. To hear, consider and act upon the following appointments to the Ethics Commission as recommended by the Board of Selectmen:

Christopher E. Baker (IT) 273 Whiting Pond Road, Term Jul 2023 - 2025
(To fill vacancy created by the death of Donald R. Kleber)
Rosemarie Barretta (D), 410 South Benson Road, Term Jul 2023 - 2025
(To fill vacancy created by the resignation of Lisa Callahan)

12. To hear, consider and act upon the following appointments to the FairTV Commission as recommended by the Board of Selectmen:

Peter H. Klein (U), 60 Chapel Hill Drive, Term July 2022 - 2026
(To fill vacancy created by the resignation of William B. Ferguson)

13. To hear, consider and act upon the following resolutions as recommended by the Board of Selectmen:

“RESOLVED, that a property line revision between the Town of Fairfield as the owner of 150 Villa Avenue and Alan Diamond as the owner of 91 Algonquin Road be, and hereby is approved; and

FURTHER RESOLVED, that the First Selectman be, and hereby is, authorized to

sign any and all documents to effectuate said property line revision.”

14. To hear, consider and act upon the following resolution as recommended by the Board of Selectmen:

“RESOLVED, that in accordance with a request from the Conservation Director, the Town accept a donation of land at 140 Limerick Road from Marva Marble & Granite, Inc. a/k/a Kalentzos, Inc.”

15. To hear, consider and act upon the following resolution as recommended by the Board of Finance:

“WHEREAS, the Town of Fairfield has been awarded a grant in the total amount of \$280,350 (Grant) by the State of Connecticut Department of Energy and Environmental Protection (CT DEEP); and

WHEREAS, the Grant requires funds and in-kind services from the Town in the amount of \$186,900 for the Water Quality and Climate Resiliency Improvements in the Rooster River Watershed project,

NOW, THEREFORE BE IT RESOLVED, that the First Selectman be, and hereby is, authorized to make, execute, and approve on behalf of the Town of Fairfield, any and all contracts or amendments thereof to secure said Grant, and to expend all Grant funds, and the required Town funds and in-kind services as required by the Grant for the purposes set forth in the Grant.”

16. To hear and consider for the first time amendments to the Vehicles and Traffic Ordinance, Section 102-4 to Section 102-17 of the Code of the Town of Fairfield, sponsored by Dave Rock, District 2; Michelle McCabe, District 4; Chris Carroll, District 8; Christine Ludwiczak, District 8; Karen Wackerman, District 9; and Pierre Ratzki, District 10.

17. To consider and act upon any other matters presented to said meeting and which may be properly acted upon under the rules of the Representative Town Meeting.

January 14, 2025

Elizabeth P. Browne
Town Clerk

AFTER THE PRESENTATIONS, THE COMMITTEES MEET SEPARATELY AND SIMULTANEOUSLY. BELOW ARE THE NUMBERS TO CALL FOR EACH COMMITTEE

Legislation and Administration: 667-776-9044 1
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Public Health & Safety: 339-209-6014 3

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ELIZABETH P. BROWNE, MMC, MCTC
TOWN CLERK

CORRECTED ZOOM NUMBERS

**WARNING TO THE MEMBERS OF THE REPRESENTATIVE TOWN MEETING
AND RESIDENTS OF THE TOWN OF FAIRFIELD**

Notice is hereby given that the Regular Monthly Meeting of the Town of Fairfield will be held at the Education Center, 501 Kings Highway East, Fairfield, CT and via Zoom on Monday, February 24, 2025, at 8:00 PM, for the following purposes:

The RTM Committee meeting will be held on Tuesday, February 18, 2025 at 7:30 PM at the Education Center, 501 Kings Highway East, Fairfield, CT and via Zoom. Following the presentations, Committees will meet separately and simultaneously. Numbers for the respective Committees are listed at the end of the warning for anyone to listen by phone.

- Via web browser: <https://us02web.zoom.us/j/5012101001> (Passcode: 654321)
- From the Zoom app: Meeting ID: 501 210 1001 (Passcode: 654321)
- FairTV's cable channel (channel 79 for Fairfield Cablevision and 6010 for Frontier Cable)
- FairTV's website <https://www.fairfieldct.org/government/fairtv/index.php>
- Live Stream: <https://www.youtube.com/@fairtvgovernment720/streams>
- FairTV YouTube Channel: <https://www.youtube.com/@fairtvgovernment720>
- By phone: (646) 931-3860 / Meeting ID: 725 068 2404 I Meeting Passcode: 123

There will be no live public comment until called for by the Moderator during the meeting.

Comments may be sent to https://fairfieldct.org/government/rtm/_contact_the_rtm.php

Back-up documents relating to the agenda items can be found at <https://fairfieldct.org/rtm/backup>.

1. Roll Call - Pledge of Allegiance - Moment of Silence
2. To consider and act upon the Minutes of the Regular Monthly Meeting held on January 27, 2025.
3. To hear a report from the Affordable Housing Committee.
4. To hear a report from the Economic Development Commission.
5. To hear, consider and act upon the following appointment to the Ethics Commission as recommended by the Board of Selectmen:

Hew D. Crooks (D), 546 North Benson Road, Term July 2024 - 2026
(To fill vacancy created by the resignation of William A. Diaz, III)

6. To hear, consider and act upon the following appointment of an Alternate to the Historic District Commission as recommended by the Board of Selectmen:

Greg A. Valente (D), 762 Hillside Road, Term Nov. 2024 - 2029
(To fill vacancy created by James Accomando's appointment to "Full" Member)

7. To hear, consider and act upon the following appointment to the Employees Retirement Board as recommended by the First Selectman:

Joseph Quinn, Jr. (U), 904 Reef Road, Term Nov. 2021 - 2026
(To fill vacancy created by the resignation of James. B. Brown)

8. To hear, consider and act upon the following resolutions as recommended by the Board of Finance:

"RESOLVED, that, in accordance with a request from the Police Chief, a grant agreement between the Connecticut Department of Transportation Highway Safety Office and the Town of Fairfield for the Fairfield Police Department's Distracted Driving High Visibility Enforcement Program be, and hereby is, approved; and

FURTHER RESOLVED, that acceptance of the grant funds and their appropriation for the purposes set forth in the grant agreement be, and hereby are, approved."

9. To hear, consider and act upon the following resolution as recommended by the Board of Finance:

"WHEREAS, the Town of Fairfield ("Town") and the CONNECTICUT METROPOLITAN COUNCIL OF GOVERNMENTS ("MetroCOG") have been awarded a grant in the total amount of \$5,000 from the Connecticut Department of Transportation's Active Transportation Microgrant Program for Fairfield's "Safer Streets" Program; and

WHEREAS, the Grant money will be used for a public awareness campaign sponsored by the Fairfield Safe Streets Alliance to increase awareness of dangerous driving and encourage behavior change by all roadway users;

NOW, THEREFORE, BE IT RESOLVED, that the First Selectman be, and hereby is, authorized to accept said Grant, expend said Grant funds in accordance with the terms of the Grant, and execute any and all required documents to effectuate said Grant."

10. To hear, consider and act upon the following resolution as recommended by the Board of Finance:

“RESOLVED, that that the Town of Fairfield, by its First Selectman, William A. Gerber, is authorized to enter into a ground lease for 75 years with Habitat for Humanity to build four units of affordable home ownership housing at 385 Quincy Street and 409 Quincy Street with no cost to the Town; and

FURTHER RESOLVED, that First Selectman William A. Gerber is authorized to execute all documents in connection thereto.”

11. To consider and act upon amendments to the Vehicles and Traffic Ordinance, Section 102-4 to Section 102-17 of the Code of the Town of Fairfield, sponsored by Dave Rock, District 2; Michelle McCabe, District 4; Chris Carroll, District 8; Christine Ludwiczak, District 8; Karen Wackerman, District 9; and Pierre Ratzki, District 10.

12. To consider and act upon any other matters presented to said meeting and which may be properly acted upon under the rules of the Representative Town Meeting.

February 7, 2025

Elizabeth P. Browne
Town Clerk

AFTER THE PRESENTATIONS, THE COMMITTEES MEET SEPARATELY AND SIMULTANEOUSLY. BELOW ARE THE NUMBERS TO CALL FOR EACH COMMITTEE

Legislation and Administration:	667-776-9044 1
Education and Recreation:	720-820-1221 6
Public Health & Safety:	339-209-6014 3
Public Works & Planning:	516-597-9432 4
Finance:	518-418-1465 5

**TOWN OF FAIRFIELD
BOARD OF SELECTMEN
NOTICE OF PUBLIC MEETING**

The Regular Meeting of the Board of Selectmen will be held at 4:00 pm on Wednesday, March 5, 2025, both in person in the 1st Floor Conference Room, Independence Hall, 725 Old Post Road, Fairfield, CT and via Zoom.

To participate online via Zoom:

- ✓ Via web browser: <https://zoom.us/j/7250682401> (Passcode: 123)
- ✓ From the Zoom app on your computer, phone, or tablet:
Meeting ID: 725 068 2401 / Meeting Passcode: 123

Via Phone:

- ✓ Call (646) 931-3860 / Meeting ID: 725 068 2401 / Meeting Passcode: 123

To view live:

- ✓ FairTV's website: <https://www.fairfieldct.org/government/fairtv/index.php>
- ✓ FairTV YouTube and Live Stream: <https://www.youtube.com/@fairtvgovernment720>
- ✓ FairTV's cable channel (channel 79 for Fairfield Cablevision customers and 6010 for Frontier Cable customers)

Please note, if you call to listen, you will not be heard by board members and there will be no live public comment until called for by the Chair. Public Comment will be heard before all voting items (excluding the approval of minutes). In addition, the public may also send their comments before the meeting to the following email: bos@fairfieldct.org. Comments should be submitted before 12 pm on Wednesday, February 19, 2025 and include the sender's full name and address.

**BOARD OF SELECTMEN MEETING
Wednesday, March 5, 2025
4:00 pm
Via Zoom & In-Person in the
First Floor Conference Room, Independence Hall
725 Old Post Road, Fairfield, CT 06824**

William A. Gerber, First Selectman
Christine Vitale, Selectman
Brenda L. Kupchick, Selectwoman

AGENDA

- 1) CALL TO ORDER / ROLL CALL
- 2) PLEDGE OF ALLEGIANCE

- 3) RESIGNATION
Bike and Pedestrian Committee
Thomas M. Keane (R) 310 Old Post Road, term 11/21-11/25
(resigned February 20, 2025)
- 4) ETHICS COMMISSION
To hear an update on the Ethics Commission
- 5) BIKE AND PEDESTRIAN COMMITTEE
To hear, consider and approve updating the charge for the Bicycle and Pedestrian Committee Charge
- 6) PURCHASING AUTHORITY
To hear consider and act on authorizing the Purchasing Authority to enter into the proposed cooperative research and development agreement between the Town of Fairfield and Wisdom Good Works, Inc., to provide rodent control services at various approved Town facilities. This approval includes the authorization to enter into renewals on similar terms and conditions.
- 7) CHARTER REVISION COMMISSION
To hear an update on the Charter Revision Commission
- 8) REFUNDS
To consider and act upon tax refunds as recommended by the Tax Collector in the amount of \$2,089.30
- 9) FIRST SELECTMAN - To hear updates from the First Selectman
 - FY 26 Budget
 - Feasibility Study
 - Installation of speed cameras and lowered speed signs in school zones
- 10) ANNOUNCEMENTS
- 11) ADJOURN

**ATESD OVERALL PROGRAM - REQUIRED
DOCUMENTS
C. Plan Approval Public Hearing
Notice/Minutes**

BOARD OF SELECTMEN MEETING
Wednesday, November 20, 2024, 4:00 pm
Via Zoom & In-Person in the
First Floor Conference Room, Independence Hall 725
Old Post Road, Fairfield, CT 06824

A recording of this meeting can be found here: [BOS Meeting 11/20/24](#).

The backup documents can be found here: [Backup Packet 11/20/24](#).

FINAL MINUTES

MEMBERS PRESENT: First Selectman William A. Gerber, Selectman Christine Vitale, Selectwoman Brenda L. Kupchick

OTHERS PRESENT: Sustainable Taskforce member Mary Hogue, SFTF member Becky Bunnell, Town Librarian Scott Jarzombek, Police Chief Robert Kalamaras, Purchasing Director Adam Tulin, Project Manager Eli Ghazal, Planning & Zoning Director Jim Wendt, Buildings Manager James Ryan, Human & Social Services Director Julie DeMarco, Engineering Manager Bill Hurley, Senior Civil Engineer Megha Jain, FPS Director of Operations Angelus Papageorge, FairTV, members of the public

1) **CALL TO ORDER / ROLL CALL**

First Selectman Bill Gerber called the meeting to order at 4:02 pm and the roll was called.

2) **PLEDGE OF ALLEGIANCE**

Engineering Manager Bill Hurley led the Pledge of Allegiance.

3) **RESIGNATION**

Police Commission

Joseph P. Cafferelli, III 129 College Place, term 11/20-11/25
(resigned November 15, 2024)

This is for informational purposes only. The Selectpersons expressed their thanks to Mr. Cafferelli for serving on the Police Commission.

4) **SUSTAINABLE FAIRFIELD TASK FORCE (*requires BOF and RTM approval*)**

To hear, consider, and act on approving the acceptance of a grant in the amount of \$5,000 from The Bunnell Family Fund to the Sustainable Fairfield Task Force, and further approving the appropriation of the grant funds to pay expenses incurred by the Sustainable Fairfield Task Force to pay for pumpkin composting and other recycling and waste needs that Sustainable Fairfield determines.

Selectman Vitale made a motion to approve Item 4. Selectwoman Kupchick seconded the motion.

Selectman Vitale made a motion to amend the Item to add “Vanguard Charitable” before Bunnell Family Fund. First Selectman Bill Gerber seconded the amendment which carried unanimously.

Becky Bunnell asked if donation acceptance could be made for donations of a certain amount. It was discussed that donations under \$50,000 only need BOS approval. The money from this donation will go toward the Pumpkin Composting and Recycling program which takes place after 4 pm at schools and after 4 pm on weekdays and weekends.

The main motion, as amended, carried unanimously.

5) TOWN LIBRARIAN

- a. To hear, consider, and act on an agreement between the Fairfield Public Library and Value Line Investment Services for access to financial research information. This approval includes the authorization to enter into renewals on similar terms and conditions.
- b. To hear, consider, and act on an agreement between the Fairfield Public Library and Grey House Publishing for a patron database for rating banks, credit unions, insurance, investments; consumer guides and financial literacy basic courses; and a customized Medigap buyer’s guide and calculator. This approval includes the authorization to enter into renewals on similar terms and conditions.
- c. To hear, consider, and act on an agreement between the Fairfield Public Library and Stirling Brandworks for hosting the library’s website and basic support. This approval includes the authorization to enter into renewals on similar terms and conditions.

Selectman Vitale made a motion to approve Items 5a-c. Selectwoman Kupchick seconded the motion.

Town Librarian Scott Jarzombek said these items are for a site redesign which is being paid for by the Board of Library Trustees.

The motion carried 2-0-1 (Kupchick abstained).

6) POLICE CHIEF

To hear, consider, and act on approving an agreement between the Town of Fairfield and the State Department of Transportation regarding law enforcement safety device encroachment permits

Selectman Vitale made a motion to approve Item 6. Selectwoman Kupchick seconded the motion.

Police Chief Bob Kalamaras said these are encroachments at six locations for poles on existent infrastructure for Police safety.

The motion carried unanimously.

7) PURCHASING AUTHORITY

To hear, consider, and act on authorizing the Purchasing Authority to enter into the proposed contract between the Town of Fairfield and Bismark Construction Co. Inc., Milford, CT to provide all labor, materials, equipment and all else necessary for the Lower Level Toilet Renovation project at the Fairfield Police Department as detailed in Town of Fairfield BID# 2025-21, and Bismark Constructions Bid Submission dated October 29, 2024 for a total base bid of \$164,000.00, with additional authority to enter into change orders in an amount not to exceed 10% of the original contract value.

Selectman Vitale made a motion to approve Item 7. Selectwoman Kupchick seconded the motion.

Purchasing Director Adam Tulin said this is for authorization on a contract with Bismark Construction. Six bids were received and there was a bid that was for less money, but completion time was longer. This is an ARPA funded project. Police Chief Kalamaras thanked Adam Tulin and Project Manager Eli Ghazal for their help with this project.

The motion carried unanimously.

8) PROJECT MANAGER

To Hear an Update on Penfield Pavilion

Project Manager Ghazal reported the following:

- 100% removal of Julian fill – no trucks or stockpiles
- 100% completion on grade beams
- There was a total of 148 Helico piles
- 93% completion on pile caps
- Building is sitting on completed new foundation
- Ahead of schedule and completion now end of January
- Next month – utilities, sidewalks, deckboards and handrails will be completed
- 90% of change orders were for increased fill removal
- All change orders handled with contingency money
- 90% of site as been restored to 8ft elevation.

9) PROJECT MANAGER

- a. To hear, consider, and act on approving a Second Amendment to Power Purchase agreement between CEFIA Holdings LLC and the Town of Fairfield and appropriating the funds for the \$91,920.40 Partial Buyout Payment required under the agreement.

This payment will be funded from the Town's Fill Pile Fund.

Selectman Vitale made a motion to approve Item 9a. Selectwoman Kupchick seconded the motion.

Mr. Ghazal said there is a Julian fill site behind the tennis facility. While remediating the site, an array of solar panels needed to be removed. The soil tested positive around the panel for historical contamination. The historical contamination was from transformers that were dumped and buried in the ground over 20 years ago by a company that is no longer in business.

Selectwoman Kupchick asked for an update on the Fill Pile situation. The Town is working with a LEP to remediate the main pile.

The motion carried unanimously.

- b. To hear, consider, and act on approving a First Amendment to System Site Lease Agreement between CEFIA Holdings LLC and the Town of Fairfield.

Selectman Vitale made a motion to approve Item 9b. Selectwoman Kupchick seconded the motion.

This is the adjusted lease agreement to show what arrays of solar panels are left.

The motion carried unanimously.

- 10) TOWN PLAN AND ZONING DEPARTMENT DIRECTOR (*requires RTM approval*)
To, hear, consider, and act approving a property line revision between the Town of Fairfield as the owner of 150 Villa Avenue and Alan Diamond as the owner of 91 Algonquin Road; and further authorizing the First Selectman to sign any and all documents to effectuate said property line revision.
Selectman Vitale made a motion to approve Item 10. Selectwoman Kupchick seconded the motion.

TP&Z Director Jim Wendt said the Town acquired property at 150 Villa Avenue in 2022. An encroachment is needed at the adjoining property, 91 Algonquin Road.

The motion carried unanimously.

- 11) PURCHASING AUTHORITY (*subject to 11/25/24 RTM approval*)
To hear consider, and act on authorizing the Purchasing Authority to enter into the proposed contract between the Town of Fairfield and McKenney Mechanical Contractors, Inc., Newtown, CT to provide all labor, materials, equipment and all else necessary for the Kitchen Hood Upgrade at the Bigelow Senior Center as detailed in Town of Fairfield BID# 2025-19, and McKenney Mechanical Contractors Bid Submission dated October 31, 2024 for a total base bid of \$334,718.00, with additional authority to enter into change orders in an amount not to exceed 10% of the original contract value.
Selectman Vitale made a motion to approve Item 11. Selectwoman Kupchick seconded the motion.

Buildings Manager James Ryan said McKenney Mechanical was the only bid. This is a standard program.

The motion carried unanimously.

- 12) PURCHASING AUTHORITY
To hear consider and act on authorizing the Purchasing Authority to enter into the proposed contract between the Town of Fairfield and Barton & Loguidice, LLC., Glastonbury, CT to

provide design services and all else necessary for the Reef Road Culvert and Bronson Bridge Culvert Replacement projects as detailed in Town of Fairfield RFP# 2025-23, and Barton & Loguidice's Proposal dated October 16, 2024 for a total initial contract of \$239,465.00.

Selectman Vitale made a motion to approve Item 12. Selectwoman Kupchick seconded the motion.

Purchasing Director Adam Tulin said there were two responses. Barton & Loguidice was originally higher, but through a scope review, Purchasing was able to identify some items that had been priced, but weren't needed. This is also a fairly new vendor. Engineering Manager Bill Hurley checked references.

The motion carried unanimously.

13) PURCHASING AUTHORITY (*subject to 11/25/24 RTM approval*)

To hear consider and act on authorizing the Purchasing Authority to enter into the proposed contract between the Town of Fairfield and BETA Group Inc., Hartford, CT to provide Phase 1 Survey services for Improvements to Redding, Sturges and Mill Plain Roads as detailed in BETA Proposals dated October 2 and October 3, 2024 for an initial contract amount of \$316,500 with additional authority to enter into subsequent proposed contract phases upon mutual agreement.

Selectman Vitale made a motion to approve Item 13. Selectwoman Kupchick seconded the motion.

Mr. Tulin said Purchasing solicited proposals from Beta Group from the on-call list. There is possible grant money if the RTM approves. Waiting for the final word from the state. This is related to an audit report that had six intersections and right of way surveyed.

The motion carried unanimously.

14) ENGINEERING MANAGER (*requires BOF & RTM approval*)

To hear, consider, and act upon the following resolution as recommended by the Engineering Manager:

WHEREAS, the First Selectman to enter into a proposed agreement with the Federal Government on behalf of US DOT/FHWA for the Safe Streets For All Grant; and

WHEREAS, the Town of Fairfield has been awarded a grant in the total amount of \$350,000 by the Federal Government (USDOT/FHWA); and

WHEREAS, the Grant requires funds and in-kind services from the Town in the amount of \$87,500 for the creation of a Safety Action Plan; and

NOW, THEREFORE BE IT RESOLVED, that the first selectman is authorized to make, execute and approve on behalf of the Town of Fairfield, any and all contracts or amendments thereof to secure said grant.

Selectman Vitale made a motion to approve Item 14. Selectwoman Kupchick seconded the motion.

Selectman Vitale made a motion to amend the wording for this Item to:

“To hear, consider, and act upon the following resolution as recommended by the Engineering Manager:

WHEREAS, the Town of Fairfield (“Town”) has been awarded a (Safe Street For All) Grant in the total amount of \$350,000 by the United States Federal Government as part of the Federal Highway Administration (FHWA); and

WHEREAS, the Grant requires funds from the Town in the amount of \$87,500 (Funding and In-Kind Services) for the creation of a Safety Action Plan; and

NOW, THEREFORE, BE IT RESOLVED, that \$87,500 be, and hereby is, appropriated for the Safety Action Plan; and

FURTHER RESOLVED, that the First Selectman be, and hereby is, authorized to accept, appropriate and expend said Grant and execute any and all required documents to effectuate said Grant.”

Selectwoman Kupchick seconded the amendment.

This is a planning grant for the Town to identify problem areas. Only four grants are awarded. There was an analysis done on every street in town.

The main motion, as amended, carried unanimously.

15) ENGINEERING MANAGER

To hear a presentation on the Complete Street Right of Way Manual

Senior Civil Engineer Megha Jain designed and wrote this manual. There are currently five sections with the ability to add or remove items from the manual. Ms. Jain explained how streets are prioritized and organized.

16) BOARD OF EDUCATION (***requires RTM approval***)

RESOLVED, that the Town of Fairfield authorizes the Board of Education of the Town of Fairfield to apply to the Commissioner of Administrative Services and to accept or reject a grant for the Stratfield Partial Roof Replacement Project at Stratfield Elementary School; and

FURTHER RESOLVED that the Stratfield Elementary School Partial Roof Building Committee is hereby established as the building committee with regard to the Stratfield Partial Roof Replacement Project at Stratfield Elementary School; and

FURTHER RESOLVED that the Town of Fairfield hereby authorizes at least the preparation of schematic drawings and outline specifications for the Stratfield Partial Roof Replacement Project at Stratfield Elementary School

Selectman Vitale made a motion to approve Item 16. Selectwoman Kupchick seconded the motion.

Selectwoman Kupchick made a motion to approve Items 16-21 together as they are all FPS-related. First Selectman Gerber seconded the motion which carried unanimously.

FPS Director of Operations Angelus Papageorge said these approvals are a formality to be eligible for State reimbursement.

The motion to approve Items 16-20 carried unanimously.

- 17) STRATFIELD ELEMENTARY SCHOOL PARTIAL ROOF BUILDING COMMITTEE
To hear, consider and approve a charge for the Stratfield Elementary School Partial Roof Building Committee

Approved in Item 16.

- 18) BOARD OF EDUCATION (*requires RTM approval*)
RESOLVED, that the Town of Fairfield authorizes the Board of Education of the Town of Fairfield to apply to the Commissioner of Administrative Services and to accept or reject a grant for the McKinley Partial Roof Replacement Project at McKinley Elementary School; and FURTHER RESOLVED that the McKinley Elementary School Partial Roof Building Committee is hereby established as the building committee with regard to the McKinley Partial Roof Replacement Project at McKinley Elementary School; and FURTHER RESOLVED that the Town of Fairfield hereby authorizes at least the preparation of schematic drawings and outline specifications for the McKinley Partial Roof Replacement Project at McKinley Elementary School

Approved in Item 16.

- 19) MCKINLEY ELEMENTARY SCHOOL PARTIAL ROOF BUILDING COMMITTEE
To hear, consider and approve a charge for the McKinley Elementary School Partial Roof Building Committee

Approved in Item 16.

- 20) BOARD OF EDUCATION (*requires RTM approval*)
RESOLVED, that the Town of Fairfield authorizes the Board of Education of the Town of Fairfield to apply to the Commissioner of Administrative Services and to accept or reject a grant for the Tomlinson Partial Roof Replacement Project at Tomlinson Middle School; and FURTHER RESOLVED that the Tomlinson Middle School Partial Roof Building Committee is hereby established as the building committee with regard to the Tomlinson Partial Roof Replacement Project at Tomlinson Middle School; and FURTHER RESOLVED that the Town of Fairfield hereby authorizes at least the preparation of schematic drawings and outline specifications for the Tomlinson Partial Roof Replacement Project at Tomlinson Middle School

Approved in Item 16.

- 21) TOMLINSON MIDDLE SCHOOL PARTIAL ROOF BUILDING COMMITTEE
To hear, consider and approve a charge for the Tomlinson Middle School Partial Roof Building Committee

Approved in Item 16.

- 22) FIRST SELECTMAN - To hear updates from the First Selectman
- CFO search – There are two upcoming interviews.
 - UI Monopoles Rally and 12/5 Testimony in Hartford on Draft CT Siting Council Report
 - Town Ban on all outdoor fires to align with the State of Emergency declaration
 - Vision Zero Pledge
- 23) ANNOUNCEMENTS
- Happy Thanksgiving to all.
 - Santa on the Green – Sherman Green, Sunday December 1st, 10:00 am to 2:00 pm.
- 24) ADJOURN
- Selectman Vitale made a motion to adjourn. Selectwoman Kupchick seconded the motion which carried unanimously.

The meeting adjourned at 5:31 pm.

Respectfully submitted,

Pru O'Brien
Recording Secretary

MINUTES OF THE MEETING OF THE TOWN OF FAIRFIELD
DECEMBER 16, 2024
[Meeting](#)

The annual organizational meeting of the Town of Fairfield was held on Monday, December 16, 2024 at 8 PM at the Education Center, 501 Kings Highway East, Fairfield CT and via Webex.

The meeting was called to order at 8 PM by Moderator Marcy Spolyar

PRESENT: 38 ABSENT: 1 VACANCY: 1

PRESENT: Astarita, Britton, Sparacino, Cook-Littman, McCloat, Rock, Shea, Hartigan, Steele, Waldron, Wapnitsky, Karson, McCabe, Spolyar, Zezima, Garskof, O'Neill, Pistilli, Wolk, Barahona, Blanchard, Donne, Ocampo, Berecz, Kuhn, Nickel, Braman, Carroll, Colburn, Ludwiczak, Georgiadis, Havey, McDermott, Wackerman, Ambrose, Contratto, Horton, Ratzki

ABSENT: Longo

VACANCY: for Delgado

Chris Shea, District 2 introduced Meghan McCloat to replace Amy O'Shea who resigned.

ITEM NO. 1 ON CALL: PLEDGE OF ALLEGIANCE & MOMENT OF SILENCE

Moderator Spolyar led the Pledge of Allegiance.

ITEM NO. 2 ON CALL: APPROVAL OF MINUTES OF NOVEMBER 25, 2024

Sharon Pistilli, District 5 moved this item as distributed with the Call, duly seconded.

VOTE: The minutes of the November 25, 2024 meeting were approved by unanimous voice vote.

CONSENT CALENDAR: The Moderator reported that items 6, 7, 8, 12, 13, 14, 15, 16 & 17 were eligible for consent.

VOTE: Items 6, 7, 8, 12, 13, 14, 15, 16 & 17 were approved by unanimous voice vote.

ITEM NO. 3 ON CALL: GOLF COMMISSION TEN-YEAR GOLF IMPROVEMENT PLAN.

This report was received in committee.

ITEM NO. 4 ON CALL: REAPPOINTMENT OF MICHAEL PACEWICZ (R) TO THE SOLID WASTE AND RECYCLING COMMISSION

MOTION: Margaret Horton, District 10 moved to postpone this item to the January meeting so Mr. Pacewicz could be in attendance, duly seconded and carried with 1 opposed (Georgiadis).

ITEM NO. 5 ON CALL: APPOINTMENTS OF ANDREW BEAL (U) & MEGHANN MCKALE (D) TO THE SOLID WASTE AND RECYCLING COMMISSION

Scott Nickel, District 7 moved this item as distributed with the Call, duly seconded.

Meghann McKale explained she had an interest in sustainability issues and as PTA Council VP she spearheaded composting projects that were adopted throughout the school system.

VOTE: The appointments of Andrew Beal & Meghann McKale to the Solid Waste & Recycling Commission were approved by unanimous voice vote.

ITEM NO. 6 ON CALL: APPOINTMENT OF JAMES ACCOMANDO (U) TO THE HISTORIC DISTRICT COMMISSION

This item was on the consent calendar.

ITEM NO. 7 ON CALL: REAPPOINTMENT OF ERIC S NEWMAN (D) TO THE EMPLOYEE RETIREMENT BD

This item was on the consent calendar.

ITEM NO. 8 ON CALL: TO CONSIDER AND ACT UPON THE FOLLOWING RESOLUTION RECOMMENDED BY THE FIRST SELECTMAN: “RESOLVED, THAT A CERTAIN AGREEMENT NEGOTIATED BY AND BETWEEN THE TOWN OF FAIRFIELD AND THE PROFESSIONAL AND TECHNICAL EMPLOYEES ASSOCIATION LOCAL 1303-366 OF COUNCIL 4 AFSCME, AFL-CIO CONCERNING CONDITIONS OF EMPLOYMENT FOR THE PERIOD COMMENCING JULY 1, 2023 AND ENDING JUNE 30, 2027 BE, AND HEREBY IS, RATIFIED.”

This item was on the consent calendar.

ITEM NO. 9 ON CALL: TO CONSIDER AND ACT UPON THE FOLLOWING RESOLUTION RECOMMENDED BY THE FIRST SELECTMAN: “RESOLVED, THAT A CERTAIN CONTRACT NEGOTIATED BY AND BETWEEN THE TOWN OF FAIRFIELD AND FAIRFIELD PUBLIC HEALTH NURSES, UNIT 34 OF THE AFT NURSES AND HEALTH PROFESSIONALS - AFT AFL-CIO, CONCERNING CONDITIONS OF EMPLOYMENT FOR A PERIOD COMMENCING JULY 1, 2020 AND ENDING JUNE 30, 2028 BE, AND HEREBY IS, RATIFIED.”

Amendment: Chris Carroll, District 8 moved to amend the resolution by striking “Unit 34” and replacing it with “Local 5045” and striking “2020” and replacing it with “2024”, duly seconded and carried unanimously. Sharon Pistilli, District 5 moved to amend Paragraph 5 by inserting the following language after \$950,000

VOTE: The resolution regarding the CBA between the Town of Fairfield and Local 5045 (Public Health Nurses) was approved by unanimous voice vote.

ITEM NO. 10 ON CALL: REPORT FROM THE RULES TO REGULATE COMMITTEE.

Karen Wackerman reported that the Committee has met a couple times focusing on revising the rules to reflect what the RTM does and to modernize them focusing so far on restructuring the committees and the budget process.

ITEM NO. 11 ON CALL: REPORT FROM THE ENERGY INITIATIVES COMMITTEE.

John Kuhn reported that there likely is a need for a municipality to be the one to make the first move on community energy. Jeff Steele noted that there have not been any meetings, and Mr. Kuhn said they are overdue for a meeting and would schedule same.

ITEM NO. 12 ON CALL: TO HEAR, CONSIDER AND ACT UPON THE FOLLOWING RESOLUTION AS RECOMMENDED BY THE BOARD OF FINANCE: “RESOLVED, THAT A GRANT IN THE AMOUNT OF \$5,000 FROM

THE BUNNELL FAMILY FUND TO THE SUSTAINABLE FAIRFIELD TASK FORCE BE, AND HEREBY IS, ACCEPTED, AND FURTHER RESOLVED, THAT THE APPROPRIATION OF THE GRANT FUNDS TO PAY EXPENSES INCURRED BY THE SUSTAINABLE FAIRFIELD TASK FORCE TO PAY FOR PUMPKIN COMPOSTING AND OTHER RECYCLING AND WASTE NEEDS THAT SUSTAINABLE FAIRFIELD DETERMINES BE, AND HEREBY ARE, APPROVED.”

This item was on the consent calendar.

ITEM NO. 13 ON CALL: TO HEAR, CONSIDER AND ACT UPON THE FOLLOWING RESOLUTION AS RECOMMENDED BY THE BOARD OF FINANCE: “RESOLVED, THAT THE GRANT AGREEMENT BETWEEN THE CONNECTICUT DEPARTMENT OF TRANSPORTATION HIGHWAY SAFETY OFFICE AND THE TOWN OF FAIRFIELD FOR THE FAIRFIELD POLICE DEPARTMENT’S CLICK-IT OR TICKET ENFORCEMENT PROGRAM BE, AND HEREBY IS, APPROVED; AND FURTHER RESOLVED, THAT THE GRANT FUNDS AND THEIR APPROPRIATION FOR THE PURPOSES SET FORTH IN THE GRANT AGREEMENT BE, AND HEREBY ARE, ACCEPTED.”

This item was on the consent calendar.

ITEM NO. 14 ON CALL: TO HEAR, CONSIDER AND ACT UPON THE FOLLOWING RESOLUTION AS RECOMMENDED BY THE BOARD OF FINANCE: “RESOLVED, THAT THE GRANT AGREEMENT BETWEEN THE CONNECTICUT DEPARTMENT OF TRANSPORTATION HIGHWAY SAFETY OFFICE AND THE TOWN OF FAIRFIELD FOR THE FAIRFIELD POLICE DEPARTMENT’S COMPREHENSIVE DUI ENFORCEMENT PROGRAM BE, AND HEREBY IS, APPROVED; AND FURTHER RESOLVED, THAT THE GRANT FUNDS AND THEIR APPROPRIATION FOR THE PURPOSES SET FORTH IN THE GRANT AGREEMENT BE, AND HEREBY ARE, ACCEPTED.”

This item was on the consent calendar.

ITEM NO. 15 ON CALL: TO HEAR, CONSIDER AND ACT UPON THE FOLLOWING RESOLUTION AS RECOMMENDED BY THE BOARD OF FINANCE: “RESOLVED, THAT THE GRANT AGREEMENT BETWEEN THE CONNECTICUT DEPARTMENT OF TRANSPORTATION HIGHWAY SAFETY OFFICE AND THE TOWN OF FAIRFIELD FOR THE FAIRFIELD POLICE DEPARTMENT’S SPEED AND AGGRESSIVE DRIVING ENFORCEMENT PROGRAM BE, AND HEREBY IS, APPROVED; AND FURTHER RESOLVED, THAT THE GRANT FUNDS AND THEIR APPROPRIATION FOR THE PURPOSES SET FORTH IN THE GRANT AGREEMENT BE, AND HEREBY ARE, ACCEPTED.”

This item was on the consent calendar.

ITEM NO. 16 ON CALL: TO HEAR, CONSIDER AND ACT UPON THE FOLLOWING RESOLUTION AS RECOMMENDED BY THE BOARD OF FINANCE:

“WHEREAS, THE FIRST SELECTMAN IS TO ENTER INTO A PROPOSED AGREEMENT WITH THE FEDERAL GOVERNMENT ON BEHALF OF US DOT/FHWA FOR THE SAFE STREETS FOR ALL GRANT; AND WHEREAS, THE TOWN OF FAIRFIELD HAS BEEN AWARDED A GRANT IN THE TOTAL AMOUNT OF \$350,000 BY THE FEDERAL GOVERNMENT (USDOT/FHWA); AND WHEREAS, THE GRANT REQUIRES FUNDS AND IN-KIND SERVICES FROM THE TOWN IN THE AMOUNT OF \$87,500 FOR THE CREATION OF A SAFETY ACTION PLAN; NOW, THEREFORE BE IT RESOLVED, THAT THE FIRST SELECTMAN IS AUTHORIZED TO MAKE, EXECUTE AND APPROVE ON BEHALF OF THE TOWN OF FAIRFIELD, ANY AND ALL CONTRACTS OR AMENDMENTS THEREOF TO SECURE SAID GRANT.”

This item was on the consent calendar.

ITEM NO. 17 ON CALL: TO HEAR, CONSIDER AND ACT UPON THE FOLLOWING RESOLUTION AS RECOMMENDED BY THE BOARD OF FINANCE: “RESOLVED, THAT THE AMERICAN RESCUE PLAN ACT (ARPA) FUNDS BE REALLOCATED AS DESCRIBED IN THE ATTACHED EXHIBIT A.”

This item was on the consent calendar.

ITEM NO. 18 ON CALL: TO HEAR, CONSIDER AND ACT UPON THE FOLLOWING RESOLUTION AS RECOMMENDED BY THE BOARD OF FINANCE: “RESOLVED, THAT THE BOND RESOLUTION ENTITLED, ‘A RESOLUTION APPROPRIATING \$3,717,899 FOR THE COSTS OF CERTAIN NONRECURRING CAPITAL PROJECTS AND AUTHORIZING THE ISSUANCE OF BONDS TO FINANCE SUCH APPROPRIATION,’ BE, AND HEREBY IS, AMENDED AND RESTATED TO INCREASE THE APPROPRIATION AND BOND AUTHORIZATION OF THE JENNINGS BEACH PROJECT BY \$100,000 FOR A TOTAL OF \$3,817,899, AND TO EXPAND THE SCOPE OF THE JENNINGS BEACH PROJECT.”

Laura Karson, District 4 moved this item as distributed with the Call, duly seconded.

VOTE: The bond resolution increasing the appropriation and bond authorization for the Jennings Beach project was approved by unanimous voice vote.

ITEM NO. 19 ON CALL: APPROVAL OF TRAFFIC AUTHORITY ORDINANCE.

Cindy Waldron, District 3 moved this item as distributed with the Call, duly seconded.

Amendment: Laura Karson moved to amend Section 2d Terms of Office, sentence 4 striking “three” and replacing with “two”, duly seconded and carried unanimously.

Amendment: Jeff Steele moved to amend Section 2b Membership x) a maximum of two (2) residents of the Town not included in any of the above categories, inserting “, both of whom cannot be from the same polity party,” after “Town”, duly seconded.

Upon clarification of the CGS regarding minority representation, the proposed amendment was amended by inserting the following language after “town” “, not from the same political party, and” duly seconded and carried with 35 in favor and 3 opposed (Waldron, Pistilli, Carroll).

VOTE: The traffic Authority ordinance as amended was approved by unanimous voice vote.

ITEM NO. 20 ON CALL: APPROVAL OF AMENDMENTS TO THE TAX RELIEF FOR THE ELDERLY & DISABLED HOMEOWNERS ORDINANCE.

Sharon Pistilli, District 5 moved this item as distributed, duly seconded.

VOTE: The amendments to the Tax Relief for the Elderly & Disabled Homeowners Ordinance were approved by unanimous voice vote.

ITEM NO. 21 ON CALL: APPROVAL OF AMENDMENTS TO THE STREETS & SIDEWALKS ORDINANCE.

Kristin O’Neill, District 5 moved this item as distributed, duly seconded.

VOTE: The amendments to the Streets & Sidewalks Ordinance were approved by unanimous voice vote.

ITEM NO. 22 ON CALL: REFERRAL OF AMENDMENTS TO THE VEHICLES & TRAFFIC ORDINANCE, SECTION 102-4 TO SECTION 102-17 OF THE TOWN CODE, SPONSORED BY CHRIS O’SHEA, DISTRICT 2; DAVE ROCK, DISTRICT 2; MICHELLE MCCABE, DISTRICT 4; JENNIFER BARAHONA, DISTRICT 6; CHRIS CARROLL, DISTRICT 8; CHRISTINE LUDWICZAK, DISTRICT 8; KAREN WACKERMAN, DISTRICT 9; AND PIERRE RATZKI, DISTRICT 10, TO THE LEGISLATION AND ADMINISTRATION COMMITTEE.

The amendments were passed out of L&A and will be on the January Warning for the first time.

NEW BUSINESS:

The January 21 Committee meetings will be held at the Fire Training School. Karen Wackerman said the Charter Revision Commission is soliciting input from residents, boards & commissions on the proposed Charter Revision.

Liz Zezima announced that Jennifer Barahona has been appointed Deputy Secretary of the State and will be resigning from the RTM.

ADJOURNMENT:

There being no further business, the meeting adjourned at 8:47 PM.

Respectfully submitted,

Elizabeth P. Browne, MMC, MCTC
Town Clerk

MINUTES OF THE REGULAR MEETING OF THE TOWN OF FAIRFIELD
JANUARY 27, 2025
Meeting

The regular meeting of the Town of Fairfield was held on Monday January 27, 2025 at 8 PM at Education Center, 501 Kings Hwy East, Fairfield, CT and on Zoom.

The meeting was called to order at 8 PM by Moderator Marcy Spolyar.

PRESENT: 32 ABSENT: 8 VACANCY: 0

PRESENT: Astarita, Britton, Cook-Littman, McCloat, Rock, Shea, Hartigan, Waldron, Karson, McCabe, Spolyar, Zezima, Garskof, O'Neill, Pistilli, Wolk, Blanchard, Donne, Drewniak, Ocampo, Berecz, Burns-Galdenzi, Kuhn, Nickel, Braman, Carroll, Ludwiczak, Georgiadis, Havey, McDermott, Wackerman, Ratzki

ABSENT: Longo, Sparacino, Steele, Wapnitsky, Colburn, Ambrose, Contratto, Horton

ITEM NO. 1 ON CALL: PLEDGE OF ALLEGIANCE & MOMENT OF SILENCE

Moderator Spolyar led the Pledge of Allegiance and a moment of silence in honor of the anniversary of the liberation of Auschwitz.

ITEM NO. 2 ON CALL: FIRST SELECTMAN'S STATE OF THE TOWN ADDRESS

See address attached hereto.

CONSENT CALENDAR: The Moderator reported that items 10, 12, 13,14, and 15 were eligible for the Consent Calendar.

VOTE: Items 10, 12, 13, 14, and 15 were approved by unanimous voice vote.

ITEM NO. 3 ON CALL: ELECTION OF REPRESENTATIVE IN DISTRICT 7 TO FILL THE VACANCY CREATED BY THE RESIGNATION OF JONATHAN DELGADO.

Ms. Spolyar asked for nominations from the floor to fill the vacancy in District 7. Steve Berecz, District 7 nominated Lori Galdenzi. duly seconded.

NOTE: Ms. Galdenzi was elected to fill the vacancy in District 7 by unanimous voice vote. Ms. Galdenzi was administered the oath of office and sat for the meeting.

ITEM NO. 4 ON CALL: LEASE REPORT OF TOWN PROPERTIES

This report was received in Committee.

ITEM NO. 5 ON CALL: REPORT FROM THE JOINT RETIREMENT INVESTMENT BD

JRIB Chair Ken Brachfeld reported that the new financial advisor is Black Rock who replaced Vanguard. We are still using Milliman who performed an experience study recently wherein we accepted the 6.9% discount rate. We have a large domestic stock portfolio. Mr. Brachfeld explained that the mortality tables from the actuary were also accepted.

ITEM NO. 6 ON CALL: NOISE COMPLAINTS REPORT

This report was received in Committee.

ITEM NO. 7 ON CALL: RECOVERY OF COSTS RELATED TO PUBLIC DISTURBANCES

This report was received in Committee.

ITEM NO. 8 ON CALL: CONDEMNATION & BLIGHT REPORT

This report was received in Committee.

ITEM NO. 9 ON CALL: MINUTES OF THE DECEMBER 16, 2024 MEETING

Laura Karson, District 4 moved this item as distributed with the Call, duly seconded.

VOTE: The December 16, 2024 minutes were approved by unanimous voice vote.

ITEM NO. 10 ON CALL: REAPPOINTMENT OF MICHAEL PACEWICZ (R) TO THE SOLID WASTE AND RECYCLING COMMISSION

This item was on the consent calendar.

ITEM NO. 11 ON CALL: APPOINTMENTS OF CHRISTOPHER E. BAKER (IT) AND ROSEMARIE BARRETTA (D) TO THE ETHICS COMMISSION

Ken Astarita, District 1 moved the item, duly seconded.

Ms. Barretta said she wants to the town to be successful and thrive and feels her experience as a former prosecutor who investigated complaints would be an asset to the Commission.

VOTE: The appointments of Christopher Baker and Rosemarie Barretta to the Ethics Commission were approved by unanimous voice vote.

ITEM NO. 12 ON CALL: APPOINTMENT OF PETER H. KLEIN (U) TO THE FAIRTV COMMISSION

This item was on the consent calendar.

ITEM NO. 13 ON CALL: TO HEAR, CONSIDER AND ACT UPON THE FOLLOWING RESOLUTIONS AS RECOMMENDED BY THE BOARD OF SELECTMEN: "RESOLVED, THAT A PROPERTY LINE REVISION BETWEEN THE TOWN OF FAIRFIELD AS THE OWNER OF 150 VILLA AVENUE AND ALAN DIAMOND AS THE OWNER OF 91 ALGONQUIN ROAD BE, AND HEREBY IS APPROVED; AND FURTHER RESOLVED, THAT THE FIRST SELECTMAN BE, AND HEREBY IS, AUTHORIZED TO SIGN ANY AND ALL DOCUMENTS TO EFFECTUATE SAID PROPERTY LINE REVISION."

This item was on the consent calendar.

ITEM NO. 14 ON CALL: TO HEAR, CONSIDER AND ACT UPON THE FOLLOWING RESOLUTION AS RECOMMENDED BY THE BOARD OF SELECTMEN: "RESOLVED, THAT IN ACCORDANCE WITH A REQUEST FROM THE CONSERVATION DIRECTOR, THE TOWN ACCEPT A DONATION OF LAND AT 140 LIMERICK ROAD FROM MARVA MARBLE & GRANITE, INC. A/K/A KALENTZOS, INC."

This item was on the consent calendar.

ITEM NO. 15 ON CALL: TO HEAR, CONSIDER AND ACT UPON THE FOLLOWING RESOLUTION AS RECOMMENDED BY THE BOARD OF FINANCE: “WHEREAS, THE TOWN OF FAIRFIELD HAS BEEN AWARDED A GRANT IN THE TOTAL AMOUNT OF \$280,350 (GRANT) BY THE STATE OF CONNECTICUT DEPARTMENT OF ENERGY AND ENVIRONMENTAL PROTECTION (CT DEEP); AND WHEREAS, THE GRANT REQUIRES FUNDS AND IN-KIND SERVICES FROM THE TOWN IN THE AMOUNT OF \$186,900 FOR THE WATER QUALITY AND CLIMATE RESILIENCY IMPROVEMENTS IN THE ROOSTER RIVER WATERSHED PROJECT, NOW, THEREFORE BE IT RESOLVED, THAT THE FIRST SELECTMAN BE, AND HEREBY IS, AUTHORIZED TO MAKE, EXECUTE, AND APPROVE ON BEHALF OF THE TOWN OF FAIRFIELD, ANY AND ALL CONTRACTS OR AMENDMENTS THEREOF TO SECURE SAID GRANT, AND TO EXPEND ALL GRANT FUNDS, AND THE REQUIRED TOWN FUNDS AND IN-KIND SERVICES AS REQUIRED BY THE GRANT FOR THE PURPOSES SET FORTH IN THE GRANT.”

This item was on the consent calendar.

ITEM NO. 16 ON CALL: TO HEAR AND CONSIDER FOR THE FIRST TIME, AMENDMENTS TO THE VEHICLES AND TRAFFIC ORDINANCE, SECTION 102-4 TO SECTION 102-17 OF THE CODE OF THE TOWN OF FAIRFIELD, SPONSORED BY DAVE ROCK, DISTRICT 2; MICHELLE MCCABE, DISTRICT 4; CHRIS CARROLL, DISTRICT 8; CHRISTINE LUDWICZAK, DISTRICT 8; KAREN WACKERMAN, DISTRICT 9; AND PIERRE RATZKI, DISTRICT 10.

Michelle McCabe, District 4 and Police Chief Kalamaras answered questions and gave a synopsis of the amendments noting that the Office of the State Traffic Administrator approves the plan when it is submitted to the State. They only track a plan; they do not rack communities passing an ordinance. First ticket is \$50 with a \$15 service fee; second ticket is \$60 with a \$15 service fee. The appeal process would follow the same as those made to the parking violations hearing officer. These cameras are only approved for school zones, of which the following have been approved: Burr, Dwight, Riverfield, Jefferson Street by Notre Dame Prep, and Knapps Hwy by Fairfield Warde and McKinley. Chief Kalamaras explained the pros/cons about the effectiveness of the cameras vs. the traffic unit.

NEW BUSINESS:

Rob Blanchard moved to add consideration of additional budget hearing dates of April 9 & 10 because of meeting room conflicts, duly seconded and carried unanimously.

VOTE: The April 8 meeting date was canceled and the dates of April 9 & 10 at 7 PM at the Education Center were approved by unanimous voice vote.

ADJOURNMENT:

There being no further business, the meeting adjourned at 9:55 PM.

Respectfully submitted,

Elizabeth P. Browne, MMC, MCTC
Town Clerk

MINUTES OF THE REGULAR MEETING OF THE TOWN OF FAIRFIELD

FEBRUARY 24, 2025

Meeting

The regular meeting of the Town of Fairfield was held on Monday, February 24, 2025 at 8 PM at Education Center, 501 Kings Hwy East, Fairfield, CT and on Zoom.

The meeting was called to order at 8 PM by Moderator Marcy Spolyar.

PRESENT: 38

ABSENT: 2

VACANCY: 0

PRESENT: Astarita, Britton, Longo, Sparacino, Cook-Littman, McCloat, Rock, Ellwanger, Hartigan, Steele, Waldron, Karson, McCabe, Spolyar, Zezima, Garskof, O'Neill, Pistilli, Wolk, Blanchard, Donne, Drewniak, Ocampo, Berecz, Burns-Galdenzi, Kuhn, Nickel, Braman, Carroll, Ludwiczak, Havey, McDermott, Wackerman, Ambrose, Contratto, Horton, Ratzki

ABSENT: Shea, Georgiadis

ITEM NO. 1 ON CALL: PLEDGE OF ALLEGIANCE & MOMENT OF SILENCE

Moderator Spolyar led the Pledge of Allegiance.

Myke Hartigan introduced Bob Ellwanger who filled the vacancy in District 3 following Cindy Wapnitsky's resignation.

CONSENT CALENDAR: The Moderator reported that items 5, 6, 7, 9 & 10 were eligible for the Consent Calendar.

VOTE: Items 5, 6, 7, 9 & 10 were approved by unanimous voice vote.

ITEM NO.2 ON CALL: CONSIDERATION OF THE JANUARY 27, 2025 MINUTES

Liz Zezima, District 4 moved this item as distributed with the Call, duly seconded.

VOTE: The January 27, 2025 minutes were approved by unanimous voice vote.

ITEM NO. 3 ON CALL: AFFORDABLE HOUSING COMMITTEE REPORT

This report was received in Committee.

ITEM NO. 4 ON CALL: ECONOMIC DEVELOPMENT COMMISSION REPORT

This report was received in Committee.

ITEM NO. 5 ON CALL: APPOINTMENT OF HEW D. CROOKS (U) TO THE ETHICS COMMISSION

This item was on the consent calendar.

ITEM NO. 6 ON CALL: APPOINTMENT OF GREG VALENTE (D) AS AN ALTERNATE TO THE HISTORIC DISTRICT COMMISSION

This item was on the consent calendar.

ITEM NO. 7 ON CALL: APPOINTMENT OF JOSEPH QUINN, JR. (U) TO THE EMPLOYEE RETIREMENT BOARD

This item was on the consent calendar.

ITEM NO. 8 ON CALL:

TO HEAR, CONSIDER AND ACT UPON THE FOLLOWING RESOLUTIONS AS RECOMMENDED BY THE BOARD OF FINANCE: “RESOLVED, THAT, IN ACCORDANCE WITH A REQUEST FROM THE POLICE CHIEF, A GRANT AGREEMENT BETWEEN THE CONNECTICUT DEPARTMENT OF TRANSPORTATION HIGHWAY SAFETY OFFICE AND THE TOWN OF FAIRFIELD FOR THE FAIRFIELD POLICE DEPARTMENT’S DISTRACTED DRIVING HIGH VISIBILITY ENFORCEMENT PROGRAM BE, AND HEREBY IS, APPROVED; AND FURTHER RESOLVED, THAT ACCEPTANCE OF THE GRANT FUNDS AND THEIR APPROPRIATION FOR THE PURPOSES SET FORTH IN THE GRANT AGREEMENT BE, AND HEREBY ARE, APPROVED.”

Cindy Waldron, District 3 moved this item, duly seconded.

Chief Kalamaras reviewed statistics regarding distracted driving and how the \$49,920 grant will be used for distracted driving enforcement in high visibility areas of Pease Av., Post Rd. & Kings Hwy. The funds come from the Federal government to the State on to the Town. The grant would not be funded if cut by the Fed.

VOTE: The distracted driving grant was approved by unanimous voice vote.

ITEM NO. 9 ON CALL:

TO HEAR, CONSIDER AND ACT UPON THE FOLLOWING RESOLUTION AS RECOMMENDED BY THE BOARD OF FINANCE: “WHEREAS, THE TOWN OF FAIRFIELD (“TOWN”) AND THE CONNECTICUT METROPOLITAN COUNCIL OF GOVERNMENTS (“METROCOG”) HAVE BEEN AWARDED A GRANT IN THE TOTAL AMOUNT OF \$5,000 FROM THE CONNECTICUT DEPARTMENT OF TRANSPORTATION'S ACTIVE TRANSPORTATION MICROGRANT PROGRAM FOR FAIRFIELD’S "SAFER STREETS" PROGRAM; AND WHEREAS, THE GRANT MONEY WILL BE USED FOR A PUBLIC AWARENESS CAMPAIGN SPONSORED BY THE FAIRFIELD SAFE STREETS ALLIANCE TO INCREASE AWARENESS OF DANGEROUS DRIVING AND ENCOURAGE BEHAVIOR CHANGE BY ALL ROADWAY USERS; NOW, THEREFORE, BE IT RESOLVED, THAT THE FIRST SELECTMAN BE, AND HEREBY IS, AUTHORIZED TO ACCEPT SAID GRANT, EXPEND SAID GRANT FUNDS IN ACCORDANCE WITH THE TERMS OF THE GRANT, AND EXECUTE ANY AND ALL REQUIRED DOCUMENTS TO EFFECTUATE SAID GRANT.”

This item was on the consent calendar.

ITEM NO. 10 ON CALL:

TO HEAR, CONSIDER AND ACT UPON THE FOLLOWING RESOLUTION AS RECOMMENDED BY THE BOARD OF FINANCE: “RESOLVED, THAT THAT THE TOWN OF FAIRFIELD, BY ITS FIRST SELECTMAN, WILLIAM A. GERBER, IS AUTHORIZED TO ENTER INTO A GROUND LEASE FOR 75 YEARS WITH HABITAT FOR HUMANITY TO BUILD FOUR UNITS OF AFFORDABLE HOME OWNERSHIP HOUSING AT 385 QUINCY STREET AND 409 QUINCY STREET WITH NO COST TO THE TOWN; AND FURTHER RESOLVED, THAT FIRST SELECTMAN WILLIAM A. GERBER IS

AUTHORIZED TO EXECUTE ALL DOCUMENTS IN CONNECTION
THERE TO.”

This item was on the consent calendar.

ITEM NO. 11 ON CALL: TO CONSIDER AND ACT UPON AMENDMENTS TO THE
VEHICLES AND TRAFFIC ORDINANCE, SECTION 102-4 TO
SECTION 102-17 OF THE CODE OF THE TOWN OF FAIRFIELD

Chris Carroll, District 9 moved the item, duly seconded.

Myke Hartigan, District 3 thanked the sponsors for their diligent work but explained that although he supports the intent to protect our streets, he will vote no because the data will be of value and collected by a third party.

Pierre Ratzki & Dave Rock, both sponsors of the amendments spoke to the priority of public safety.

Town Attorney Phil Pires said the vendor must comply with local law and if they were to disclose information they would be in violation. The ordinance mandates compliance.

Jeff Steele, District 3 questioned the \$875,000 revenue line in the FY26 proposed budget when the goal is to slow people down.

First Selectman Bill Gerber agreed the goal is safety not to make money. If this does not pass, the revenue would be cut from the budget. The revenue was determined by taking an average of 130 tickets per site per month. Chief Kalamaras said Milford projected \$2.1 million for their red-light cameras. We do not pay for the equipment; we collect the revenue. Mr. Steele said he is still concerned that there is not enough data when other towns have approved the cameras but have not implemented them yet.

Amendment: Collin Colburn, District 8 moved to strike “and other places within the boundaries of Fairfield, Connecticut” from Section 102-4, duly seconded. The purpose of the amendment is to quell concerns about these cameras going throughout town as it still accomplishes being a safety tool for the Police.

Chief Kalamaras said they can only be installed in school zones as there are no pedestrian safety zones in Connecticut.

Chris Carroll, District 8 said he understands the purpose of the amendment, but he does not want to limit safety. Mr. Steele suggested using this amendment to allay concerns and focus on one area. The ordinance can be amended again in the future.

Michelle McCabe, District 4 said the local traffic authority has been reconfigured to be the experts; if the amendment were approved it would limit the traffic authority. Melissa Longo, District 1 said since we don’t have pedestrian safety zones there should not be a problem limiting the language. The amendment allows us to focus on a specific area.

Meghan McCloat, District 2 said the amendment will help establish metrics in town. There were two fatalities in town within a school district. This will help build trust with our constituents and with the Police Department.

Ken Astarita, District 1 thanked everyone who worked on the ordinance and felt there was good information shared throughout the process. He felt the amendment would help people feel more comfortable about limiting surveillance.

VOTE: The motion to strike “and other places within the boundaries of Fairfield, Connecticut” from Section 102-4 failed with 12 in favor and 26 opposed.

IN FAVOR: Astarita, Britton, Longo, Sparacino, Cook-Littman, McCloat, Hartigan, Steele, Blanchard, Berecz, Colburn, Ludwiczak

OPPOSED: Rock, Ellwanger, Waldron, Karson, McCabe, Spolyar, Zezima, Garskof, O’Neill, Pistilli, Wolk, Donne, Drewniak, Ocampo, Burns-Galdenzi, Kuhn, Nickel, Braman, Carroll, Havey, McDermott, Wackerman, Ambrose, Contratto, Horton, Ratzki

Peter Britton, District 1 asked why other municipalities are not doing this yet. Chief Kalamaras said it’s a lot of work and time to get the paperwork done, the ordinance passed and everything up to OSTA.

Amendment: Christine Ludwiczak moved to add to section 102-6 Site Selection. “Any site selected by the Traffic Authority shall be approved by the Representative Town Meeting and subsequently submitted and approved by the Connecticut Department of Transportation as required by the Statute”, duly seconded.

Karen Wackerman, District 9 said she would oppose the amendment since the traffic authority already has the ability to make and approve these decisions.

Mr. Astarita said the RTM does not have the expertise but approves items; he felt this amendment made it more palatable. Laura Karson, District 4 asked where we draw the line with what the traffic authority approves. Melissa Longo, District 1 said although we are not the experts, we take their input and it helps in decision making. Mr. Ratzki said there is an annual reporting requirement from the traffic authority in the ordinance.

Amendment: Josh Garskof, District 5 moved to strike “shall” and substitute “subject to approval”, duly seconded.

VOTE: The amendment substituting “substituting “subject to approval” was approved with 25 in favor and 13 opposed (Cook-Littman, Ellwanger, Karson, McCabe, Zezima, Pistilli, Wolk, Drewniak, Burns-Galdenzi, Nickel, Havey, Ambrose, Contratto).

Mr. Steele said there are many instances where the experts have done the leg work and bring items to the RTM for final approval; this Body is the check & balance.

VOTE: The amendment “Any site selected by the Traffic Authority subject to approval by the Representative Town Meeting and subsequently submitted and approved by the Connecticut Department of Transportation as required by the Statute” failed with 8 in favor (Astarita, Britton, Longo, Sparacino, McCloat, Steele, Colburn, Ludwiczak) and 30 opposed.

Public Comment: Speaking in favor of the amendments were Sarah Mason, Sarah Roy, Judy Proctor and David Joyce.

VOTE: The amendments to the Vehicles and Traffic Ordinance Section 102-4 – 102-17 were approved with 32 in favor and 6 opposed.

IN FAVOR: Britton, Sparacino, Cook-Littman, McCloat, Rock, Ellwanger, Waldron, Karson, McCabe, Spolyar, Zezima, Garskof, O’Neill, Pistilli, Wolk, Blanchard, Donne, Drewniak, Ocampo, Burns-Galdenzi, Kuhn, Nickel, Braman, Carroll, Ludwiczak, Havey, McDermott, Wackerman, Contratto, Horton, Ratzki

OPPOSED: Astarita, Longo, Hartigan, Steele, Colburn, Ambrose

ITEM NO. 12 ON CALL: TO HEAR, CONSIDER, AND ACT UPON THE FOLLOWING AMENDMENTS TO THE VEHICLES AND TRAFFIC ORDINANCE (CHAPTER 102 OF THE TOWN CODE) TO TAKE EFFECT AS OF JULY 1, 2025, SPONSORED BY LIZ ZEZIMA, DISTRICT 4 AND DAVE ROCK, DISTRICT 2: THE TITLE OF ARTICLE I OF CHAPTER 102 IS HEREBY AMENDED AS FOLLOWS: ARTICLE I ~~PARKING AUTHORITY~~; OPERATION OF VEHICLES; SECTION 102-1 (CREATION OF AUTHORITY; PURPOSE) IS HEREBY REPEALED.

Mark McDermott, District 9 moved the item, duly seconded.

This item was voted out of L&A.

First Selectman Gerber encouraged postponing the item to next month and gave a brief overview.

The Authority has not operated the way it was envisioned. Fairfield's municipal parking facilities are very limited, as compared to larger Connecticut cities Norwalk, Stamford, New Haven and other municipalities have a significant number of employees dedicated to parking administration, maintenance and enforcement. Fairfield's parking operations rely on several Town departments for a number of services. The current ambiguous relationship creates confusion that leads to gaps in service. For example, several residents complained about litter at the Fairfield Center lot. Parks and Recreation has some responsibility for trash but thought the lot was the responsibility of Public Works. Public Works thought it was the Parking Authority's responsibility. The Authority has a maintenance person that allocates some time for trash cleanup on Mondays, but this is insufficient. The Authority will then call Public Works for help. They are also outside the Town's oversight processes such as purchasing, budgeting, legal review, IT and HR.

Ken Astarita requested for the next meeting to hear from the Parking Authority personnel, Parking Authority members (appointees) and an explanation of the funding.

Town Attorney Pires explained the CGS requires that the funds collected are considered trust funds. The use of the funds collected by the Parking Authority prior to dissolution would be restricted to the purposes for which the Parking Authority held them. If the funds were collected from parking fees, the funds must be used for maintaining the parking facilities. After the Authority is dissolved, the statutory restriction would not apply to funds going forward.

The first consideration of the amendment will be at the March 2025 regular meeting.

ADJOURNMENT:

There being no further business, the meeting adjourned at 10:20 PM.

Respectfully submitted,

Elizabeth P. Browne, MMC, MCTC
Town Clerk

BOARD OF SELECTMEN MEETING
Wednesday, March 5, 2025, 4:00 pm
Via Zoom & In-Person in the
First Floor Conference Room, Independence Hall
725 Old Post Road, Fairfield, CT 06824

A recording of this meeting can be found here: [BOS Regular Meeting 3/5/25.](#)

Backup materials can be found here: [Backup Packet 3/5/25.](#)

FINAL MINUTES

MEMBERS PRESENT: First Selectman Bill Gerber, Selectman Christine Vitale, Selectwoman Brenda Kupchick.

OTHERS PRESENT: Will Ferguson, Amy Barrett, Christopher DeWitt, Purchasing Director Adam Tulin, Buildings Manager, James Ryan, Dabney Bowen, Ted Luchsinger, FairTV, members of the public

- 1) **CALL TO ORDER / ROLL CALL**
First Selectman Gerber called the meeting to order at 4:02 pm.
- 2) **PLEDGE OF ALLEGIANCE**
Christopher DeWitt led the Pledge of Allegiance.
- 3) **RESIGNATION**
Bike and Pedestrian Committee
Thomas M. Keane (R) 310 Old Post Road, term 11/21-11/25
(resigned February 20, 2025)

The BOS thanked Mr. Keane for his service to the Town.

- 4) **ETHICS COMMISSION**
To hear an update on the Ethics Commission

Ethics Commission Chair Will Ferguson gave some updates:

- Approval for 5th full member – happy to have full roster of members.
- Thanks to IT, updates were made to the webpage that makes references to both Town Charter and Code.
- Webpage submission form for public – improved accessibility
- 2024 – 20 personnel matters. 12 found no probable cause and 8 are still open.
- 2025 – 18 personnel matters.
- Portal can organize complaints – improved submission form to categorize.

Have had to refer some complaints to legal counsel and is within the Town Attorney budget. There was a discussion about the process of investigations and if complaints are not found to be justified.

- 5) **BIKE AND PEDESTRIAN COMMITTEE**
To hear, consider and approve updating the charge for the Bicycle and Pedestrian Committee Charge

Bike and Pedestrian Committee Secretary Amy Barrett said the charge for the committee was recently updated and wanted to reflect responsibilities of the mission. Vice-Chair Anya Mezak said the responsibilities also set expectations of members' values and principals as well. Town Attorney Pires will review the new charge before it is posted.

Selectwoman Kupchick made a motion to postpone this Item until the Town Attorney has reviewed it. Selectman Vitale seconded the motion which carried unanimously.

6) PURCHASING AUTHORITY

To hear consider and act on authorizing the Purchasing Authority to enter into the proposed cooperative research and development agreement between the Town of Fairfield and Wisdom Good Works, Inc., to provide rodent control services at various approved Town facilities. This approval includes the authorization to enter into renewals on similar terms and conditions.

Selectman Vitale made a motion to approve Item 6. First Selectman Gerber seconded the motion.

Purchasing Director Adam Tulin and Buildings Manager James Ryan said this is an opportunity for a pilot program to partner with Wisdom Good Works for non-poison rodent control. This is fertility control for mice/rats. The transfer station and the dumpster behind the FTC on Carter Henry Drive are two locations for the pilot. Volunteer work will be necessary. The cost is comparative to regular pest control costs. The bait is made of natural pellets. There is support of Friends of Animals as well as Conservation and the cost is under the threshold. Pellets reduce fertility in the rats. It is not toxic and Fairfield is the first Town in CT to pilot this program.

The motion carried unanimously.

7) CHARTER REVISION COMMISSION

To hear an update on the Charter Revision Commission

CRC Chair Christopher DeWitt reviewed his presentation which is included in the backup. The CRC will present their proposed Charter revisions on May 13th to the Board of Selectman. At some point between May 8th and 13th, there will be a second public hearing for the community. There was a discussion about how to get more residents interested. There was also a discussion about how to present the proposed changes to the voters in November 2025.

8) REFUNDS

To consider and act upon tax refunds as recommended by the Tax Collector in the amount of \$2,089.30

Selectman Vitale made a motion to approve Item 8. Selectwoman Kupchick seconded the motion which carried unanimously.

9) FIRST SELECTMAN - To hear updates from the First Selectman

- FY 26 Budget – BOS voted on March 3rd. BOF is holding its first budget hearing tomorrow. The full schedule including when the RTM will discuss and vote on the budget is posted online on the Finance Department webpage.
- Feasibility Study – was approved by the BOS last Friday at a special mtg – Selectman Vitale asked for updates at the BOS meetings.

- Installation of speed cameras and more school zones with lowered speed pending state approval
- **School Zone Speed Cameras: Recently, the RTM approved the installation of speed cameras in six school zones throughout Town.** Speed cameras are automated systems designed to monitor and enforce speed limits in school zones. The cameras are attached to flashing school zone signs and operate only during school hours.

They are programmed to detect vehicles exceeding the 20-mph school zone speed limit during sign-posted school zone times. Speeders have to be going at least 10 mph over the speed limit to be issued a ticket.

A 2023 State law allows the installation of cameras in school zones. The State requires that a member of the municipality's Police Department or Local Traffic Authority's designee review and approve the recorded images before a citation is mailed to the owner of the motor vehicle.

The revenue generated must be used for traffic-related expenses. Violations are considered a Town ordinance violation, more like a parking ticket than an infraction issued by a police officer. No points will be assessed to a driver's license.

Lowered Speed in School Zones:

Additionally, the newly formed Fairfield Traffic Authority (FTA) approved nine new school zones, beginning the process for the speed limits near those schools to be lowered to 20 mph during school hours.

The next step is for the Authority to submit a request, along with engineering studies, to the Office of the State Traffic Administration which will perform a review with their own engineers and then either approve or deny the Town's request. This will take several months before the Town receives a response.

10) ANNOUNCEMENTS

- When the FTA meets and approves the contract for the cameras, there will be a news announcement from the Communications Director to alert residents on the information.

11) ADJOURN

Selectman Vitale made a motion to adjourn. Selectwoman Kupchick seconded the motion which carried unanimously.

The meeting adjourned at 5:57 pm.

Respectfully submitted,

Pru O'Brien
Recording Secretary

**ATESD OVERALL PROGRAM - REQUIRED
DOCUMENTS
D. Metropolitan Regional Transportation
Safety Plan**

Regional Transportation Safety Plan: Town of Fairfield

Please reference this [link](#) for the complete Metropolitan Regional Transportation Safety Plan.



**FINAL PLAN -
November 2020**



TOWN OF FAIRFIELD

2016 U.S. Census Population Estimate: 61,611

Area: 30 square miles

Population Density: 2054 per square mile

2016 Vehicle Miles Traveled (VMT): 626,573,235

2016 VMT per Capita: 10,245

Setting: Urban/Suburban

Town Representatives: Michael Tetreau (First Selectman), Jim Wendt (Town of Fairfield), Chris Liddy (Town Police), Denis McCarthy (Town FD), Paul Medveg (Town Police), William Hurley (Engineering), Joseph Michelangelo (Department of Public Works), Meghan Sloan (MetroCOG)

Data-Identified High Crash Corridors:

- CT-58-Black Rock Turnpike (from Old Black Rock Turnpike to Candlewood Road)
- US-1-Post Road (from Belmont Street to Kings Highway West)

Data-Identified High Crash Intersections:

- CT-58-Black Rock Turnpike and Stillson Road
- CT-58-Black Rock Turnpike and Commerce Drive
- South Benson Road and US-1-Post Road

Bike and Pedestrian Fatal and injury Crashes, 2015-2017: 76

Total Number of Crashes Involving Fatalities or Injuries, 2015-2017: 999

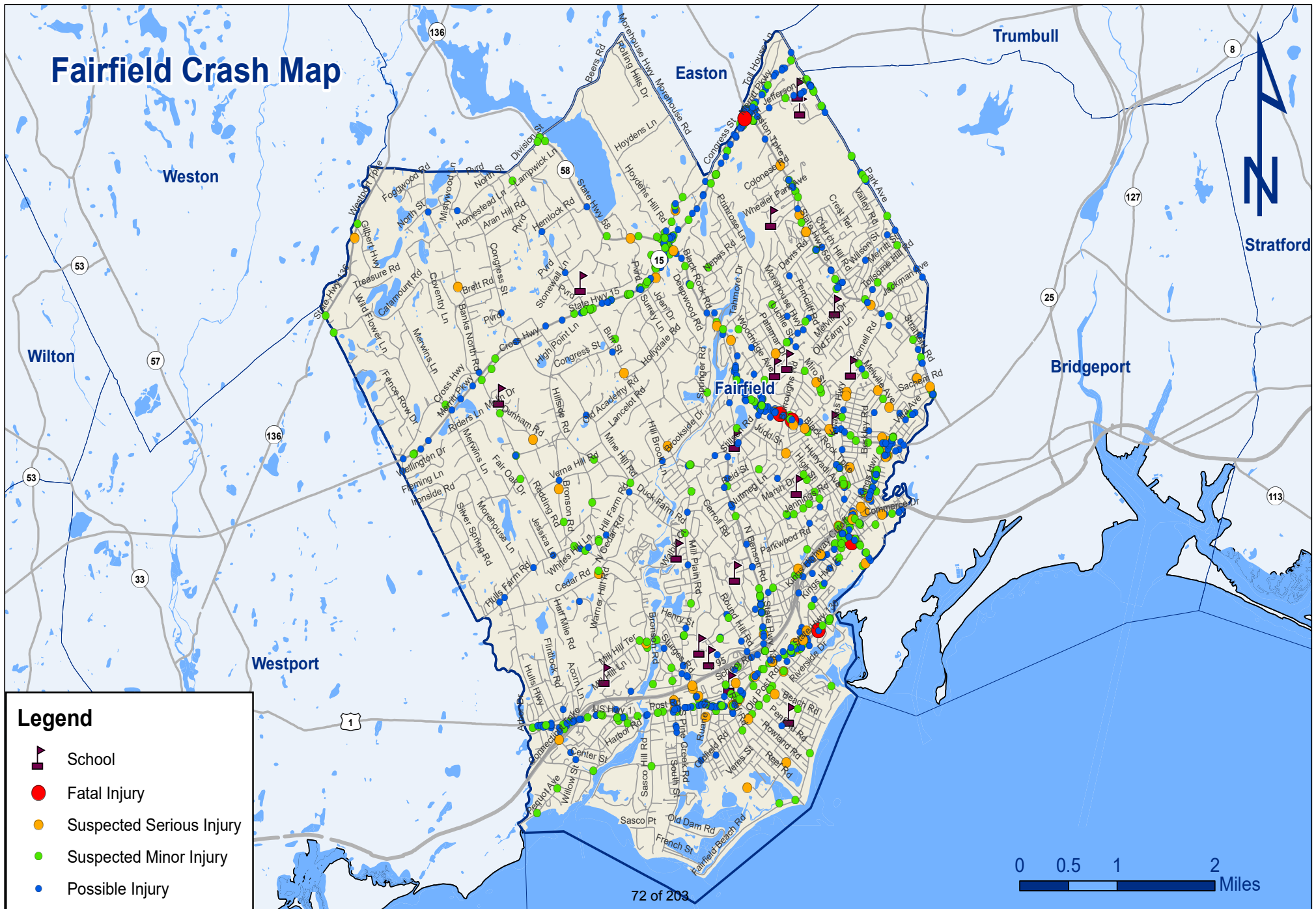


Source: VN Engineers

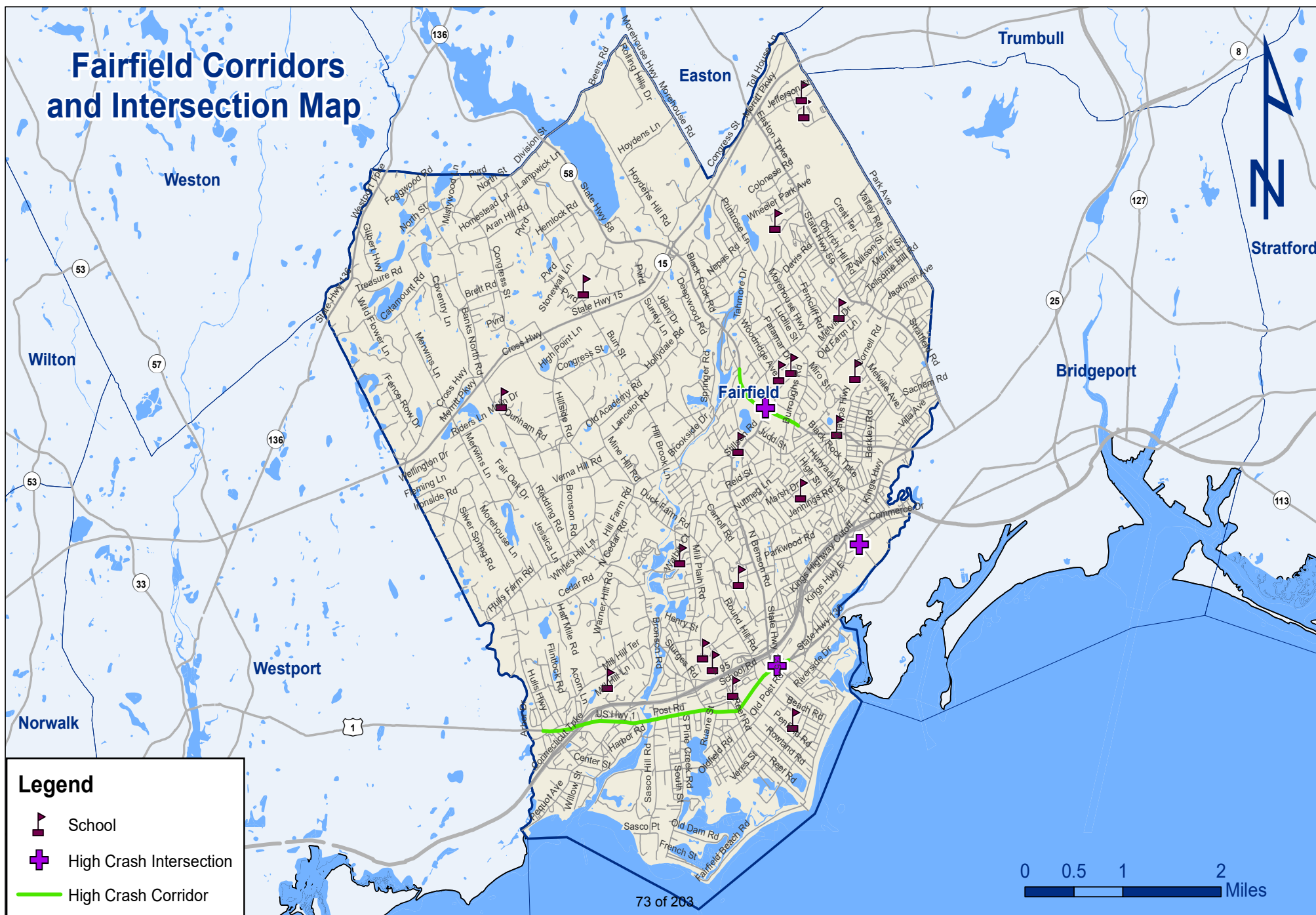
Town of Fairfield

Overview

The Town of Fairfield has a population of 61,611 residents, with a population density of 2,054 residents per square mile. Fairfield is bordered by the communities of Easton to the north, and Bridgeport and Trumbull to the east, and bordered by Westport to the West. It is also bordered by the Long Island Sound at its southern limits. This urban/suburban community has a total land area of 30 square miles.



Fairfield Corridors and Intersection Map



Town's Input

Pedestrians

Town representatives said that pedestrian safety is an issue, specifically at the following locations: Kings Highway (East) and New England Avenue, Timko/Constant Comment Way near the new Metro North Station, and Reef Road at Fairfield Beach Road (college rentals area).

In addition, these locations have high motorized traffic volumes in conflict with pedestrians: US-1 (Post Road) through Fairfield Center, and the intersections of Unquowa, Reef, and Sanford.

CT-58 (Black Rock Turnpike)

This four-lane, bi-directional, state route has high traffic volumes and experiences frequent crashes due to high speeds and multiple points of conflict with pedestrians. This corridor includes several commercial businesses with many curb cuts and a number of pedestrian fatalities. MetroCOG recently completed a corridor study titled *The Black Rock Turnpike Safety Study* in 2019. This study identifies strategies for improvements and concepts for bicycle and pedestrian accommodations, including vehicle movements through the corridors via roundabouts.

Black Rock Turnpike and Jennings Road

This is a four-way, signalized, skewed intersection with unconventional geometry. This intersection experiences high traffic volume in and out of businesses located near the intersection. Town representatives have expressed concerns at this location that crashes often occur due to left turning vehicles and due to bypassing on Black Rock Turnpike.

Black Rock Turnpike and Burroughs Road

This four-way intersection is skewed with no left-turn lanes and limited sight distance. Burroughs Road often gets congested, resulting in high frequency of side-swipe crashes. There have been 2 instances of crashes at this location with 2 fatalities. Improvements to this intersection for vehicular and pedestrian safety, have been recommended as part of the Black Rock Turnpike Safety Study.

CT-130 (Post Road), US-1 and Kings Highway

These three roadways converge north of Belmont Street with US-1 and CT-130 as a one-way couple with supporting internal access roads for the area known as the Post Road Circle. Town representatives have expressed that the Post Road Circle causes confusion for motorists, especially when trying to access businesses within the area and accessing roadways branching off the circle. The adjacent commercial businesses and their associated curb cuts create additional confusion and distractions for vehicles and unsafe pedestrian access to businesses. MetroCOG is currently conducting a traffic and safety study of the Post Road Circle which will have recommendations pertaining to bicycle and pedestrian accommodations, as well as transit, vehicular, and roadway geometry improvements for this location.

Issues around I-95

Commuters use local roads in Fairfield to avoid I-95 and CT-15. The local roads are not designed for such high volumes and result in congestion. The common bypass roads are Pequot Road, Kings Highway West, Greens Farm Road, Elm Street, and Stevens Lane. There are problems with double stacking on Chambers Street at Exit 24. This area is cited as problematic in the Metropolitan Transportation Plan 2019-2045.

Round Hill Road, Beach Road, and US-1

This is a signalized, four-way intersection with a high cluster of crashes. Town representatives believe that crashes are attributed to motorists running red lights and to the limited sight distance at the intersection. The close proximity of the gas station driveways on US-1 and Beach Road contributes to the issues at this location.

US-1, Kings Highway West, Center Street

This is a skewed, five-legged, signalized intersection in a congested area adjacent to I-95 (Exit 19). The signal at this intersection was upgraded six years ago with additional clearance time during peak hours. In an area with several restaurant businesses, pedestrian safety is a concern.

The lack of parking for these businesses necessitates patrons to park further away from their destinations, increasing the conflicts between them and vehicles. There is a need for improved walking accommodations. Organika Kitchen at US-1 and Hulls Highway, west of this intersection, has limited side angle parking on Hulls Highway. The patrons, in search of parking in the small designated parking area adjacent to the building, cause traffic backups on US-1 as they prevent traffic from flowing freely as they pull in and out of parking spots.

The Town has secured funding for improvements to sidewalks and intersection geometry modifications through a CT Community Connectivity Grant along US-1. The Town is also seeking additional grants through Local Transportation Capital Improvement Program (LOTICIP) and Transit Oriented Development & Responsible Growth Grant program (TOD) for added improvements.

Recommendations:

- Add high visibility crosswalks where missing in intersections and restripe faded crosswalks.
- Investigate possible roundabout or road diet.
- Encourage Organika Kitchen Owners to consider restricting parking to shoulders on US-1 only.



US-1 and Hulls Highway



Pedestrian crossing US-1 at Center Street and Kings Highway W

Field Site Inventory

CT-732 (Black Rock Turnpike) and Jennings Road

The intersection of Black Rock Turnpike and Jennings Road is an elongated and skewed, four-legged, signalized intersection with surrounding commercial and residential land uses. The intersection experiences heavy traffic volumes and associated congestion during the commuter peak periods and non-peak periods. The Black Rock Turnpike southbound approach consists of a shared through-left lane under signal control and right-turn slip lane under yield control. These two lanes are separated by a planted island with utility equipment, traffic signal equipment, and signage. The Black Rock Turnpike northbound approach consists of a single, multi-purpose lane with the stop bar set back to facilitate heavy vehicles.

The Jennings Road eastbound and westbound approaches also consist of single multi-purpose lanes. Vehicles traveling southbound on Black Rock Turnpike utilize an informal bypass area to navigate around left-turning vehicles waiting for a gap in oncoming traffic. This can create a sight line issue for opposing left-turning vehicles.

A crosswalk is only provided across the Black Rock Turnpike's northbound approach limiting pedestrian mobility at the intersection.

Recommendations:

- Consider constraining the Black Rock Turnpike approach to eliminate the informal bypass lane, however, this will have a significant negative impact to the intersections level of service.
- Consider permanent easements, property takings and utility relocations to improve intersection geometry, turning radii, and pedestrian mobility.



Black Rock Turnpike and Jennings Road

Table 5: Fairfield Countermeasure Considerations

Locations	Issues	Countermeasures	Estimated Cost
Black Rock Tpke	High crashes, high speeds, pedestrian fatal crashes	MetroCOG corridor study suggestions	Medium-High
Round Hill Rd, Beach Rd, and US-1	High frequency crashes	Traffic signal retroreflective backplates	Low-Medium
		Investigate signal timing	Low-Medium
		Investigate roundabout	Medium
	Gas station on southwest corner has excessive driveway on Round Hill Road and the other one is too close to intersection	Close off driveway on Round Hill Road, reduce the width of other driveways	Medium
US-1, Kings Hwy West, Center St, Hulls Hwy	Pedestrian safety	Add high visibility crosswalks where missing in intersections and restripe faded crosswalks	Low
	High frequency crashes and congestion	Investigate possible roundabout or road diet	Low-High
US-1 and Hulls Hwy	Parking at Organika Kitchen is too close to intersection which causes traffic back up on US-1	Encourage Organika Kitchen Owners to consider restricting parking to shoulders on US-1 only.	Low
CT-387 (Black Rock Tpke) and Jennings Rd	Skewed intersection with challenging geometry and congestion	Constrain the Black Rock Tpke approach to eliminate the informal bypass lane, however this will have a significant negative impact to the intersections level of service	Low
		Consider permanent easements, property takings and utility relocations to improve intersection geometry, turning radii, and pedestrian mobility	Medium-High
		Investigate a roundabout	Medium

**ATESD OVERALL PROGRAM - REQUIRED
DOCUMENTS**
E. Municipal Vision Zero Action Plan

FAIRFIELD VISION ZERO PLEDGE STATEMENT

Fairfield is committed to maintaining a transportation system that prioritizes safety, efficiency and accessibility for all users, including people walking, rolling, biking, using transit and driving. This pledge formalizes Fairfield's commitment to reach the goal of zero traffic deaths and severe injuries on Town streets by 2034.

Fairfield believes in the five fundamental principles espoused by the Vision Zero Network, that:

1. Deaths and serious injuries caused by traffic crashes are preventable;
2. Human life and health should be prioritized in all transportation systems and in all aspects of transportation planning and design;
3. Human error is inevitable and transportation systems should be forgiving
4. Transportation planning should focus on system level changes; and,
5. Speed is the single most important factor in crash severity

For Vision Zero to be successful, it must be thoughtfully integrated into decision making and embraced by multiple stakeholders, including traffic engineers, planners, police and emergency services, Town leaders, the business community, neighborhood and community groups, and the public at large.

On behalf of our respective departments and organizations, we commit to our participation in this effort, embedding Vision Zero principles in Town practices, and working together with all stakeholders to implement the changes necessary to achieve our Vision Zero goal.

Bill Gerber
First Selectman

Anthony Calabrese, Director
Parks and Recreation

Sarah Mason, Chair
Bicycle & Pedestrian Committee

Scott Jarzombek, Director
Fairfield Public Library

John Marsilio, Interim Director
Public Works

Jeff Minder
Tree Warden

Bill Hurley, Manager
Engineering

Tim Bishop, Director
Conservation

Jim Wendt, Planning Director
Town Plan and Zoning

Michael Testani
Superintendent of Schools

Mark Barnhart, Director
Community & Economic Development

David Becker, COO, Interim CFO
Finance

Sands Cleary, Director
Health

Bob Wall, Chair
Sustainable Fairfield

Julie DeMarco, Director
Human and Social Services
Kyran Dunn, Interim Fire Chief

Robert Kalamaras, Chief
Police

The Vision Zero Pledge asks residents to slow down while driving, be alert to people walking and bicycling, respect that people walking have the right of way, refrain from distracted driving, including using a cellphone while driving, and never drive under the influence of alcohol or drugs.

Town of Fairfield, Connecticut Vision Zero Pledge

Fairfield is committed to maintaining a transportation system that prioritizes safety, efficiency, and accessibility for all users, including people walking, rolling, biking, using transit and driving. This pledge formalizes Fairfield's commitment to reach the goal of zero traffic deaths and severe injuries on Town streets by 2034.

Fairfield believes in the five fundamental principles espoused by the Vision Zero Network, that:

- 1) Deaths and serious injuries caused by traffic crashes are preventable; and
- 2) Human life and health should be prioritized in all transportation systems and in all aspects of transportation planning and design; and
- 3) Human error is inevitable and transportation systems should be forgiving; and
- 4) Transportation planning should focus on system level changes; and
- 5) Speed is the single most important factor in crash severity.

For Vision Zero to be successful, it must be thoughtfully integrated into decision making and embraced by multiple stakeholders, including traffic engineers, planners, police and emergency services, Town leaders, the business community, neighborhood and community groups, and the public at large.

On behalf of our respective departments and organizations, we commit to our participation in this effort, embedding Vision Zero principles in town practices, and working together with all stakeholders to implement the changes necessary to achieve our Vision Zero goal.

Signatories:

Bill Gerber, First Selectman

Robert Kalamaras, Police Chief

Sarah Mason, Chair, Bicycle & Pedestrian Committee

David Becker, Chief Operating Officer

Tom Harris, Chief Fiscal Officer

John Marsilio, Interim Director, Public Works

Bill Hurley, Engineering Manager

Megha Jain, Senior Civil Engineer

Jim Wendt, Planning Director

Mark Barnhart, Director, Community & Economic Development

Sands Cleary, Director, Health

Anthony Calabrese, Director, Parks and Recreation

Scott Jarzombek, Director, Fairfield Public Library



Jeff Minder, Tree Warden

Tim Bishop, Director, Conservation

Michael Testani, Superintendent of Schools

Bob Wall Chair, Sustainable Fairfield

Mary Hogue, Chair, Fairfield Forestry Committee

Kyran Dunn, Acting Fire Chief

Julie DeMarco, Director, Human and Social Services



ATESD OVERALL PROGRAM - REQUIRED
DOCUMENTS
F. ATESD Municipal Self-Certification



STATE OF CONNECTICUT
OFFICE OF THE STATE TRAFFIC ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE
NEWINGTON, CT 06111
Email: DOT.OSTA@ct.gov



**AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICE (ATESD)
MUNICIPAL SELF-CERTIFICATION**

I, THE UNDERSIGNED Christine Vitale, hereby certify that I have read Sections 14-307b through 14-307h of the General Statutes of Connecticut concerning municipal use of Automated Traffic Enforcement Safety Devices (ATESD). I understand that the requirements associated with implementation of an ATESD program include, but are not limited to, the following:

- The municipality cannot install an ATESD until its ATESD Plan has been approved by CTDOT's Office of the State Traffic Administration (OSTA).
- That the municipality shall develop a public awareness campaign to educate the public concerning ATESDs and that the campaign be implemented at least 30 days before the first ATESD is operational.
- The municipality may enter into agreements with vendors for the design, installation, operation or maintenance, or any combination thereof, of automated traffic enforcement safety devices. If a vendor designs, installs, operates, or maintains an automated traffic enforcement safety device, the vendor's fee may not be contingent on the number of citations issued or fines paid.
- For the first 30 days the ATESD is operational, only a written warning can be issued by the municipality. After 30 days, the municipality may establish a fine not more than fifty dollars for a first violation and not more than seventy-five dollars for a second or subsequent violation.
- The municipality may impose a reasonable fee, not to exceed fifteen dollars, for the costs associated with the electronic processing of the payment of any such fine.
- Any funds received by a municipality from fines imposed shall be used for the purposes of improving transportation mobility, investing in transportation infrastructure improvements, or paying the costs associated with the use of automated traffic enforcement safety devices in the municipality.
- The municipality shall ensure each ATESD undergoes an annual calibration check performed at a calibration laboratory. The calibration laboratory shall issue a signed certificate of calibration after the annual calibration check.

Christine Vitale

Signature of Chief Elected Official

Fairfield

Name of Municipality

7/23/25

Date

ATESD OVERALL PROGRAM - REQUIRED
DOCUMENTS
G. Confirmation of Established School Zones
i. OSTA Application for Approval of Speed
Limits



Robert Kalamaras
Chief of Police



Fairfield Police Department

Continually Striving to Make Fairfield Safer
Honor - Professionalism - Excellence



100 Reef Road
Fairfield, CT 06824

December 12, 2023

Mr. Joseph Ouellette
Executive Director
Office of State Traffic Administration
2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 06131-7546

Re: School Zones Approval for OSTA

Dear Mr. Ouellette:

On November 8, 2023, the Police Commission approved the request to implement School Zones and speed reductions from 25 MPH to 20 MPH per the Connecticut General Statute 14.212b for Dwight School, Riverfield School, Burr School, Notre Dame School, Ludlowe High School, and Warde High School. See Breakdown Attached.

The Fairfield Legal Traffic Authority hereby request the Office of State Administration (OSTA) study or confirm our request.

I have attached a copy of the November 8, 2023 Police Commissioners Minutes, the School Zone Breakdown, and the Application for Approval of Speed Limits.

If you have any questions, please do not hesitate to contact me or William Hurley, Town Engineer at (203) 256-3015.

Very truly yours,

Chief Robert Kalamaras

RK:aym

cc: W. Hurley

203-254-4800
www.fpdct.com

FAIRFIELD BOARD OF POLICE COMMISSIONERS

November 8th, 2023 MEETING ANNOUNCEMENT

A regular meeting of the Board of Police Commissioners was held on **Wednesday November 8th, 2023 @ 4:30 pm** in the Police Commissions Conference Room, 100 Reef Road, Fairfield, Connecticut 06824

Members Present: Commissioners: Chairman Ambrose, Commissioners Joe Cafferelli, Jack Stone, Ron Pine, and Charlene Lebo.

Chief Kalamaras, Deputy Chief Weihe, Captains Irizarry, Koval, Granata, and Lieutenant Paris.

Members of the public: Officer Daniel Chase, and Family.

Absent: Secretary Kiley, and Commissioner Millington

The regular meeting of the Board of Police Commissioners: Called to order by Chairman Ambrose @ 4:34 pm.

- **The Pledge of Allegiance** – recited by Commissioner Pine.
- Approval of the draft minutes of the regular meeting of October 11th, 2023. Commissioner Stone made a motion to approve the minutes, seconded by commissioner Pine. Motion passed unanimously.
- Award Presentation- Captain Koval presented Officer Daniel Chase with the Officer of the Quarter Award. Officer Chase received the OOQ award, accompanied by his wife Bella and son Daniel Jr.

Traffic Surveys-

SURVEY #1 LOCATION: School Zones Approval for OSTA

NATURE OF REQUEST:

Pursuant to Connecticut General Statute 14-212b, requesting LTA approval to implement an Office of State Traffic Administration (OSTA) approved School Zone for Dwight School, Riverfield School, Burr School, Notre Dame School, Ludlowe High School, and Warde High School.

BY WHOM: Capt. Hector Irizarry

RECOMMENDATION:

Approved as recommended. Chairman Ambrose made a motion to approve, seconded by commissioners Stone and Lebo. Motion passes unanimously.

Continue – Page 2

Traffic Survey #1- School Zones Approval For OSTA

Meeting Date 11/8/23

Pursuant to Connecticut General Statute 14-212b, requesting LTA approval to implement an Office of State Traffic Administration (OSTA) approved School Zone for Dwight School, Riverfield School, Burr School, Notre Dame School, Ludlowe High School, and Warde High School. - See Breakdown Attached

Dwight Elementary School (1600 Redding Road) between Cross Highway and Melin Drive

Request for a speed reduction from the currently posted 25 mph to 20 mph “enforceable speed zone” while school is in session as an additional traffic calming measure. Also requesting approval for the posting of “SCHOOL ZONE AHEAD FINES DOUBLED” and “END SCHOOL ZONE” in each direction.

Riverfield Elementary School (1625 Mill Plain Road) between Lakeside Drive and Duck Farm Road

Request for a speed reduction from the currently posted 25 mph to 20 mph “enforceable speed zone” while school is in session as an additional traffic calming measure. Also requesting approval for the posting of “SCHOOL ZONE AHEAD FINES DOUBLED” and “END SCHOOL ZONE” in each direction.

Burr Elementary School (1960 Burr Street) between Stonewall Lane and Wood House Road

Request for a speed reduction from the currently posted 25 mph to 20 mph “enforceable speed zone” while school is in session as an additional traffic calming measure. Also requesting approval for the posting of “SCHOOL ZONE AHEAD FINES DOUBLED” and “END SCHOOL ZONE” in each direction.

Notre Dame High School (220 Jefferson Street) between 118 Jefferson Street and 370 Jefferson Street

Request for a speed reduction from the currently posted 25 mph to 20 mph “enforceable speed zone” while school events are in session as an additional traffic calming measure. Also requesting approval for the posting of “SCHOOL ZONE AHEAD FINES DOUBLED” and “END SCHOOL ZONE” in each direction.

Continue – Page 3

Traffic Survey #1- School Zones Approval For OSTA

Meeting Date 11/8/23

Ludlowe High School (789 Unquowa Road) and Ludlowe Middle School (689 Unquowa Road) between Mill Plain Road and the I95 Overpass.

Request for a speed reduction from the currently posted 25 mph to 20 mph “enforceable speed zone” while school events are in session as an additional traffic calming measure. Also requesting approval for the posting of “SCHOOL ZONE AHEAD FINES DOUBLED” and “END SCHOOL ZONE” in each direction.

Warde High School (755 Melville Avenue) between Old Farm Road and Fairway Green.

Request for a speed reduction from the currently posted 25 mph to 20 mph “enforceable speed zone” while school events are in session as an additional traffic calming measure. Also requesting approval for the posting of “SCHOOL ZONE AHEAD FINES DOUBLED” and “END SCHOOL ZONE” in each direction.

Warde High School (Knapps Highway) between Alvin Street and Melville Avenue

Request for a speed reduction from the currently posted 25 mph to 20 mph “enforceable speed zone” while school events are in session as an additional traffic calming measure. Also requesting approval for the posting of “SCHOOL ZONE AHEAD FINES DOUBLED” and “END SCHOOL ZONE” in each direction.



STATE OF CONNECTICUT
OFFICE OF THE STATE TRAFFIC ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546
Email: DOT.OSTA@ct.gov



APPLICATION FOR APPROVAL OF SPEED LIMITS

Date: December 12, 2023

In accordance with the provisions of Section 14-218a of the General Statutes, the Local Traffic Authority of Town of Fairfield does hereby make application for approval of the following speed limits:

List in alphabetical order. All roads must be a minimum 500 feet in length and must be approved/accepted town roads. Gravel, dirt, or other unimproved roads will not be considered. Speed limits less than 25 mph are generally considered to be unrealistically low for public roads unless there are severe geometric conditions or unique roadway/roadside characteristics warranting consideration of a lower limit. Consequently, requests for speed limits lower than 25 mph must be accompanied by a detailed explanation of the special condition(s) that exist on the roadway and warrant consideration of a lower limit.

<u>Street Name/ *Parking Lot - From</u>	<u>Compass Direction</u>	<u>To</u>	<u>Distance</u>	<u>Requested Speed Limit</u>
<u>Redding Road From Cross Highway</u>	<u>North/South</u>	<u>Melin Drive</u>	<u>1600 feet</u>	<u>20 mph</u>
<u>Mill Plain Road from Duck Farm Road</u>	<u>North/South</u>	<u>Lakeside Drive</u>	<u>1240 feet</u>	<u>20 mph</u>
<u>Burr Street from Stonewall Lane</u>	<u>North/South</u>	<u>Wood House Road</u>	<u>1075 feet</u>	<u>20 mph</u>
<u>Jefferson Street from 118 Jefferson St.</u>	<u>East/West</u>	<u>370 Jefferson Street</u>	<u>1200 feet</u>	<u>20 mph</u>
<u>Unquowa Road from Mill Plain Road</u>	<u>East/West</u>	<u>195 Overpass</u>	<u>2786 feet</u>	<u>20 mph</u>
<u>Barlow Road from Barlow Place</u>	<u>East/West</u>	<u>Unquowa Road</u>	<u>500 feet</u>	<u>20 mph</u>

*For parking lots, list address and number of parking spaces.

Signing will be erected as directed by the Office of the State Traffic Administration and in conformance with Regulations of the Office of the State Traffic Administration. Speed limit requests are reviewed and derived via a thorough engineering investigation.

Local Traffic Authority/Authorized Representative Signature:

R. Kalamars

Local Traffic Authority/Authorized Representative Printed: Chief Robert Kalamars



STATE OF CONNECTICUT
OFFICE OF THE STATE TRAFFIC ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CT 06131-7546
Email: DOT.OSTA@ct.gov



APPLICATION FOR APPROVAL OF SPEED LIMITS

Date: December 18, 2023

In accordance with the provisions of Section 14-218a of the General Statutes, the Local Traffic Authority of Town of Fairfield does hereby make application for approval of the following speed limits:

List in alphabetical order. All roads must be a minimum 500 feet in length and must be approved/accepted town roads. Gravel, dirt, or other unimproved roads will not be considered. Speed limits less than 25 mph are generally considered to be unrealistically low for public roads unless there are severe geometric conditions or unique roadway/roadside characteristics warranting consideration of a lower limit. Consequently, requests for speed limits lower than 25 mph must be accompanied by a detailed explanation of the special condition(s) that exist on the roadway and warrant consideration of a lower limit.

<u>Street Name/ *Parking Lot - From</u>	<u>Compass Direction</u>	<u>To</u>	<u>Distance</u>	<u>Requested Speed Limit</u>
<u>Melville Avenue from Old Farm Road</u>	<u>North/South</u>	<u>Fairway Green</u>	<u>1500 feet</u>	<u>20 mph</u>
<u>Knapos Highway from Melville Avenue</u>	<u>East/West</u>	<u>Alvin Street</u>	<u>1800 feet</u>	<u>20 mph</u>
<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
<u> </u>	<u> </u>	<u> </u>	<u> </u>	<u> </u>
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*For parking lots, list address and number of parking spaces.

Signing will be erected as directed by the Office of the State Traffic Administration and in conformance with Regulations of the Office of the State Traffic Administration. Speed limit requests are reviewed and derived via a thorough engineering investigation.

Local Traffic Authority/Authorized Representative **Signature:**

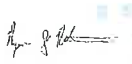
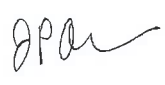
R. Kalamaras

Local Traffic Authority/Authorized Representative **Printed:** Chief Robert Kalamaras

**ATESD OVERALL PROGRAM - REQUIRED
DOCUMENTS**

G. Confirmation of Established School Zones

ii. Traffic Investigation Report from OSTA

Report By: RCJ Date: 07/24 Checked By: PTP Date: 07/24 Recommended By:  Digitally signed by Ryan J. Pothering, P.E. Date: 2024.07.12 12:43:40-04'00'	STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION OFFICE OF THE STATE TRAFFIC ADMINISTRATION TRAFFIC INVESTIGATION REPORT	OSTA No.: 050-2404-01 Loc. No.: N/A Approved by OSTA
See Previous Traffic Investigation Report No.:	Town of Fairfield Location: Various Roads (School Zones)	Date:
N/A		 Digitally signed by Joseph P. Ouellette Date: 2024.07.15 08:51:32-04'00'
Requested By: Chief of Police Robert Kalamaras Local Traffic Authority Representative How Requested: Letter/Application Date: December 12, 2023		

Recommendation:

Grant permission to the Town of Fairfield to establish "School Speed Limit 20 MPH" zones on school days during the hours noted below for both directions of travel on the following roadways:

Street Name	From	Mile Point	To	Mile Point	Length (miles)	Hours (AM; PM)
Barlow Road	Barlow Place	0.53	Unquowa Road	0.63	0.10	7:15 a.m. – 8:15 a.m. 2:00 p.m. – 3:00 p.m.
Burr Street	Stonewall Lane	1.17	Wood House Road	1.37	0.20	8:30 a.m. – 9:30 a.m. 3:15 p.m. – 4:15 p.m.
Jefferson Street	250 feet west of Park Avenue	0.05	250 feet west of Donna Drive	0.35	0.30	7:30 a.m. – 8:30 a.m. 1:45 p.m. – 2:45 p.m.
Knapps Highway	Alvin Street	0.64	Melville Avenue	0.98	0.34	7:15 a.m. – 8:15 a.m. 2:00 p.m. – 3:00 p.m.
Melville Avenue	Fairway Green	0.61	Old Farm Road	0.90	0.29	7:15 a.m. – 8:15 a.m. 2:00 p.m. – 3:00 p.m.
Mill Plain Road	Duck Farm Road	0.77	Lakeside Drive	1.02	0.25	8:30 a.m. – 9:30 a.m. 3:15 p.m. – 4:15 p.m.
Redding Road	Melin Drive	1.48	Cross Highway No. 2	1.80	0.32	8:30 a.m. – 9:30 a.m. 3:15 p.m. – 4:15 p.m.
Unquowa Road	Mill Plain Road	0.53	740 feet east of Papermill Lane	1.11	0.58	7:15 a.m. – 8:15 a.m. 2:00 p.m. – 3:00 p.m.

In accordance with Section 14-218a of the Connecticut General Statutes, this report shall serve as the certificate of approval for the school zone speed limit(s) noted above and should be retained by the municipality. **The Certificate shall become valid when the speed limit signs have been posted as directed herein.**

In the interest of public safety or welfare, this Certificate may be revoked or revised upon due notice from the Office of the State Traffic Administration and thereupon such speed limit(s) shall cease to be effective and any signs that have been erected shall be removed.

Report of Findings:

In a letter and application to the Office of the State Traffic Administration (OSTA), Chief of Police Robert Kalamaras, the Local Traffic Authority representative for the Town of Fairfield, requested that a 20 mph school zone speed limit be established on various local roads in the vicinity of Burr Elementary School, Fairfield Ludlowe High School, Fairfield Warde High School, Notre Dame High School, Riverfield Elementary School, and Timothy Dwight Elementary School.

Barlow Road, Burr Street, Knapps Highway, Melville Avenue, Redding Road, and Unquowa Road are bi-directional, undivided major collector local roadways, while Jefferson Street and Mill Plain Road are bi-directional, undivided minor arterial local roadways. The roadways have a width ranging from approximately 22 to 40 feet with 10 to 18-foot lanes. All roadways have double yellow centerline pavement markings, except for Knapps Highway, which has none. Barlow Road, Mill Plain Road, and Redding Road have shoulder widths ranging from 1 to 7 feet. All roadways traverse moderately to densely settled residential areas. During a field review of the roadways, a low volume of pedestrian activity and high volume of on-street parking were observed on Knapps Highway and Melville Avenue. No pedestrian activity and a low volume of on-street parking were observed on Mill Plain Road, while no pedestrian activity and no on-street parking were observed on Barlow Road, Burr Street, Jefferson Street, Redding Road, and Unquowa Road. The vertical gradient is moderate on all roadways, except for Jefferson Street, which has steep vertical gradient. The roadways have straight horizontal geometry or gentle horizontal curvature. All roadways are approved for a 25 mph speed limit, except for Mill Plain Road, which is approved for a 30 mph speed limit.

The latest available average daily traffic volumes and respective 50th and 85th percentile speeds, collected in 2022 for each roadway in the vicinity of their respective schools, were:

- Barlow Road - 4,300 vehicles per day; 34 mph and 38 mph.
- Burr Street - 1,900 vehicles per day; 40 mph and 46 mph.
- Jefferson Street - 8,400 vehicles per day; 40 mph and 46 mph.
- Knapps Highway - 5,600 vehicles per day; 33 mph and 38 mph.
- Melville Avenue - 3,700 vehicles per day; 34 mph and 39 mph.
- Mill Plain Road - 7,500 vehicles per day; 31 mph and 35 mph.
- Redding Road - 2,200 vehicles per day; 36 mph and 42 mph.
- Unquowa Road - 5,200 vehicles per day; 34 mph and 39 mph.

An analysis of the latest three years of crash experience, from January 1, 2021 to December 31, 2023, revealed a total of one (1) crash with one (1) reported injury on Barlow Road, two (2) crashes with one (1) reported injury on Burr Street, 23 crashes with three (3) reported injuries on Jefferson Street, 11 crashes with two (2) reported injuries on Knapps Highway, six (6) reported crashes with no reported injuries on Melville Avenue, two (2) crashes with one (1) reported injury on Mill Plain Road, two (2) crashes with one (1) reported injury on Redding Road, and 10 crashes with three (3) reported injuries on Unquowa Road.

School zone speed limit studies were conducted and based upon the roadway geometry and characteristics, ball bank testing, trial runs, crash experience, and engineering judgment, the results of the studies indicated that 20 mph school zone speed limits are appropriate for the requested roadways.

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

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

H. General Municipal Data
i. Number of Traffic Stops Conducted
ii. Equity Data
iii. Qualified Census Tract Information

i. **Fairfield Connecticut - Traffic Stop History**

Year	Traffic Stops
2021	6,841
2022	5,182
2023	7,550
2024	12,659
2025 YTD	8,175

Town of Fairfield – Municipal Police Department

ii. **Fairfield Connecticut - Census Data**

Municipal Poverty Rate = 4.7%

% Of Occupied Housing Units with Vehicles = 95.2%

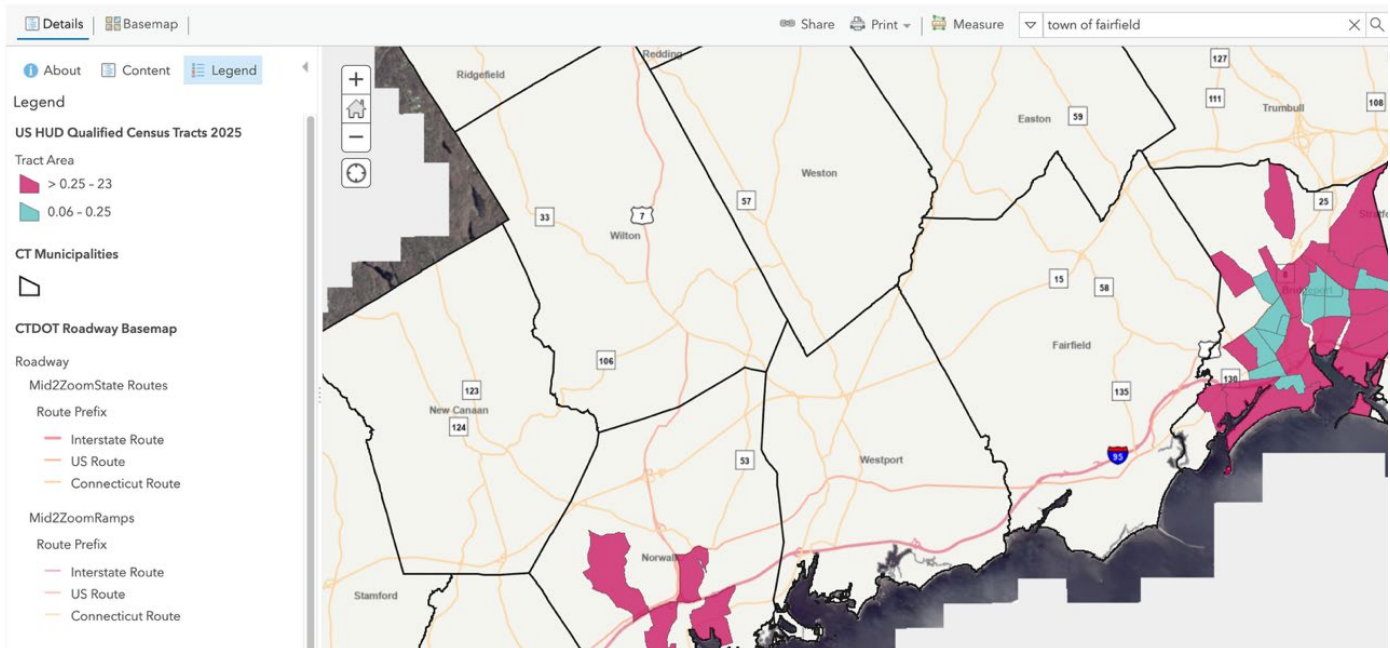
United States Census Bureau

iii. **Fairfield Connecticut – Qualified Census Tracts**

The United States Department of Housing and Urban Development defined “Qualified Census Tracts” as having 50 percent of households with incomes below 60% of the Area Median Gross Income or having a poverty rate of at least 20%. The Town of Fairfield, located in Fairfield County has zero Qualified Census Tracts within its municipal boundaries.

Home ▾ Qualified Census Tract Map for CTDOT

Open in Map Viewer Modify Map & Sign I



<https://ctdot.maps.arcgis.com/home/webmap/viewer.html?webmap=50eb6d797a9a4850894354520a8428ac>



ATESD Proposal – Speed Camera

1a & 1b: Burr Elementary School Zone, 1960 Burr Street from Stonewall Lane to Wood House Road

Executive Summary/Site Selection Justification

The area surrounding Burr Elementary School, located at 1960 Burr Street, plays an important role in Fairfield's residential, educational, and transportation network. Located in the town's northern section, Burr Street serves as a key north-south corridor, linking rural neighborhoods with more developed areas and connecting to routes such as Congress Street, Black Rock Turnpike, and Redding Road. Daily traffic volumes reflect both local and through-traffic, with Burr Elementary School generating steady vehicular and pedestrian activity during school hours raising community concerns about speeding, drop-off/pick-up safety, and the lack of continuous pedestrian infrastructure.

Purpose

To install a bi-directional Automated Traffic Enforcement Safety Devices on both northbound and southbound lanes of travel in order to reduce speeds on the roadway, reduce accidents and traffic fatalities. Enforcement will be 24/7 at 25 MPH with the exception of the school hours reduced speed limit 8:30 -9:30 AM and 3:15-4:15 PM Monday through Friday when enforcement drops to 20 MPH. Please see except from Chapter 102, Article II from Fairfield's Ordinance:

§ 102-9. Enumeration of violations; warning.

- A. The owner of a motor vehicle commits a violation of this article if the person operating such motor vehicle:
 - (1) Exceeds the posted speed limit by 10 or more miles per hour and such operation is detected by an ATESD; or
 - (2) Fails to stop such motor vehicle when facing a steady red signal on a traffic control signal and such failure is detected by an ATESD.

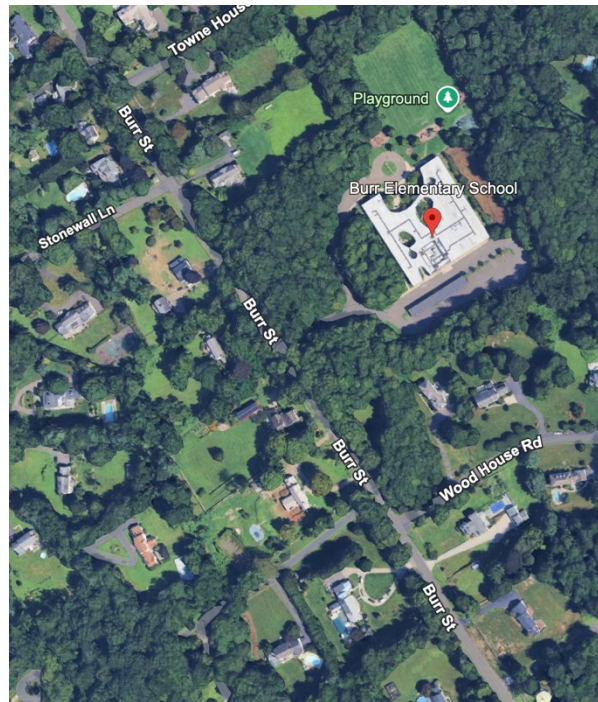
Data

Location Information					
Road	Direction	From	To	Speed Limit	School Hours Reduced Speed Limit
Burr St	Both	Stonewall Lane	Woodhouse Road	25 MPH	8:30 -9:30 AM 3:15-4:15 PM Mon-Fri 20 MPH
Location Type					
School Zone	X	Pedestrian Safety Zone		Other	
Crash History					
	2021	2022	2023	2024	
Crashes	9	4	8	14	
Speed Related	0	1	0	1	
Injury	1	2	3	2	
Fatal	0	0	0	0	
Traffic Data					
85th Percentile Speed		Average Daily Traffic		Pedestrian Activity	
34.2		1900		~13 Student Walkers*	
Traffic Stop Data					
	2021	2022	2023	2024	2025 YTD
City Wide	6,841	5,182	7,550	12,659	8,175
Location	330	147	218	282	166

* Fairfield does not require families to report whether a student walks, bikes, or is driven to school; however, the number of students not assigned to a bus is tracked, which offers a clear minimum estimate of non-bus commuters. The actual number of student pedestrians and cyclists is likely higher, given the Town of Fairfield's active encouragement of walking and biking to school.

Roadway Geometry

Burr Elementary School is situated in a residential area. The roadway is predominantly a straight, two-lane configuration (one lane per direction), with wide lanes that enable excessive speeding. The absence of sidewalks around the school exacerbates pedestrian safety concerns and limits the effectiveness and safety of enforcement efforts.



School Zone

Burr Elementary School meets the definition of a school zone pursuant to CGS 14-212b and has been approved as such by the Local Traffic Authority. The school zone signage is consistent with the Federal Highway Administration's Manual on Uniform Traffic Control Devices.

Pedestrian Safety

A significant number of students either walk, bike, or are driven to Burr Elementary School rather than utilize school bus transportation. This trend contributes to increased pedestrian, bicycle, and vehicular activity during peak school arrival and dismissal times.

Fairfield does not require families to report whether a student walks, bikes, or is driven to school; however, the number of students not assigned to a bus is tracked, which offers a clear minimum estimate of non-bus commuters. The actual number of student pedestrians and cyclists is likely higher, given the Town of Fairfield's active encouragement of walking and biking to school, combined with a notable rise in the use of e-bikes and e-scooters.

Key figures include:

Burr Elementary School:
13 students not assigned to a bus
3.59% of total enrollment (362)

While these figures only reflect students not assigned to a bus route, they establish a baseline for the volume of pedestrians and cyclists in the immediate area of our school campuses. This does not account for additional pedestrians, including parents, younger siblings, and non-student commuters who travel through school zones during peak hours.

Given the combination of:

- High rates of non-bus commuting,
- The increased prevalence of vulnerable road users (e.g., walkers, bikers, and e-scooter riders),
- A growing emphasis on sustainable, non-vehicular transportation modes,
- And the unique safety concerns posed by novice drivers,

Automated speed enforcement will serve as a critical safety enhancement at Burr Elementary School

Traffic Calming Measures Already Implemented

Overgrowth on Burr Street has been cut back. Speed limits during designated pick-up and drop-off times where there is increased vehicular and pedestrian traffic has been reduced to 20 MPH in the school zone. Routine motor vehicle enforcement is conducted by the Traffic Safety Unit. Electronic speed signs are utilized in several locations.



VICINITY MAP

TOWN OF FAIRFIELD
SIGNAGE PLAN
BURR ELEMENTARY SCHOOL ZONE

DATE	REV	VERSION SUMMARY	
		DESCRIPTION	
10/29/25	A	INITIAL RELEASE	

DRAWING INDEX

DRAWING #	SHEET	REV #	DATE
FCCT-RSE-001-1	COVER SHEET	A	10/29/25
FCCT-RSE-001-2	DRAWING INDEX	A	10/29/25
FCCT-RSE-001-3	GENERAL NOTES	A	10/29/25
FCCT-RSE-001-4	SIGNAGE PLAN	A	10/29/25

REVISION			 100 of 203		CONTRACT NO.		TOWN OF FAIRFIELD FIXED RADAR SPEED ENFORCEMENT PLAN BURR ELEMENTARY SCHOOL ZONE DRAWING INDEX					
LTR	DESCRIPTION				DATE	APPROVED				ENGINEER	S. CREEL	
A	INITIAL RELEASE				10/29/25	SC				DATE	10/25/2025	
										DRAWN	M. CARTER	
							APPROVAL					
							APPROVAL					
							SCALE: NONE		SHEET 1 OF 1	REV A		

GENERAL CONSTRUCTION NOTES:

INSTALLATION AND CONSTRUCTION SHALL CONFORM TO THE DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS APPLICABLE, STANDARD PLANS DATED AND EFFECTIVE FOR THE CURRENT YEAR, AND ANY SPECIAL MUNICIPALITY CODE PROVISIONS.

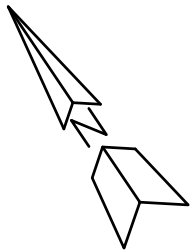
- 1. THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES IS APPROXIMATE. THE SUBCONTRACTOR SHALL DETERMINE THE LOCATION AND DEPTH OF ALL UTILITIES INCLUDING THOSE NOT SHOWN ON PLANS AND VERIFY ALL JOB SITE CONDITIONS, HAND EXCAVATE FOUNDATION UNTIL CLEAR OF ALL SUBSTRUCTURES AND PROTECT ALL FACILITIES DURING CONSTRUCTION. SUBCONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS FOR UNDERGROUND UTILITY REMOVAL OR RELOCATION WITH RESPECTIVE UTILITY OWNERS AS MAY BE REQUIRED SUFFICIENTLY IN ADVANCE TO PREVENT DELAY IN OPERATIONS.
- 2. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO UNDERGROUND UTILITIES ENCOUNTERED IN AREAS WHERE EXCAVATIONS ARE INDICATED AND SHALL REPAIR ANY SUCH DAMAGE AT OWN EXPENSE. WHERE UTILITY LINES MUST BE MAINTAINED UNDER STRUCTURE, THEY SHALL BE PROPERLY SLEEVED THROUGH FOUNDATION.
- 3. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT OR REPAIR OF ANY DAMAGE CAUSED BY THEM OR THEIR SUBCONTRACTORS.
- 4. THE SUBCONTRACTOR SHALL OBTAIN AND PAY FOR ALL REQUIRED PERMITS AND NOTIFY ALL UTILITIES AND THE CITY AT LEAST 72 HOURS IN ADVANCE OF CONSTRUCTION.
- 5. THE SUBCONTRACTOR SHALL CALL THE TRANSPORTATION TRAFFIC DIVISION, FIVE (5) DAYS PRIOR TO THE START OF WORK TO COORDINATE TRAFFIC CONTROL.
- 6. THE SUBCONTRACTOR IS REQUIRED TO SUBMIT A WEEKLY SCHEDULE PRIOR TO START OF WORK EACH WEEK. (NO EXCEPTIONS)
- 7. THE SUBCONTRACTOR TO OBTAIN A NO FEE ENCRDACHMENT PERMIT FROM THE CITY PRIOR TO COMMENCEMENT OF WORK. ALL WORK SHALL BE INSPECTED BY CITY FORCES. AT COMPLETION OF PROJECT CONTACT THE CITY ENGINEER 24 HOURS PRIOR TO COMPLETION OF WORK.
- 8. THE SUBCONTRACTOR IS TO BUILD AND MAINTAIN A CONSTRUCTION BARRICADE. TRAFFIC CONTROLS SHALL BE PER THE LATEST MUTCD AND MUNICIPALITY STANDARDS. NO LANE CLOSURES DURING PEAK TRAFFIC HOURS.
- 9. ALL SUBCONTRACTORS TO PROVIDE LIABILITY INSURANCE AND WORKERS COMPENSATION BENEFITS IN ACCORDANCE WITH STATE LAW FOR ALL WORKERS AND AGENTS WHO WILL BE ON THE SITE AT ANY TIME OR WHILE PERFORMING WORK ON THIS PROJECT. ALL WORK SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL CODES, ORDINANCES AND ANY APPLICABLE AMENDMENTS.

- 16. ALL DEBRIS, EXCESS MATERIAL, ETC. IS TO BE REMOVED BY THE SUBCONTRACTOR BY THE END OF THE JOB. JOB TO BE LEFT SUFFICIENTLY CLEAN AS TO WARRANT CITY APPROVAL.
 - 17. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS, FEES AND INSPECTIONS AS MAY BE REQUIRED FOR COMPLETION OF THE JOB AS PER ALL GOVERNING AGENCIES.
 - 18. THE SUBCONTRACTOR TO PROVIDE COST ESTIMATE TO ALTUMINT FOR ALL WORK SHOWN ON DRAWINGS AND WORK NORMALLY REQUIRED TO CARRY OUT THE DESIGN INTENT OF THESE DRAWINGS.
 - 19. DRAWINGS ARE NOT TO BE SCALED. WORK SHALL BE GOVERNED BY DIMENSION ONLY. DISCREPANCIES BETWEEN THE DRAWINGS AND/OR THE EXISTING SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF ALTUMINT IMMEDIATELY.
 - 20. SUBCONTRACTOR SHALL SUPPLY AS-BUILT DRAWINGS TO ALTUMINT ENGINEERING DEPARTMENT WITHIN THIRTY (30) DAYS OF CONSTRUCTION COMPLETION.
 - 21. SUBCONTRACTOR SHALL IMPLEMENT SEDIMENT CONTROL PER FEDERAL, STATE AND MUNICIPALITY STANDARDS. AT NO TIME SHALL SOIL BE ALLOWED TO ENTER SIDEWALKS, DRIVEWAYS OR ROADWAYS.
 - 22. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE RESPECTIVE OWNERS AND OTHER AGENCIES AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.
- CONTACT:
- * GAS COMPANY
 - * WATER DISTRICT
 - * PHONE COMPANY
 - * CABLE COMPANY
 - * LOCAL AND/OR STATE EXCAVATION AUTHORITY

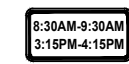
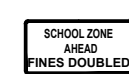
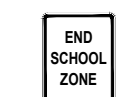
SPECIFIC CONSTRUCTION NOTES:

- 1. THE SUBCONTRACTOR SHALL INSTALL ALL SUBSTRUCTURES ACCORDING TO LOCAL GOVERNING AGENCY FROST LINE REQUIREMENTS WHERE APPLICABLE.
- 2. THE SUBCONTRACTOR SHALL MODIFY ALL SIDEWALKS WHERE NECESSARY, IN COMPLIANCE WITH THE ADA STANDARDS, TO ALLOW ACCESS FOR HANDICAP PEDESTRIAN PASSAGE.
- 3. IT IS THE SUBCONTRACTOR'S RESPONSIBILITY TO KNOW AND ADHERE TO THE STATE AND LOCAL CODE REQUIREMENTS REGARDING THE FOLLOWING:
 - LOCATING UTILITIES
 - INSPECTION
 - SOIL MITIGATION
 - TRAFFIC CONTROL
 - CONSTRUCTION
 - INSPECTION
 - PERMITTING

REVISION				 101 of 203	CONTRACT NO.		TOWN OF FAIRFIELD FIXED RADAR SPEED ENFORCEMENT PLAN BURR ELEMENTARY SCHOOL ZONE GENERAL NOTES				
LTR	DESCRIPTION				ENGINEER						
A	INITIAL RELEASE				S. CREEL						
					DATE		10/25/2025				
					DRAWN		M. CARTER				
					APPROVAL						
					APPROVAL						



SIGN LEGEND

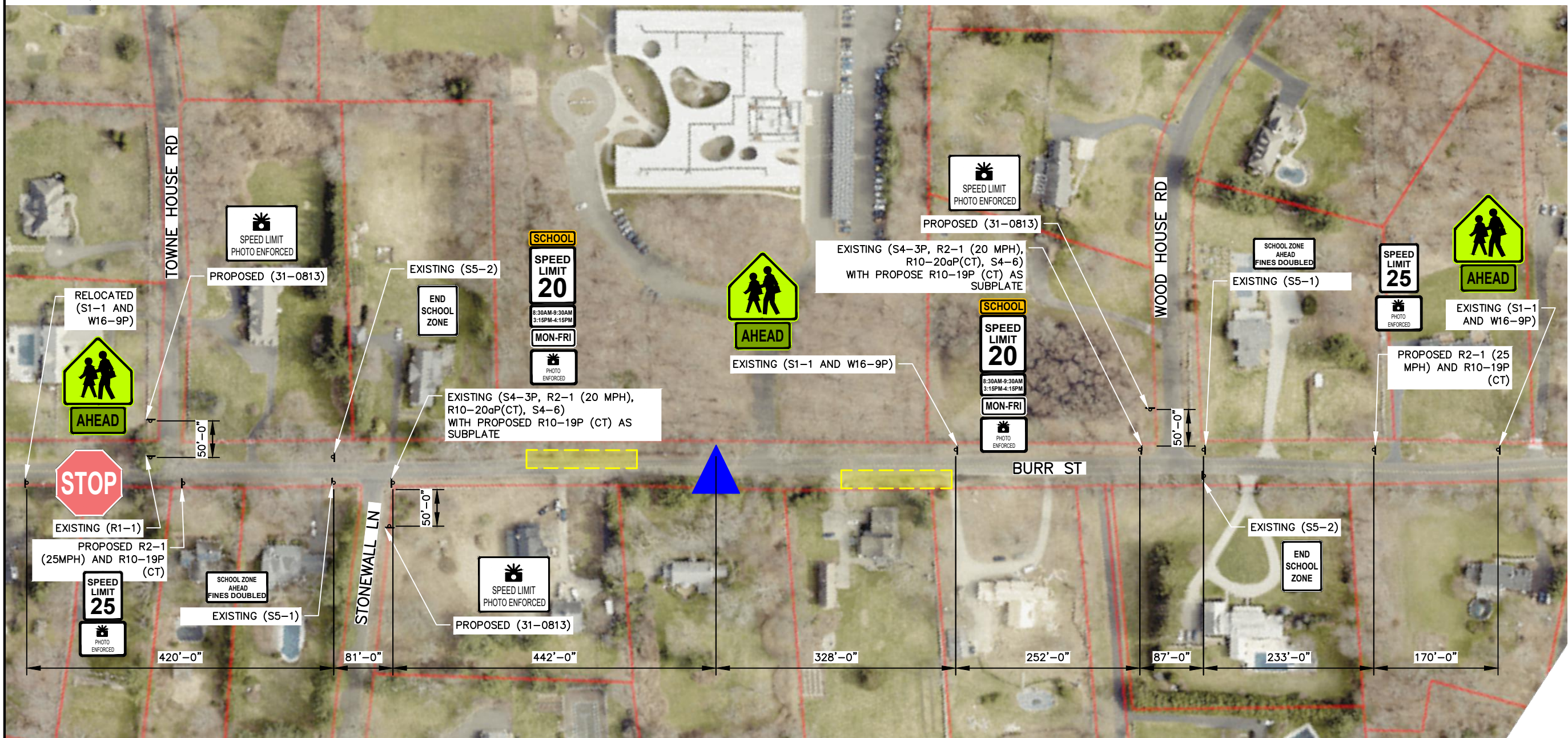
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-  R2-1
31-5505
-  31-0813
-  R10-20aP (CT)
31-1631
-  S1-1
41-2112
-  S4-3P
41-2101
-  S5-1 (CT)
31-2101
-  S5-2
31-2103
-  W16-9P
41-6126
-  MON-FRI
-  R10-19P (CT)
31-0808
-  R2-1
31-5505



ATES SYSTEM



ENFORCEMENT AREA



SIGNAGE PLAN
1" = 150'-0"

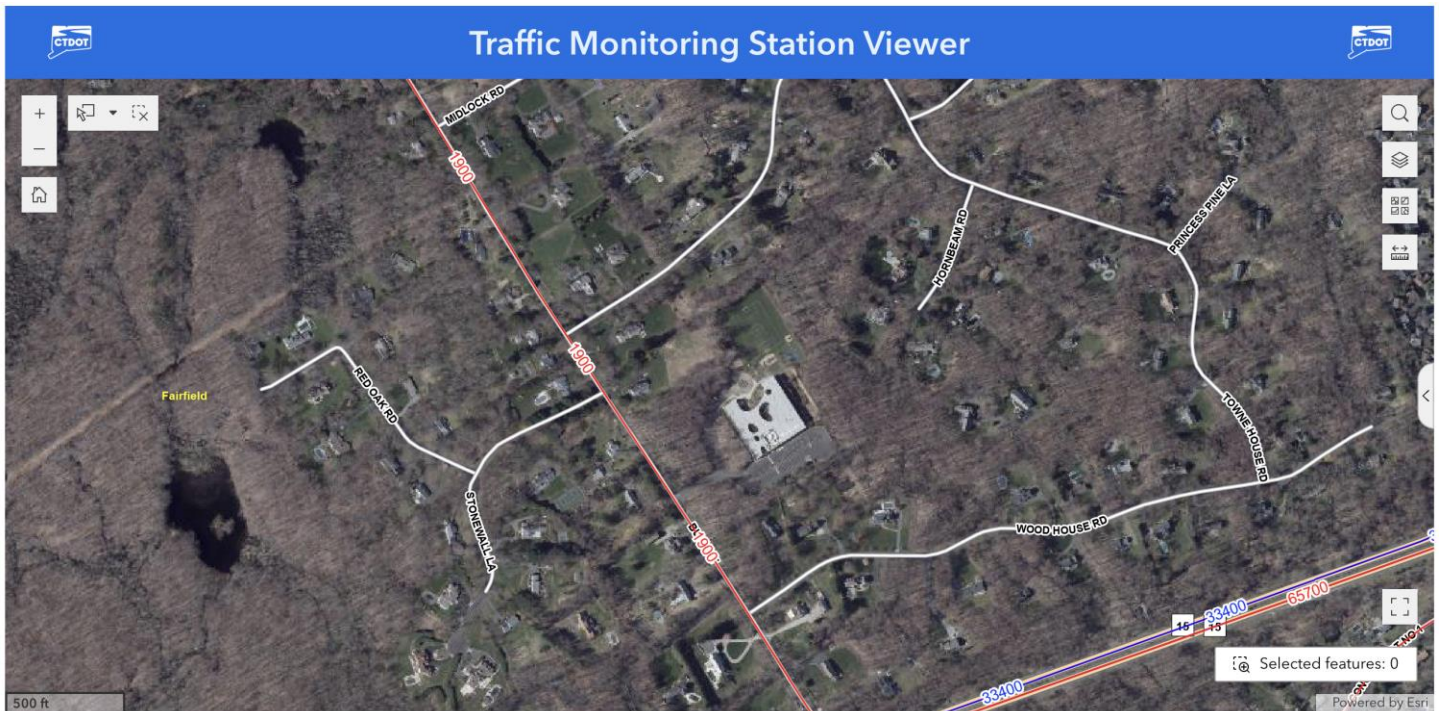
REVISION		DATE	APPROVED
LTR	DESCRIPTION		
A	INITIAL RELEASE	10/29/25	SC



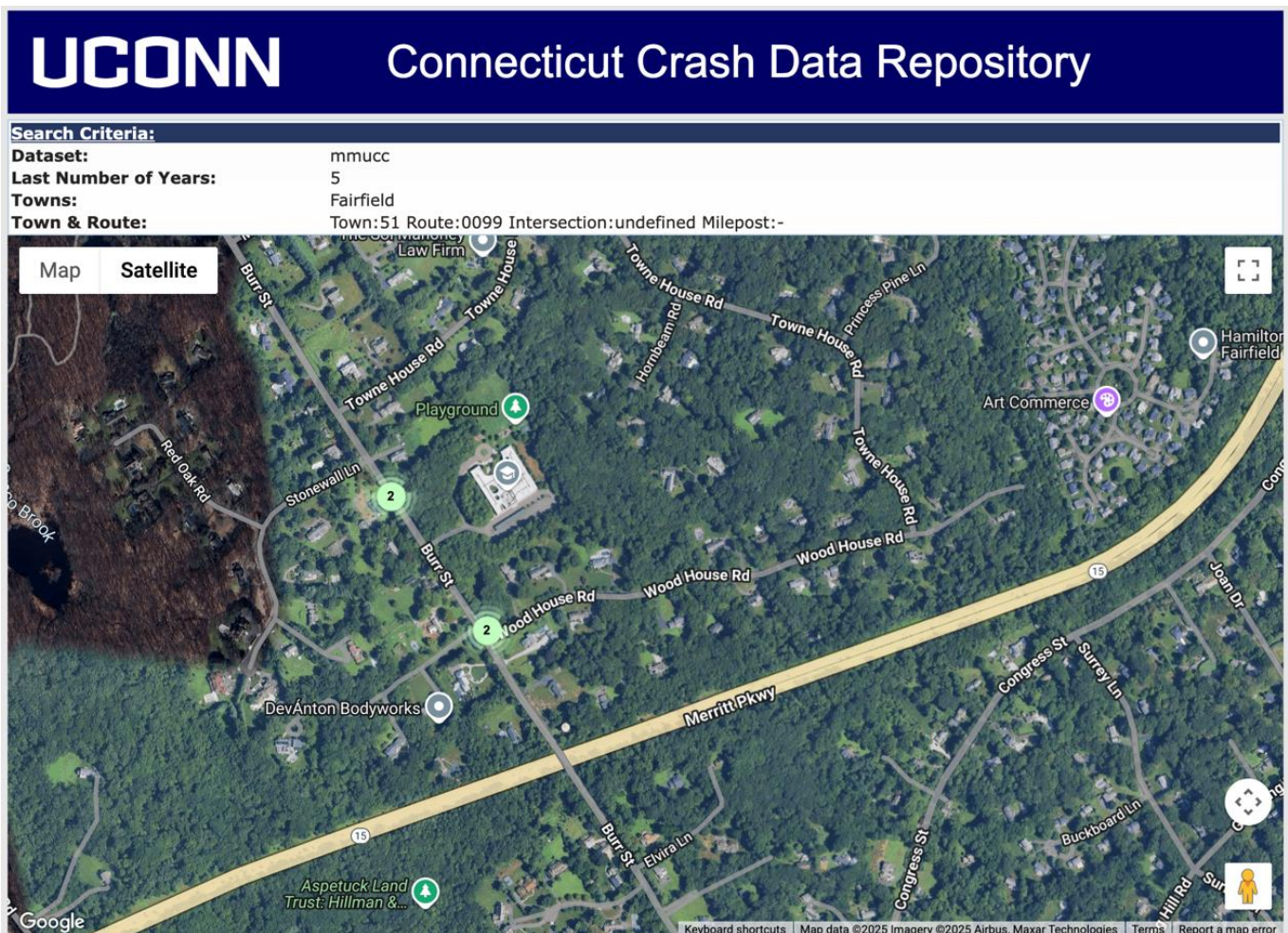
CONTRACT NO.		TOWN OF FAIRFIELD FIXED RADAR SPEED ENFORCEMENT PLAN BURR ELEMENTARY SCHOOL ZONE SIGNAGE PLAN	
ENGINEER	S. CREEL		
DATE	10/25/2025	SIZE	B
DRAWN	M. CARTER	DRAWING NO.	FCCT-RSE-001-4
APPROVAL		REV	A
APPROVAL		SCALE	1" = 150'-0"
SHEET 1 OF 1			

I. PROPOSED ATESD SPEED CAMERA SITE #1a & 1b: Burr Elementary School Zone - 1960 Burr Street from Stonewall Lane to Wood House Road
C. Proposed Site Data Average Daily Traffic (ADT) Count & Crash Data

CT DOT ADT Map



UCONN Crash Data



I. PROPOSED ATESD SPEED CAMERA SITE #1a & 1b: Burr Elementary School Zone - 1960 Burr Street from
Stonewall Lane to Wood House Road
D. Speed Data

Burr Elementary School

Fairfield, CT: Burr Street

School Start: 8:55 AM, School End: 3:33 PM

AM Reduced Limit: 8:30 AM to 9:30 AM

PM Reduced Limit 3:15 PM to 4:15 PM

National Data & Surveying Services (NDS) conducted speed studies at Burr Elementary School on Burr Street Monday 7/14/2025 through Friday 7/18/2025.

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

Regular Speed Limit: 25 MPH

School Zone Speed Limit: 20 MPH

9:30 AM to 3:15 PM

8:30 AM to 9:30 AM & 3:15 PM to 4:15 PM

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

Date	Vehicle Count	Speeders	% Speeding
7/14/25	679	376	55
7/15/25	684	289	42
7/16/25	705	236	33
7/17/25	628	237	38
7/18/25	603	290	48

5 Day Total Vehicle Count: 3,299

5 Day Total Speeding Violations Recorded: 1,428

Note: Speeding is defined as any recorded speed at 11 MPH over the designated speed limit.

Average Speed	29.5
50th Percentile Speed	29.8
85th Percentile Speed	34.2
Max Speed	54



ATESD Proposal – Speed Camera

2a & 2b: Timothy Dwight Elementary School Zone, 1600 Redding Road from Melin Drive to Cross Highway

Executive Summary/Site Selection Justification

The area surrounding Dwight Elementary School, located at 1600 Redding Road, is a strategically significant segment of the Redding Road corridor. Known for its blend of residential neighborhoods, commuter traffic, and access to key regional routes, this section functions as a vital connector between local communities, the school, and nearby commercial areas. Situated in the northern section of Fairfield, Redding Road serves as a major north-south corridor linking rural residential areas to more centralized portions of town. Daily traffic volumes reflect both local and through-traffic, with Dwight Elementary School generating steady vehicular and pedestrian activity during school hours. There have been two fatal pedestrian-involved crashes on Redding Road, one involving an impaired driver and another potentially involving driver distraction. Growing concerns regarding traffic speeds, limited visibility, and insufficient pedestrian infrastructure have drawn attention from municipal agencies and public safety officials.

Purpose

To install bi-directional Automated Traffic Enforcement Safety Devices on both northbound and southbound lanes of travel in order to reduce speeds on the roadway, reduce accidents and traffic fatalities. Enforcement will be 24/7 at 25 MPH with the exception of the school hours reduced speed limit 8:30 -9:30 AM and 3:15-4:15 PM Monday through Friday when enforcement drops to 20 MPH. Please see except from Chapter 102, Article II from Fairfield's Ordinance:

§ 102-9. Enumeration of violations; warning.

- A. The owner of a motor vehicle commits a violation of this article if the person operating such motor vehicle:
 - (1) Exceeds the posted speed limit by 10 or more miles per hour and such operation is detected by an ATESD; or
 - (2) Fails to stop such motor vehicle when facing a steady red signal on a traffic control signal and such failure is detected by an ATESD.

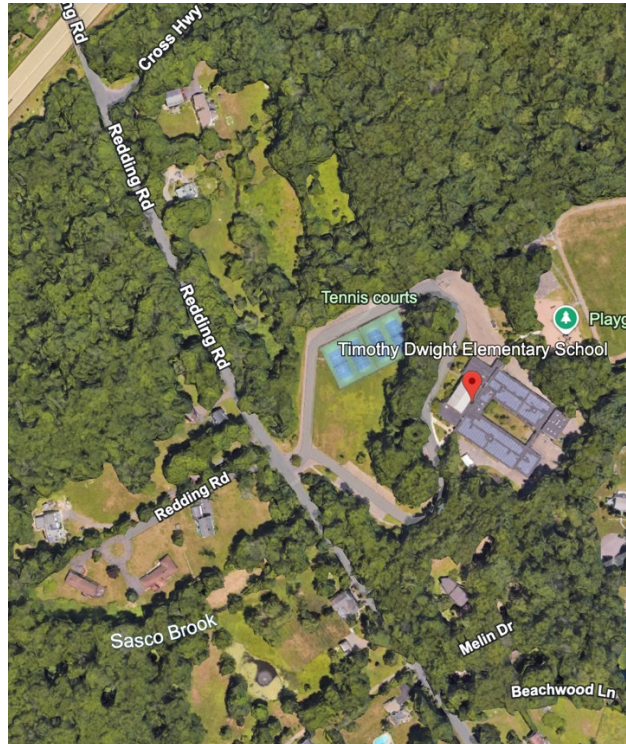
Data

Location Information					
Road	Direction	From	To	Speed Limit	School Hours Reduced Speed Limit
Redding Road	Both	Melin Drive	Cross Highway	25 MPH	8:30-9:30 AM 3:15-4:15 PM Mon-Fri 20 MPH
Location Type					
School Zone	X	Pedestrian Safety Zone		Other	
Crash History					
	2021	2022	2023	2024	
Crashes	6	3	8	8	
Speed Related	1	0	1	0	
Injury	0	2	3	1	
Fatal	0	1	1	0	
Traffic Data					
85th Percentile Speed		Average Daily Traffic		Pedestrian Activity	
37.8 MPH		2,200		~ 12 Student Walkers*	
Traffic Stop Data					
	2021	2022	2023	2024	2025 YTD
City Wide	6,841	5,182	7,550	12,659	8,175
Location	374	77	106	319	246

* Fairfield does not require families to report whether a student walks, bikes, or is driven to school; however, the number of students not assigned to a bus is tracked, which offers a clear minimum estimate of non-bus commuters. The actual number of student pedestrians and cyclists is likely higher, given the Town of Fairfield's active encouragement of walking and biking to school.

Roadway Geometry

The area near 1600 Redding Road, home to Dwight Elementary School, is primarily suburban and residential. Redding Road serves as a main north-south arterial, and this segment is mostly a straight two-lane roadway (one lane in each direction). The wide travel lanes allow drivers to accelerate beyond posted speed limits. The lack of sidewalks in the school area contributes to safety concerns and makes traditional traffic enforcement challenging and potentially hazardous.



School Zone

Timothy Dwight Elementary School meets the definition of a school zone pursuant to CGS 14-212b and has been approved as such by the Local Traffic Authority. The school zone signage is consistent with the Federal Highway Administration's Manual on Uniform Traffic Control Devices.

Pedestrian Safety

A significant number of students either walk, bike, or are driven to Timothy Dwight Elementary School rather than utilize school bus transportation. This trend contributes to increased pedestrian, bicycle, and vehicular activity during peak school arrival and dismissal times.

Fairfield does not require families to report whether a student walks, bikes, or is driven to school; however, the number of students not assigned to a bus is tracked, which offers a clear minimum estimate of non-bus commuters. The actual number of student pedestrians and cyclists is likely higher, given the Town of Fairfield's active encouragement of walking and biking to school, combined with a notable rise in the use of e-bikes and e-scooters.

Key figures include:

Timothy Dwight Elementary School:
12 students not assigned to a bus
5.17% of total enrollment (232)

While these figures only reflect students not assigned to a bus route, they establish a baseline for the volume of pedestrians and cyclists in the immediate area of our school campuses. This does not account for additional

pedestrians, including parents, younger siblings, and non-student commuters who travel through school zones during peak hours.

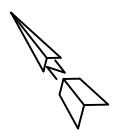
Given the combination of:

- High rates of non-bus commuting,
- The increased prevalence of vulnerable road users (e.g., walkers, bikers, and e-scooter riders),
- A growing emphasis on sustainable, non-vehicular transportation modes,
- And the unique safety concerns posed by novice drivers,

Automated speed enforcement will serve as a critical safety enhancement at Timothy Dwight Elementary School.

Traffic Calming Measures Already Implemented

All 25 MPH speed limit signs in the area have white post delineators to enhance visibility. Overgrowth is cut back on Redding Road. Center-line rumble strips have been installed and fog line painting for the entire length of Redding Road from Hulls Farm Road to Mile Common. A Roundabout was installed at the Redding Road and Dunham Road intersection with splitter islands and crosswalks. MUTCD compliant Vehicular and Traffic Warning Signs W11-15 (Bicycle and Pedestrian Crossing Signs) have been installed along Redding Road. A Connecticut Road Safety Assessment (RSA) Report was conducted on the road in August of 2023. Speed limits during designated pick-up and drop-off times when there is increased vehicular and pedestrian traffic were reduced to 20 MPH in the school zone. Routine motor vehicle enforcement is conducted by the Traffic Safety Unit. Electronic speed limit signs are utilized in several locations.



VICINITY MAP

TOWN OF FAIRFIELD

SIGNAGE PLAN

TIMOTHY DWIGHT ELEMENTARY SCHOOL ZONE

VERSION SUMMARY		
DATE	REV	DESCRIPTION
10/29/25	A	INITIAL RELEASE

DRAWING INDEX

DRAWING #	SHEET	REV #	DATE
FCCT-RSE-002-1	COVER SHEET	A	10/29/25
FCCT-RSE-002-2	DRAWING INDEX	A	10/29/25
FCCT-RSE-002-3	GENERAL NOTES	A	10/29/25
FCCT-RSE-002-4	SIGNAGE PLAN	A	10/29/25

REVISION			
LTR	DESCRIPTION	DATE	APPROVED
A	INITIAL RELEASE	10/29/25	SC



altumint

AUTONOMOUS VISUAL INTELLIGENCE

110 of 203

CONTRACT NO. —		TOWN OF FAIRFIELD FIXED RADAR SPEED ENFORCEMENT PLAN TIMOTHY DWIGHT ELEMENTARY SCHOOL ZONE DRAWING INDEX		
ENGINEER S. CREEL				
DATE 10/25/2025				
DRAWN M. CARTER		SIZE B	DRAWING NO. FCCT-RSE-002-2	REV A
APPROVAL				
APPROVAL		SCALE NONE	SHEET 1	OF 1

GENERAL CONSTRUCTION NOTES:

INSTALLATION AND CONSTRUCTION SHALL CONFORM TO THE DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS APPLICABLE, STANDARD PLANS DATED AND EFFECTIVE FOR THE CURRENT YEAR, AND ANY SPECIAL MUNICIPALITY CODE PROVISIONS.

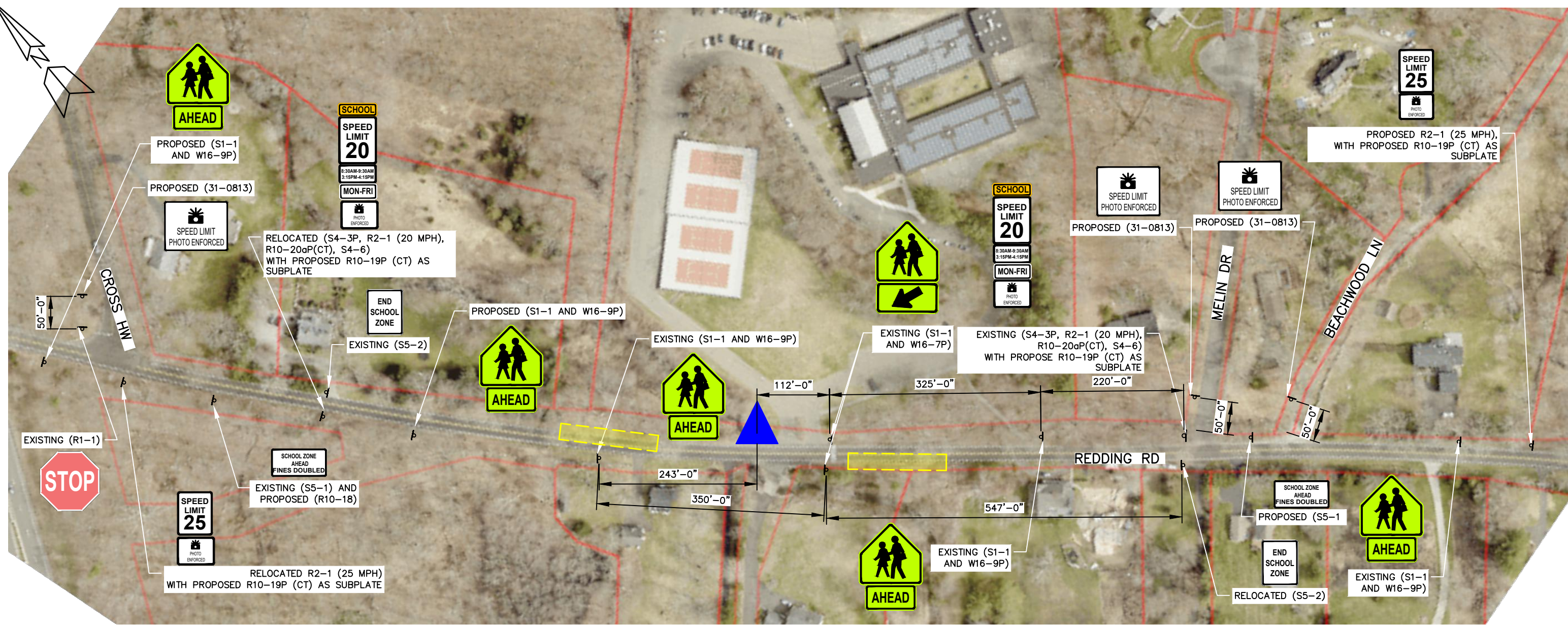
- 1. THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES IS APPROXIMATE. THE SUBCONTRACTOR SHALL DETERMINE THE LOCATION AND DEPTH OF ALL UTILITIES INCLUDING THOSE NOT SHOWN ON PLANS AND VERIFY ALL JOB SITE CONDITIONS, HAND EXCAVATE FOUNDATION UNTIL CLEAR OF ALL SUBSTRUCTURES AND PROTECT ALL FACILITIES DURING CONSTRUCTION. SUBCONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS FOR UNDERGROUND UTILITY REMOVAL OR RELOCATION WITH RESPECTIVE UTILITY OWNERS AS MAY BE REQUIRED SUFFICIENTLY IN ADVANCE TO PREVENT DELAY IN OPERATIONS.
- 2. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO UNDERGROUND UTILITIES ENCOUNTERED IN AREAS WHERE EXCAVATIONS ARE INDICATED AND SHALL REPAIR ANY SUCH DAMAGE AT OWN EXPENSE. WHERE UTILITY LINES MUST BE MAINTAINED UNDER STRUCTURE, THEY SHALL BE PROPERLY SLEEVED THROUGH FOUNDATION.
- 3. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT OR REPAIR OF ANY DAMAGE CAUSED BY THEM OR THEIR SUBCONTRACTORS.
- 4. THE SUBCONTRACTOR SHALL OBTAIN AND PAY FOR ALL REQUIRED PERMITS AND NOTIFY ALL UTILITIES AND THE CITY AT LEAST 72 HOURS IN ADVANCE OF CONSTRUCTION.
- 5. THE SUBCONTRACTOR SHALL CALL THE TRANSPORTATION TRAFFIC DIVISION, FIVE (5) DAYS PRIOR TO THE START OF WORK TO COORDINATE TRAFFIC CONTROL.
- 6. THE SUBCONTRACTOR IS REQUIRED TO SUBMIT A WEEKLY SCHEDULE PRIOR TO START OF WORK EACH WEEK. (NO EXCEPTIONS)
- 7. THE SUBCONTRACTOR TO OBTAIN A NO FEE ENCRDACHMENT PERMIT FROM THE CITY PRIOR TO COMMENCEMENT OF WORK. ALL WORK SHALL BE INSPECTED BY CITY FORCES. AT COMPLETION OF PROJECT CONTACT THE CITY ENGINEER 24 HOURS PRIOR TO COMPLETION OF WORK.
- 8. THE SUBCONTRACTOR IS TO BUILD AND MAINTAIN A CONSTRUCTION BARRICADE. TRAFFIC CONTROLS SHALL BE PER THE LATEST MUTCD AND MUNICIPALITY STANDARDS. NO LANE CLOSURES DURING PEAK TRAFFIC HOURS.
- 9. ALL SUBCONTRACTORS TO PROVIDE LIABILITY INSURANCE AND WORKERS COMPENSATION BENEFITS IN ACCORDANCE WITH STATE LAW FOR ALL WORKERS AND AGENTS WHO WILL BE ON THE SITE AT ANY TIME OR WHILE PERFORMING WORK ON THIS PROJECT. ALL WORK SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL CODES, ORDINANCES AND ANY APPLICABLE AMENDMENTS.

- 16. ALL DEBRIS, EXCESS MATERIAL, ETC. IS TO BE REMOVED BY THE SUBCONTRACTOR BY THE END OF THE JOB. JOB TO BE LEFT SUFFICIENTLY CLEAN AS TO WARRANT CITY APPROVAL.
 - 17. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS, FEES AND INSPECTIONS AS MAY BE REQUIRED FOR COMPLETION OF THE JOB AS PER ALL GOVERNING AGENCIES.
 - 18. THE SUBCONTRACTOR TO PROVIDE COST ESTIMATE TO ALTUMINT FOR ALL WORK SHOWN ON DRAWINGS AND WORK NORMALLY REQUIRED TO CARRY OUT THE DESIGN INTENT OF THESE DRAWINGS.
 - 19. DRAWINGS ARE NOT TO BE SCALED. WORK SHALL BE GOVERNED BY DIMENSION ONLY. DISCREPANCIES BETWEEN THE DRAWINGS AND/OR THE EXISTING SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF ALTUMINT IMMEDIATELY.
 - 20. SUBCONTRACTOR SHALL SUPPLY AS-BUILT DRAWINGS TO ALTUMINT ENGINEERING DEPARTMENT WITHIN THIRTY (30) DAYS OF CONSTRUCTION COMPLETION.
 - 21. SUBCONTRACTOR SHALL IMPLEMENT SEDIMENT CONTROL PER FEDERAL, STATE AND MUNICIPALITY STANDARDS. AT NO TIME SHALL SOIL BE ALLOWED TO ENTER SIDEWALKS, DRIVEWAYS OR ROADWAYS.
 - 22. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE RESPECTIVE OWNERS AND OTHER AGENCIES AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.
- CONTACT:
- * GAS COMPANY
 - * WATER DISTRICT
 - * PHONE COMPANY
 - * CABLE COMPANY
 - * LOCAL AND/OR STATE EXCAVATION AUTHORITY

SPECIFIC CONSTRUCTION NOTES:

- 1. THE SUBCONTRACTOR SHALL INSTALL ALL SUBSTRUCTURES ACCORDING TO LOCAL GOVERNING AGENCY FROST LINE REQUIREMENTS WHERE APPLICABLE.
- 2. THE SUBCONTRACTOR SHALL MODIFY ALL SIDEWALKS WHERE NECESSARY, IN COMPLIANCE WITH THE ADA STANDARDS, TO ALLOW ACCESS FOR HANDICAP PEDESTRIAN PASSAGE.
- 3. IT IS THE SUBCONTRACTOR'S RESPONSIBILITY TO KNOW AND ADHERE TO THE STATE AND LOCAL CODE REQUIREMENTS REGARDING THE FOLLOWING:
 - LOCATING UTILITIES
 - INSPECTION
 - SOIL MITIGATION
 - TRAFFIC CONTROL
 - CONSTRUCTION
 - INSPECTION
 - PERMITTING

REVISION				 111 of 203	CONTRACT NO.		TOWN OF FAIRFIELD FIXED RADAR SPEED ENFORCEMENT PLAN TIMOTHY DWIGHT ELEMENTARY SCHOOL ZONE GENERAL NOTES		
LTR	DESCRIPTION				ENGINEER				
A	INITIAL RELEASE				S. CREEL				
					DATE				
					10/25/2025		DRAWN		
							M. CARTER		
					APPROVAL		SIZE		
							B		
							DRAWING NO.		
							FCCT-RSE-002-3		
						SCALE			
						NONE			
						SHEET 1 OF 1			
						REV			
						A			



SIGN LEGEND



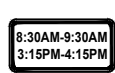
R1-1
31-0552



R2-1
31-5505



31-0813



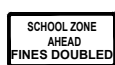
R10-20aP (CT)
31-1631



S1-1
41-2112



S4-3P
41-2101



S5-1 (CT)
31-2101



S5-2
31-2103



W16-7P
41-2617



W16-7P
41-2619



W16-9P
41-6126



MON-FRI
MON-FRI



R10-19P (CT)
31-0808



R2-1
31-5505

SIGNAGE PLAN

1" = 150'-0"

LEGEND



ATES SYSTEM



ENFORCEMENT AREA

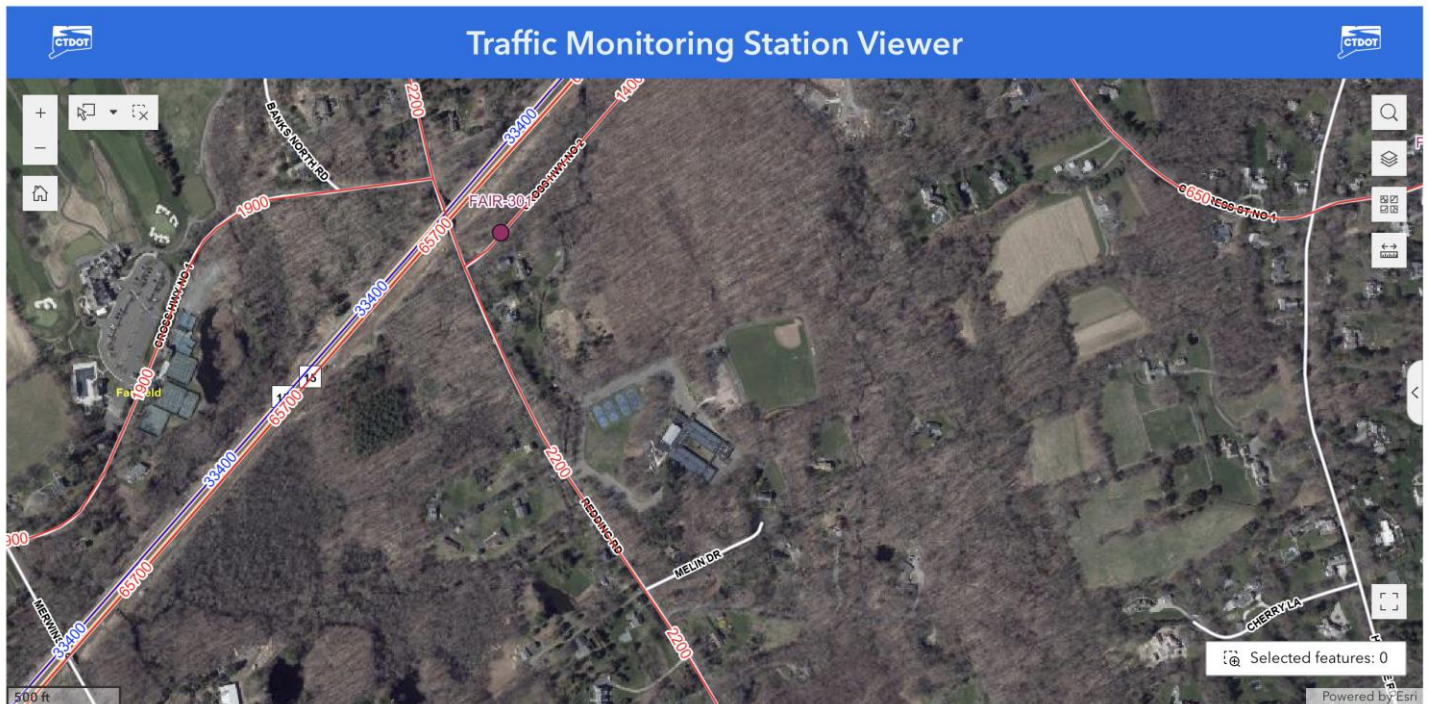
REVISION		DATE	APPROVED
LTR	DESCRIPTION		
A	INITIAL RELEASE	10/29/25	SC



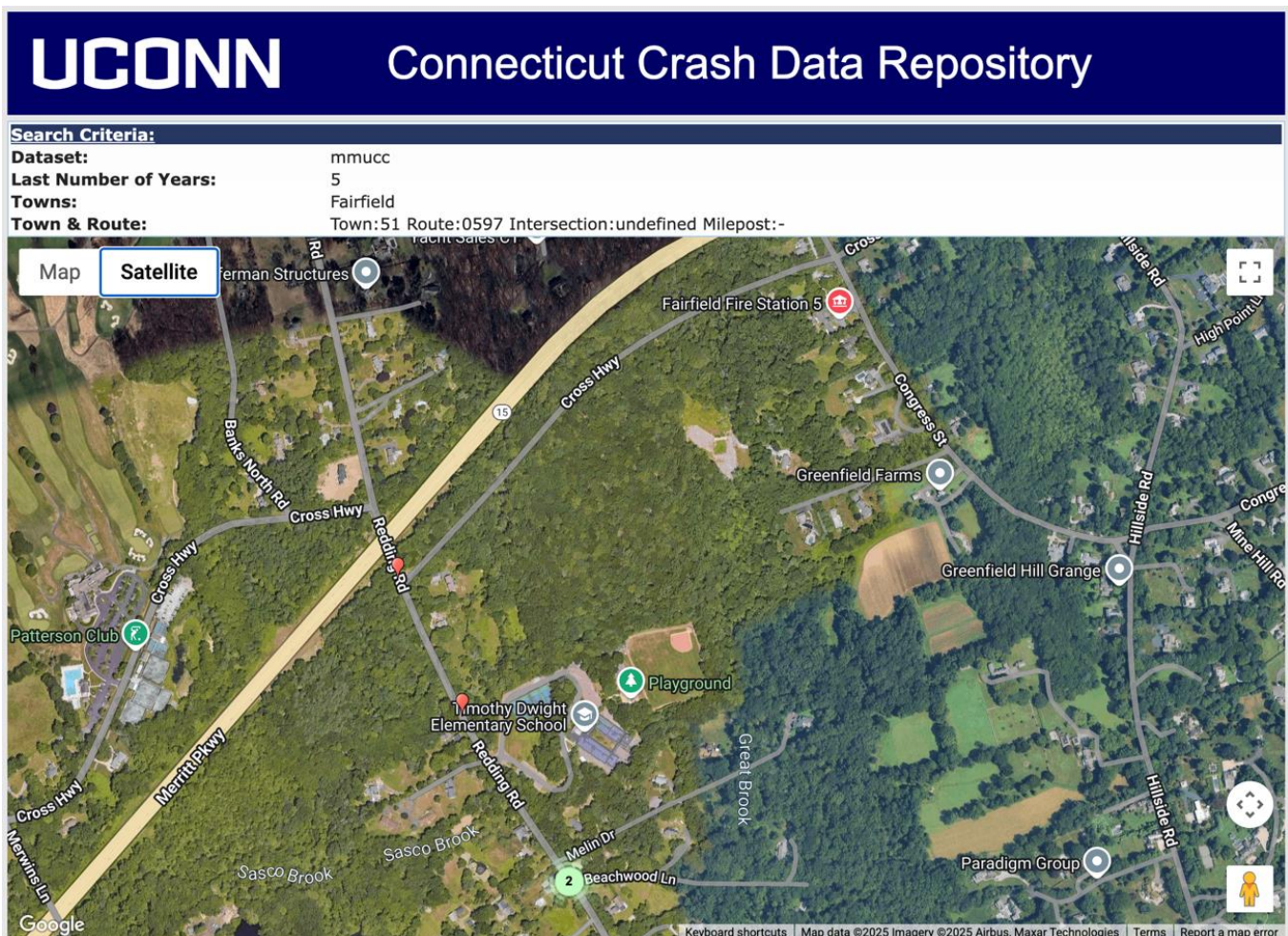
CONTRACT NO.		TOWN OF FAIRFIELD	
ENGINEER S. CREEL		FIXED RADAR SPEED ENFORCEMENT PLAN	
DATE 10/25/2025		TIMOTHY DWIGHT ELEMENTARY SCHOOL ZONE	
DRAWN M. CARTER		SIGNAGE PLAN SB	
APPROVAL		SIZE B	REV A
APPROVAL		DRAWING NO. FCCT-RSE-002-4	
		SCALE 1" = 150'-0"	SHEET 1 OF 1

II. PROPOSED ATESD SPEED CAMERA SITE #2a & 2b: Timothy Dwight Elementary School Zone - 1600 Redding Road from Melin Drive to Cross Highway
C. Proposed Site Data Average Daily Traffic (ADT) Count & Crash Data

CT DOT ADT Map



UCONN Crash Data



II. PROPOSED ATESD SPEED CAMERA SITE #2a & 2b: Timothy Dwight Elementary School Zone - 1600 Redding Road from Melin Drive to Cross Highway
D. Speed Data

Timothy Dwight Elementary School

Fairfield, CT: Redding Road

School Start: 8:55 AM, School End: 3:33 PM

AM Reduced Limit: 8:30 AM to 9:30 AM

PM Reduced Limit 3:15 PM to 4:15 PM

National Data & Surveying Services (NDS) conducted speed studies at Timothy Dwight Elementary School on Redding Road Monday 7/14/2025 through Friday 7/18/2025.

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

Regular Speed Limit: 25 MPH

School Zone Speed Limit: 20 MPH

9:30 AM to 3:15 PM

8:30 AM to 9:30 AM & 3:15 PM to 4:15 PM

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

Date	Vehicle Count	Speeders	% Speeding
7/14/25	615	403	66
7/15/25	621	389	63
7/16/25	642	481	75
7/17/25	615	314	51
7/18/25	630	422	67

5 Day Total Vehicle Count: 3,123

5 Day Total Speeding Violations Recorded: 2,009

Note: Speeding is defined as any recorded speed at 11 MPH over the designated speed limit.

Average Speed	32.2
50th Percentile Speed	32.4
85th Percentile Speed	37.8
Max Speed	59

Connecticut Road Safety Assessment (RSA) Report

Making Your Roads Safer

Fairfield
Redding Road
August 24, 2023



Table of Contents

Road Safety Assessments (RSA).....	2
Fairfield RSA Background.....	3
RSA Team Members.....	4
RSA Observations.....	5
RSA Recommendations/Opportunities.....	6

Appendix A: Vicinity Map

Appendix B: Recommendations/Opportunities

Appendix C: Crash Summary

Appendix D: Additional Helpful Resources

Road Safety Assessment (RSA)

What is an RSA?

Road Safety Assessments (RSAs) are a proactive approach to improving road safety. An RSA is a formal assessment of the safety performance of an existing or planned road segment or an intersection. The assessment is performed by a team of multidisciplinary practitioners who identify potential roadway safety problems and suggest measures to eliminate or mitigate the safety concerns.

Results of an RSA can be very helpful in identifying low cost safety improvements, in establishing priorities for safety projects and for developing a local road safety plan.

Why conduct an RSA?

To save lives and reduce injuries on your roadways.

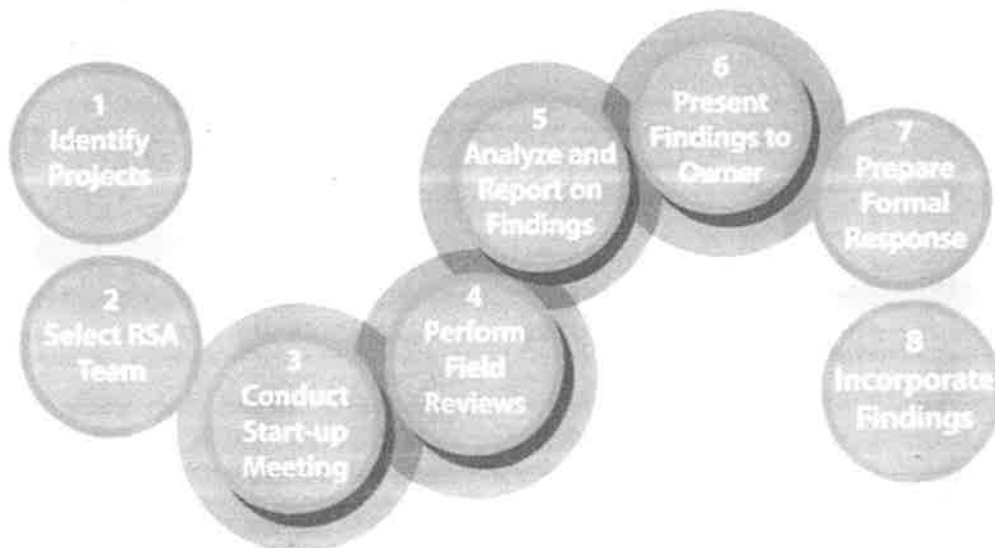
Steps in an RSA?

Responsibilities



RSA Team

Design Team/Project Owner



Fairfield RSA Background

Location: Redding Road runs north from Hulls Farm Road to the Easton town line. The main area reviewed as part of the Road Safety Assessment began at Hulls Farm Road and ended in the vicinity of Cross Highway, north of the Merritt Parkway overpass.

RSA Date: August 24, 2023

Existing Conditions: Redding Road is approximately 3.88 miles in length and has no sidewalks. Pavement width is approximately 22' to 24' with varying shoulder widths. The Town right-of-way also varies from approximately 40 feet to 70 feet. The majority of Redding Road is straight and flat although there are some minor curves and hilly terrain along the roadway. There is an established and posted speed limit of 25 MPH for Redding Road for the section of Hulls Farm Road to Cross Highway (southern junction). From Cross Highway (southern junction) to the Easton town line, the established and posted speed limit is 30 MPH. These official speed limits are set by the State DOT.

Redding Road is controlled by a stop sign at its intersection with Hulls Farm Road and Redding Road northbound is controlled by a stop sign at Dunham Road but otherwise the corridor is free flowing. The "y shaped" intersection with Dunham Road has stop control on the northbound approach of Redding Road. There is a triangular island that provides easier turning movements but has no traffic control. Northbound Dunham Road and Southbound Redding Road approaches are uncontrolled.

Timothy Dwight Elementary School is located on the east side of Redding Road south of the Merritt Parkway overpass. There are School warning signs installed in the vicinity of the school and a crosswalk is located at the school driveway. The Crosswalk is scheduled to be repainted. Speed limit remains 25 mph in this area.

There is an existing No Thru Trucks restriction for Redding Road from Cross Highway (northern junction) to the Easton town line per OSTA.

Road Type/Classification: Redding Road is a collector roadway for its entire length.

Users: Vehicles, cyclists and pedestrians.

Traffic Characteristics: Traffic counts were conducted by the Fairfield Police Department at two (2) locations. The first was conducted in the vicinity of #735 from June 27, 2023 to July 5, 2023. The total vehicle count, in both directions, was 23,308 and the 85th percentile speed was 35 MPH. The second was conducted in the vicinity of #2124 from July 12, 2023 to July 19, 2023. The total vehicle count, for both directions, was 6,533 and the 85th percentile speed was 33 MPH.

RSA Team Members:

A Multi-Disciplinary team approach to an RSA helps ensure a meaningful assessment process.

Members of the RSA Team:

<u>Name</u>	<u>Agency/Department</u>
Brenda Kupchick	Fairfield First Selectwoman
Capt. Hector Irizarry	Fairfield Police Department
William Hurley	Fairfield Engineering Manager
Megha Jain	Fairfield Senior Engineer
Denise Fernandez	Redding Road Resident
Meghan McCloat	Redding Road Resident
Anya Mezak	Fairfield Bicycle & Pedestrian Committee
William Raveis	Hillside Road Resident
Melissa Evans	T2 Safety Circuit Rider
Jason Hughes	T2 Safety Technical Associate

RSA Observations

Redding Road is a two-lane roadway for its entire length and is marked with a double yellow centerline. There are very few signs along the corridor other than the posted speed limit signs, curve warning signs and school warning signs. (This was mainly due to Greenfield Hill Improvement Society and public feedback several years ago). There are no pavement markings other than the centerline and a crosswalk at the elementary school driveway.

The posted speed limit is 25 MPH for the section south of the Merritt Parkway overpass and 30 MPH north of the overpass. During the RSA vehicles were observed traveling at reasonable speeds, however it was raining the day of the RSA.

There is an Office of State Traffic Administration approved No Through Truck regulation for the section of Redding Road north of the overpass. Several trucks were observed passing through the Redding Road/Dunham Road intersection the day of the RSA, many of them southbound. Their origin was unknown, but it is likely that they traveled from the restricted section of the corridor.

The roadway shoulders vary in width along the corridor but for most of its length there are non-paved grass or natural shoulders within the public right-of-way. Most of these are overgrown with brush although some are better maintained with trees and plantings. There are some areas where drainage ditches (watercourses) are present as well. Some private walls and fences are present and may encroach within the public right-of-way.

There is little or no street lighting along the Redding Road corridor.

As mentioned previously, Redding Road is controlled northbound by a stop sign at its intersection with Dunham Road. The residents present at the RSA mentioned that many drivers fail to come to a complete stop at this location. This was not observed on the day of the RSA but the team was standing at this intersection, which certainly could have affected driver behavior.

Many residents walk along Redding Road and cyclists use the roadway as well. Several were observed during the RSA. It was mentioned by the residents that children do not walk to the elementary school as the conditions are currently considered unsafe to do so.

There have been two (2) pedestrian fatalities on Redding Road in the past three (3) years.

Note - Concurrent to this RSA, Engineering met with the First Selectwoman and DPW Director, performed a preliminary roadway analysis, identified a phased plan of action, and collected right-of-way data. The Police Department has conducted and researched speed studies and crash data analysis.

RSA Recommendations/Opportunities

The RSA team came up with the following recommendations/opportunities:

Low Cost/Short Term Implementation:
Clear brush and other obstructions in shoulders that are within the Town right-of-way, to make a safe path for pedestrians.
Install edge line striping to identify the edge of the travel lanes and improve visibility of the edge of the road in dark conditions.
Install centerline rumble strips to prevent centerline crossover and keep vehicles in the proper lane.
Timothy Dwight Elementary School
- Establish School Zone, with related signs and pavement markings. School zone should include reduced speed limit. (Must be approved by OSTA). - Install ADA-compliant pedestrian ramps at the crosswalk.
Redding Road Corridor
- Install "Share the Road" signage along the Redding Road corridor. - Install sharrows. (propose w/Greenfield Hill Bike Route)
Higher Cost/Mid- or Long-Term Implementation:
Determine appropriate locations for improved walking path; surface TBD, i.e. compressed gravel, and install. Some suggested calling it Meghan Raveis Pathway.
Redding Road and Dunham Road
Propose converting the island at the intersection to a mini roundabout.
Redding Road and Cross Highway, north of the Merritt Parkway overpass
Consider installation of a mini roundabout or median to create a gateway treatment as vehicles enter the lower section.
Redding Road and Old Academy Road
Consider conversion of split island intersection to traditional T-intersection, which will increase green space and remove impervious surface area.
Redding Road and Merwins Lane
Consider installation of flush median islands and reduction of curb radii to narrow the intersection and reduce vehicle speeds.
Redding Road and Verna Hill Road
Consider conversion of split island intersection to traditional T-intersection, which will increase green space and remove impervious surface area.
Redding Road and Governor's Lane
- Consider reducing the curb radii to reduce vehicle speeds, increase green space and reduce impervious surface. - Alternate option – install flush median islands on Redding Road.

Updates from municipality:

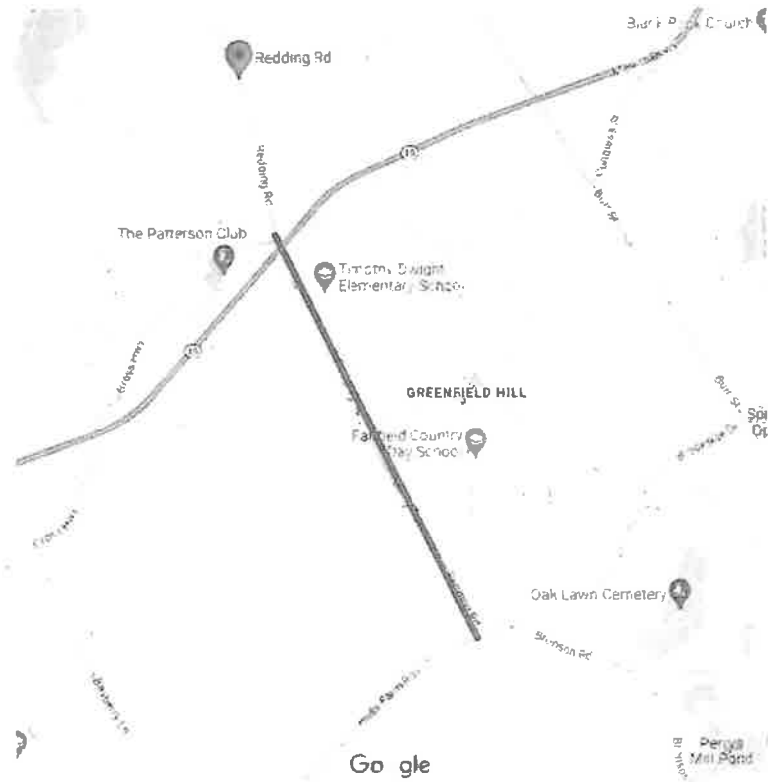
- 8/1/23 - DPW started clearing some ROW in Greenfield Hill Area/Redding Road.

- 9/13/23 - Police Commission has approved edge line pavement markings and centerline rumble strips.
- Oct 2023 - Engineering to perform site survey at Dunham Road and Redding Road intersection.
- Investigate with UI /Frontier utility pole relocation(s) in between Old Academy and Merwins Lane near culvert.
- Note that conceptual approval was granted by the RSA team and all opportunities will be investigated. Final outcomes will depend on Engineering detailed designs, right of way limitations, (if any), utilities, terrain, funding, and Local Traffic Authority approvals.

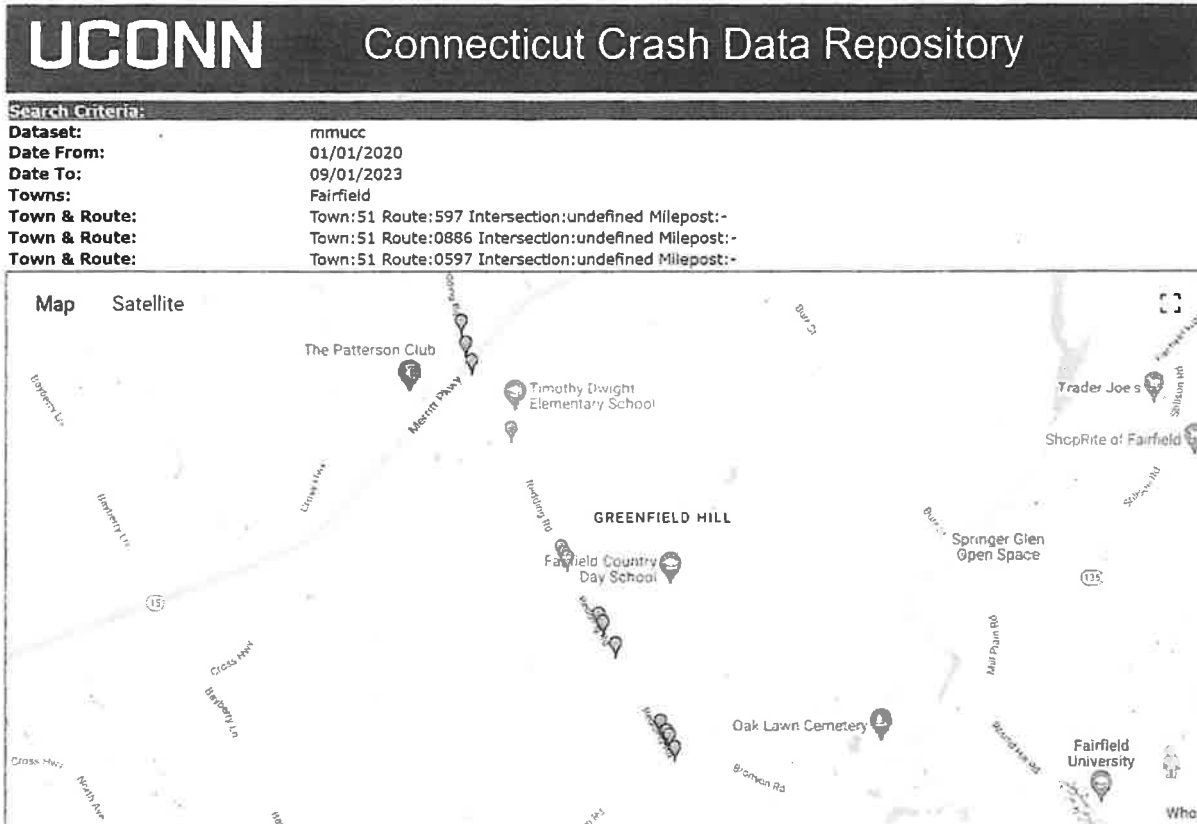
Appendix A

Vicinity Map

The RSA area is marked in red on the below map.



Appendix C Crash Summary



For the period January 1, 2020 – September 1, 2023, there were 16 reported crashes in the section of Redding Road evaluated as part of the RSA.

Appendix D

Helpful Resources

Federal Highway Administration Road Safety Assessment Resources: <http://safety.fhwa.dot.gov/rsa/>

The Manual on Uniform Traffic Control Devices for Streets and Highways 2009 edition (MUTCD) by The Federal Highway Administration (FHWA) and A Policy on Geometric Design of Highways and Streets 2011 sixth edition by American Association of State and Highway Officials (AASHTO), also referred to as the Green Book.

<http://mutcd.fhwa.dot.gov/>

https://bookstore.transportation.org/collection_detail.aspx?ID=110

Also refer to other references as required:

AASHTO Roadside Design Guide https://bookstore.transportation.org/collection_detail.aspx?ID=105

Connecticut Department of Transportation Highway Design Manual

<http://www.ct.gov/dot/cwp/view.asp?a=3609&q=430362>

Funding sources could be explored with the Metropolitan Region Council of Governments (MetroCOG) and may include the following:

Surface Transportation Program (STP)

Highway Safety Improvement Program (HSIP)

Local Capital Improvement Program (LOCIP)

Local Transportation Capital Improvement Program (LOTICIP)

Connecticut's Safety Circuit Rider Program at UCONN:

Melissa Evans – Safety Circuit Rider

melissa.evans@uconn.edu

203-898-0977

Jason Hughes – Safety Technical Associate

Jason.hughes@uconn.edu

860-874-2700

Connecticut Training & Technical Assistance Center

University of Connecticut

<http://www.t2center.uconn.edu/circuitrider.php>

Fairfield Police Department Traffic Street Survey

June 28, 2023

In attendance:

Commissioner: J. Stone

Town Engineer: W. Stone

Town Senior Civil Engineer: M. Jain

Lt. H. Irizarry

1. Norwegian Woods at North Benson Road
2. Villa Avenue at/between Melville Avenue and Brooklawn Avenue
3. Mill Plain Road at/between Sturges Road and Sunfield Lane
4. Mill Plain Road at/between Mill Plain Road
5. Pell Meadow Drive at/between Mill Plain Road
6. Black Rock Turnpike at/between Ash Creek and Fairfield Metro Station
7. Redding Road - Hulls Farm Road to Mile Common

Fairfield Police Department Traffic Street Survey

06/28/2023

SURVEY # 1 LOCATION: Norwegian Woods at North Benson Road

NATURE OF REQUEST:

Request a "No Turn Around" or "No Outlet" sign at the entrance of Norwegian Woods. Cars turn down the street often thinking is it a cut through. There are four (4) private residences and several young children.

RECOMMENDATION:

Install small "Dead End" sign placed over the top of the Norwegian Woods street sign. (actual MUTCD sign detail to be submitted by Engineering

BY WHOM: Sarah Strom

SURVEY # 2 LOCATION: Villa Avenue at/between Melville Avenue and
Brooklawn Avenue

NATURE OF REQUEST:

Issues of concern: Traffic calming, sidewalk, and crosswalk. - See attached proposed options for explanation.

RECOMMENDATION:

Agree the placement of median center islands between 61 Villa Ave and 77 Villa Ave, as well as 121 Villa Ave to 147 Villa Ave and agree this should be submitted for approval. Approve curb extension at Villa/Lewis to be more gradual extending west from Lewis Drive. Postpone the midblock crosswalk near the 100 block of Villa Avenue until town owned property renovations are completed.

BY WHOM: Megha Jain, Senior Civil Engineer

SURVEY # 3 LOCATION: Mill Plain Road at/between Sturges Road and
Sunfield Lane

NATURE OF REQUEST:

Issues of concern: Crosswalks for I-95 Ramps and Local Streets - See Attached pictures and plans

RECOMMENDATION:

Recommended for approval as proposed by Engineering.

BY WHOM: Megha Jain, Senior Civil Engineer

SURVEY # 4 LOCATION: Mill Plain Road at/between Mill Plain Road

NATURE OF REQUEST:

Issues of Concern: Crosswalk
Mid Block Crosswalks is proposed at Mill Plain Road near Pell Meadow Drive.
See attached picture for location.

RECOMMENDATION:

Recommended for approval as proposed by Engineering.

BY WHOM: Megha Jain, Senior Civil Engineer

SURVEY # 5 LOCATION: Pell Meadow Drive at/between Mill Plain Road

NATURE OF REQUEST:

Issues of Concern: Stop Signs, Crosswalk
Installation of Crosswalks, Yield Signs on pavement and extension of a Median at Pell Meadow Drive. Stop Sign Bar will have to be relocated. See attached Picture with mark-up.

RECOMMENDATION:

Recommended for approval as proposed by Engineering.

BY WHOM: Megha Jain, Senior Civil Engineer

SURVEY # 6 LOCATION: Black Rock Turnpike at/between Ash Creek and
Fairfield Metro Station

NATURE OF REQUEST:

Issues of Concern:
Proposed Crosswalks recommended by the Zoning Department.
See attached power point slides for explanation.

RECOMMENDATION:

Proposed Crosswalks recommended by the Zoning Dept at Black Rock Turnpike b/w Ash Creek and Fairfield Metro will be tabled for additional planning by developer to meet ADA and MUTCD compliance.

BY WHOM: Megha Jain, Senior Civil Engineer

SURVEY # 7 LOCATION: Redding Road - Hulls Farm Road to Mile Common

NATURE OF REQUEST:

Meeting on 7/6/23 @ 12:30 PM Town Hall
Request to install center-line rumble strips and edge line painting (fog lines) for the entire length of Redding Road beginning from Hulls Farm Road to Mile Common,

RECOMMENDATION:

To Discuss Further.

BY WHOM: Lt. Hector Irizarry



Robert Kalamaras
Chief of Police



Fairfield Police Department

Continually Striving to Make Fairfield Safer
Honor - Professionalism - Excellence



100 Reef Road
Fairfield, CT 06824

August 15, 2023

Lt. Hector Irizarry
100 Reef Road
Fairfield, CT 06824

Re: Redding Road - Hulls Farm Road to Mile Common

Dear Lt. Hector Irizarry

Your request for a solution to a traffic problem has been reviewed by the traffic survey team and was discussed and voted on at their regular meeting.

Please be advised that once the Commission has reviewed and voted on the survey, the issue will not be revisited for at least six months, unless there is a substantial change in the solution requested.

The Police Commission's decision was to:

To discuss further.

Very Truly Yours,

Robert Kalamaras
Chief

203-254-4800
www.fpdct.com

Order	Request Date	Trip Date	Meeting Date	Meeting Time	Prior Survey
7	07/06/2023	07/06/2023	07/12/2023	4:30 PM	

Location Redding Road - Hulls Farm Road to Mile Common

Complainant Lt. Hector Irizarry

Via

Address 100 Reef Road

City State Zip Fairfield, CT 06824

Request Narrative Meeting on 7/6/23 @ 12:30 PM Town Hall
Request to install center-line rumble strips and edge line painting (fog lines) for the entire length of Redding Road beginning from Hulls Farm Road to Mile Common,

Recommendation To Discuss Further.

Survey # 2023-07-07

Include Neighbor Notification Text

No

Work Order Forwarded Dept

Response Letter Date 07/07/2023

None

Predisposition Letter Date 07/07/2023

Work Order Forwarded

Disposition Letter Date 08/15/2023

Work Order Complete Date

Disposition None

Conditions

Trip Attendance Record Meeting on 7/6/23 @12:30 PM Town Hall
First Selectwoman B. Kupchick
Intern Chief of Staff P. Iacono
Director of Public Works J. Marsilio
Chief Administrative Office T. Bremer
Senior Civil Engineer M. Jain

Commission Decision To discuss further.



Town of Fairfield

Engineering Department

725 Old Post Road
Fairfield, CT 06824

(203)-256-3015

Date: July 7, 2023

Dear Ms. Murphy,

Please add the following Phase-1 recommendations for Redding Road to the upcoming Police Commission agenda to be held in July 12, 2023 agenda. These recommendations are compiled after conducting site visit on July 3, 2023 by the Engineering Department and further discussing with the Police Department and Town officials. The improvements at Redding Road is divided into Three Phases. First Phase recommendations is mentioned below:

Phase 1 Recommendation:

Installing a Fog Lines/shoulder lines at both sides of the roadway North and South Bound, and Rumble strips at center line of the Redding Road which is approximately 22' wide and few sections are approximately 24'-26' wide.

1. Mark the edge of a roadway with 2"-4" white edge lines (edge line thickness to be determined in field) approx. one foot (1') from edge of the roadway on both side of the Redding Road, which is approx. 4 miles in length from the Intersection of Hulls Farm Highway to Miles Common. This should keep the drivers in lane and give them a perception of narrow road. In addition it should also provide a visual reference to guide motorist and define a travel way for the drivers. According to FHWA, edge lines are a proven crash reduction safety measure.
2. Install Rumble strips at the center line all through the Redding Road approx. 4 miles in length from the Intersection of Hulls Farm Highway to Mile Common Road (Enclosed is the GIS Plan showing the limits).

Should you have any questions, please let me know either at email mjain@fairfieldct.org or phone number 203-256-3025

Thank you.

Sincerely,

Megha Jain, EIT
Senior Civil Engineer
Engineering Department
Town of Fairfield

Enclosure: Project Limit Plan

See attached a list of all Redding Rd (and a few of the side streets) neighbors that have responded with written support of Lt. Irizarry's initial safety solution proposals. There are about 40 people on this list, and more emails are still coming in.

The proposals I relayed to them included a new center-line rumble strip, edge line white paint on either side of the road, additional clearing of brush by DPW for line of sight issues, and additional signage along the road where appropriate.

I'm also attaching a zip file folder of all of the emails individually, in case you need the back up when presenting to the Commission.

Hopefully this is helpful!

Thanks to you both for all you are doing on this effort-- we are all grateful!!!

Meghan

Supporters of Redding Road Initial Safety Solutions by Lt. Irizarry

Meghan McCloat	2815 Redding Rd	meghan.mccloat@gmail.com
Sly Accettullo	2815 Redding Rd	s.accettullo@gmail.com
Bill Raveis	1580 Hillside Rd	WMR@RAVEIS.COM
Candy Raveis	1580 Hillside Rd	
Denise Fernandez	2036 Redding Rd	denise70@gmail.com
Cameron Fernandez	2036 Redding Rd	crenshaw@connors.edu
Anita Marzel	2576 Redding Rd	A.Marzel@perleire.com
Tom McManus	310 Brett Rd	tommcmanus@me.com
Kathleen Quinn	2080 Redding Rd	kathleen.quinn@quinnipiac.edu
Deb Quinn	2080 Redding Rd	deb18quinn@gmail.com
Jim Quinn	2080 Redding Rd	
Kristy Wackerman	536 Redding Rd	wackerman@aol.com
Collin Baron	5455 Congress St	collinbaron@gmail.com
Karen Baron	5455 Congress St	
Christine Siegel	1115 Banks Rd North	csiegel75@gmail.com
Pamela Page	2493 Redding Rd	pamela.page@icloud.com
Igor Jozsa	2493 Redding Rd	igorjosza@gmail.com
Peter Cappozzi	2015 Redding Rd	pcappozzi@me.com
Sidney Falterer	2058 Redding Rd	sfalterer@gmail.com
Dionne Falterer	2058 Redding Rd	dpf_2000@yahoo.com
Julie Guttroff	424 Redding Rd	jguttroff@aol.com
Talli Connell	338 Redding Rd	tallibrian@mac.com
Pam Foarde	2424 North St	Pam.Foarde@raveis.com
Katie Montgomery	1244 Redding Rd	katem626@me.com
Fred Waugh	1244 Redding Rd	
Tracey Cirillo	800 Banks Rd North	twcirillo@gmail.com
Lynne Laukhuf	2660 North St	llaukhuf@gmail.com
Emily Rigo	494 Redding Rd	emilyestee@yaho.com
Steve Rigo	494 Redding Rd	stevenerigo@yahoo.com
Nick Von Der Wense	2550 Redding Rd	nvonderwense@gmail.com
Libby Galpin	1881 Hillside Rd	
Steve Galpin	1881 Hillside Rd	
Candace Kinney	120 Redding Rd	ckinney43@yahoo.com
Chris Kinney	120 Redding Rd	
Virginia Sanford	1831 Hillside Rd	
Alfred Pavlis	155 Redding Rd	aupavlis@gmail.com
Deirdre Daly	155 Redding Rd	dmjdaly@gmail.com
Liz Spears	1310 Redding Rd	
Dede Major	1268 Redding Rd	

FAIRFIELD BOARD OF POLICE COMMISSIONERS

July 12th, 2023 MEETING ANNOUNCEMENT

A regular meeting of the Board of Police Commissioners was held on
Wednesday July 12th, 2023 @ 4:30 pm in the Police Commissions Conference
 Room, 100 Reef Road, Fairfield, Connecticut 06824

Members Present: Commissioners: Chairman Ambrose, Secretary Kiley, Commissioner Joe Cafferelli, Jack Stone, Ron Pine, James Millington, and Charlene Lebo.

Chief Kalamaras, Deputy Chief Broderick, Captain Weihe and Lt. Irizarry.

Members of the public: Lieutenant Paris, Fairfield Police Department, Jessica Bloomberg, LCSW Fairfield Police Department, Megha Jain, Town of Fairfield Engineering Department, Meghan McCloat, 2815 Redding Road, Sarah Mason, 15 Phyfe Road, Steve Gniadek, 974 Fairfield Beach Road, Tom Larson, 85 Plum Ave, Meriden CT (Former Fairfield resident), Amy Barrett and Richard Dix, 306 Villa Ave, Cathleen Hamill, 172 Ryegate Terrace Stratford CT, Jim Myers, 25 Lawrence Road, Sarah Roy, 3 Buena Vista Road, Jarrod Wardwell, Fairfield Citizen Publication, Officer Anthony Falbo and family, Officer Dominic Migliaro and family, and Sergeant William Beattie.

The regular meeting of the Board of Police Commissioners: Called to order by Chairman Ambrose @ 4:30 pm.

- **The Pledge of Allegiance** – recited.

Approval of the draft minutes of the regular meeting of June 14th, 2023. Commissioners Pine and Millington made a motion to accept the June 14th, minutes as presented. Second by Commissioner Cafferelli. Motion carried unanimously.

- **Approval of the draft minutes of the regular meeting of June 14th, 2023.** Commissioners Pine and Millington made a motion to approve. Seconded by Commissioner Cafferelli. Motion carried unanimously.
- **Award Presentations-** Captain Weihe presented Officer Dominic Migliaro with the Officer of the Quarter Award. *“On June 13, 2023, all the Lieutenants and Sergeants of the Patrol Division, met and after careful deliberation, unanimously selected Officer Dominic Migliaro as Officer of the Quarter (OOQ) for the period of July 15th 2023 to October 14th 2023. The below was written about Officer Migliaro, by his immediate supervisors. With regards to the traits Officer Migliaro has displayed that made him a viable candidate for this prestigious recognition: Personality – Officer Migliaro since joining the department in 2022*

has been known to be reliable and dependable throughout the patrol division. He has developed a great working relationship with his peers and supervisors alike. Officer Migliaro has shown a strong drive and a desire to lead within the organization. His compassion with citizens and willingness to accept additional shift specific assignments are a true testament to Officer Migliaro's character. Attitude – Officer Migliaro always shows up for work upbeat and ready for any assignment placed upon him. He is always volunteering to take on additional assignments throughout the town and goes out of his way to assist other officers. He has developed a passion to train and guide younger officers and those new to the department. Officer Migliaro is a positive role model and does the job the right way no matter how big or small the task. Off Migliaro's willingness to take on tasks makes him a valuable asset for the direct supervisors. Fitness and Appearance – Officer Migliaro is able to keep himself physically fit despite juggling full time police work and an active family life. He shows up every day looking prepared and ready for duty. Initiative – Officer Migliaro has a number of positive personality traits that allow him to be the asset he is. Off Migliaro tries to take the initiative on all of his investigations as he looks to pursue them to completion. He has the ability to recognize revolving problem areas and works both independently and as a team to address them without any supervisor direction. Off Migliaro is knowledge with department practices and is able to complete his daily activities with little supervision. Officer Migliaro has recently been accepted as a FTO which allows him to take on a greater leadership role within the organization. Job Proficiency – Officer Migliaro had experience working in the City of West Haven, but he has grown tremendously as an officer since he has joined this department. He has put in a consistent level of police work since joining the force and has continuously challenged himself. He is very knowledgeable in both motor vehicle and criminal law and knows how to apply it accordingly. Officer Migliaro takes pride in his work and has been a strong influence in addressing recent issues at South Bay and Andros Diner. He interacts well with citizens and displays true empathy when needed. From the start of the year to present, Officer Migliaro has initiated 48 motor vehicle traffic stops, issued 10 infractions and summons. Officer Migliaro also has made 14 Criminal and motor vehicle arrests during the same time frame. Overall, Officer Migliaro is a well-rounded Officer. Congratulations Officer Migliaro."

Chief Kalamaras presented Sergeant John McGrath (not present), Sergeant William Beattie, and Officer Anthony Falbo with the 2023 Chief's Recognition Medal. "The Chief's Recognition Medal is awarded by the Chief of Police appreciation and recognition for unwavering dedication and loyalty to the law enforcement profession and for consistent high-quality performance as a professional police officer. The Chiefs Recognition Medal is awarded to employees who garner a minimum of five Supervisor Recognition Reports within the past fiscal year. It reflects an exceptional, above-average effort with emphasis on leadership, and high level achievements in the management and coordination of a program or staff function. Performing particularly noteworthy acts of service with determined and intelligent performance that exceeds the criteria for traditional awards. Whose service, both on and off duty, embodies the mission and core values of the agency and community positivity and professionalism. It is with great honor that we present, Sergeant John McGrath, Sergeant William Beattie, and Officer Anthony Falbo with the 2023 Chiefs Recognition Medal. Congratulations."

Traffic Surveys- Commissioner Pine made a motion to present Traffic Survey #7 first. Seconded by Commissioner Lebo. Motion carried unanimously.

SURVEY #7 LOCATION: Redding Road - Hulls Farm Road to Mile Common

NATURE OF REQUEST:

Request to install center-line rumble strips and edge line painting (fog lines) for the entire length of Redding Road beginning from Hulls Farm Road to Mile Common.

BY WHOM: Lt. H. Irizarry

RECOMMENDATIONS:

Several members of the community voiced their traffic safety concerns and their disappointment with the extensive process. Meghan McCloat, 2815 Redding Road, had organized and compiled a list of Redding Road residents that were in favor of safety measures being installed on Redding Road. Commissioner Millington, along with Chairman Ambrose, explained that this would involve a comprehensive traffic survey, and additional meetings where more community members can participate. Secretary Kiley makes a motion to revisit Traffic Survey #7 at the September Police Commission meeting, unless deemed sooner by the Police Commission. This motion was seconded by Commissioner Millington. Motion carried unanimously.

SURVEY #1 LOCATION: Norwegian Woods at North Benson Road

NATURE OF REQUEST:

Request a "No Turn Around" or "No Outlet" sign at the entrance of Norwegian Woods. Cars turn down the street often thinking it is a cut through. There are four (4) private residences and several young children.

BY WHOM: Sarah Strom

RECOMMENDATION: Install small "Dead End" sign placed over the top of the Norwegian Woods street sign. (actual MUTCD sign detail to be submitted by Engineering). Commissioner Millington made a motion to approve. Seconded by Commissioner Lebo. Motion carried unanimously.

SURVEY #2 LOCATION: Villa Avenue at/between Melville Avenue and Brooklawn Avenue

NATURE OF REQUEST:

Issues of concern: Traffic calming, sidewalk, and crosswalk. - See attached proposed options for explanation.

BY WHOM: Megha Jain, Senior Civil Engineer

RECOMMENDATIONS:

Agree the placement of median center islands between 61 Villa Ave and 77 Villa Ave, as well as 121 Villa Ave to 147 Villa Ave and agree this should be submitted for approval. Approve curb extension at Villa/Lewis to be more gradual extending west from Lewis Drive. Postpone the midblock crosswalk near the 100 block of Villa Avenue until town owned property renovations are completed. Commissioner Millington made a motion to approve and amend the recommendation to state: Any minor adjustments that are within the scope of work, can be made and implemented at the discretion of the Chief of Police, and do not need to come before the Police Commission. This motion was seconded by Commissioner Lebo. Motion carried unanimously.

SURVEY #3 LOCATION: Mill Plain Road at/between Sturges Road and Sunfield Lane

NATURE OF REQUEST:

Issues of concern: Crosswalks for I-95 Ramps and Local Streets - See Attached pictures and plans

BY WHOM: Megha Jain, Senior Civil Engineer

RECOMMENDATIONS:

Recommended for approval as proposed by Engineering. Commissioner Millington makes a motion to approve, seconded by Commissioner Pine. Motion carried unanimously.

SURVEY #4 LOCATION: Mill Plain Road at/between Mill Plain Road

NATURE OF REQUEST:

Issues of Concern: Crosswalk

Mid Block Crosswalks is proposed at Mill Plain Road near Pell Meadow Drive.

See attached picture for location.

BY WHOM: Megha Jain, Senior Civil Engineer

RECOMMENDATIONS:

Recommended for approval as proposed by Engineering. Commissioner Lebo made a motion to approve. Seconded by commissioners Pine and Cafferelli. Motion carried unanimously.

SURVEY #5 LOCATION: Pell Meadow Drive at/between Mill Plain Road

NATURE OF REQUEST:

Issues of Concern: Stop Signs, Crosswalk

Installation of Crosswalks, Yield Signs on pavement and extension of a Median at Pell Meadow Drive.

Stop Sign Bar will have to be relocated. See attached Picture with mark-up.

BY WHOM: Megha Jain, Senior Civil Engineer

RECOMMENDATIONS:

Recommended for approval as proposed by Engineering. Commissioner Pine made a motion to approve, seconded by Commissioner Lebo. Motion carried unanimously.

SURVEY #6 LOCATION: Black Rock Turnpike at/between Ash Creek and Fairfield Metro Station

NATURE OF REQUEST:

Issues of Concern:

Proposed Crosswalks recommended by the Zoning Department.

See attached power point slides for explanation.

BY WHOM: Megha Jain, Senior Civil Engineer

RECOMMENDATIONS: Proposed Crosswalks recommended by the Zoning Dept at Black Rock Turnpike b/w Ash Creek and Fairfield Metro will be tabled for additional planning by developer to meet ADA and MUTCD compliance. Commissioner Millington made a motion to approve, seconded by commissioner Pine.

- **Old Business-** None
- **New Business-** None
- **Monthly Report** – Accepted
- **Private Executive Session-** Commissioner Lebo made a motion to go into Executive Session, to interview candidates for the position of Deputy Chief of Police, seconded by Commissioner Pine. Executive Session commenced at 5:29pm.
- Commissioner Millington made a motion to exit Executive Session seconded by Commissioner Ambrose. Public session resumed at 9:47pm. Chairman Ambrose announces no votes or motions were made during Executive Session.

Commissioner Millington made a motion to adjourn at 9:48pm. Seconded by Commissioner Stone. Motion carried unanimously.

Next meeting will be held September 13th, 2023 at 4:30pm in the Commission's Conference Room.

Respectfully submitted

Gabrielle Martire

**TOWN OF FAIRFIELD
FAIRFIELD BOARD OF POLICE COMMISSIONERS
NOTICE OF PUBLIC MEETING**

The Fairfield Board of Police Commissioners will hold a regular public meeting at 4:30 p.m. on Wednesday, July 12th, in-person and via Conference Call Bridge in the Police Commission's Conference Room (second floor) at 100 Reef Road, Fairfield.

Members of the Public who cannot attend in-person may listen by phone (667-776-9044).

Please Note: If you call to listen, you will not be heard by the Commission members and there will be no live public comment until called for by the Chair during the meeting. The public is encouraged to send their comments before the meeting to the following email

pc@fairfieldet.org

AGENDA

- Pledge of Allegiance.
- Approval of the draft minutes of the regular meeting of June 14th, 2023.
- Award Presentations.
- Traffic Surveys:

SURVEY #1 LOCATION: Norwegian Woods at North Benson Road
NATURE OF REQUEST:

Request a "No Turn Around" or "No Outlet" sign at the entrance of Norwegian Woods. Cars turn down the street often thinking is it a cut through. There are four (4) private residences and several young children.

BY WHOM: Sarah Strom

RECOMMENDATION:

Install small "Dead End" sign placed over the top of the Norwegian Woods street sign. (actual MUTCD sign detail to be submitted by Engineering).

SURVEY #2 LOCATION: Villa Avenue at/between Melville Avenue and Brooklawn Avenue
NATURE OF REQUEST:

Issues of concern: Traffic calming, sidewalk, and crosswalk. - See attached proposed options for explanation.

BY WHOM: Megha Jain, Senior Civil Engineer

RECOMMENDATIONS:

Agree the placement of median center islands between 61 Villa Ave and 77 Villa Ave, as well as 121 Villa Ave to 147 Villa Ave and agree this should be submitted for approval. Approve curb extension at Villa/Lewis to be more gradual extending west from Lewis Drive. Postpone the midblock crosswalk near the 100 block of Villa Avenue until town owned property renovations are completed.

SURVEY #3 LOCATION: Mill Plain Road at/between Sturges Road and Sunfield Lane

NATURE OF REQUEST:

Issues of concern: Crosswalks for I-95 Ramps and Local Streets - See Attached pictures and plans

BY WHOM: Megha Jain, Senior Civil Engineer

RECOMMENDATIONS:

Recommended for approval as proposed by Engineering.

SURVEY #4 LOCATION: Mill Plain Road at/between Mill Plain Road

NATURE OF REQUEST:

Issues of Concern: Crosswalk

Mid Block Crosswalks is proposed at Mill Plain Road near Pell Meadow Drive.

See attached picture for location.

BY WHOM: Megha Jain, Senior Civil Engineer

RECOMMENDATIONS:

Recommended for approval as proposed by Engineering.

SURVEY #5 LOCATION: Pell Meadow Drive at/between Mill Plain Road

NATURE OF REQUEST:

Issues of Concern: Stop Signs, Crosswalk

Installation of Crosswalks, Yield Signs on pavement and extension of a Median at Pell Meadow Drive. Stop Sign Bar will have to be relocated. See attached Picture with mark-up.

BY WHOM: Megha Jain, Senior Civil Engineer

RECOMMENDATIONS:

Recommended for approval as proposed by Engineering.

SURVEY #6 LOCATION: Black Rock Turnpike at/between Ash Creek and Fairfield Metro Station

NATURE OF REQUEST:

Issues of Concern:

Proposed Crosswalks recommended by the Zoning Department.

See attached power point slides for explanation.

BY WHOM: Megha Jain, Senior Civil Engineer

RECOMMENDATIONS: Proposed Crosswalks recommended by the Zoning Dept at Black Rock Turnpike b/w Ash Creek and Fairfield Metro will be tabled for additional planning by developer to meet ADA and MUTCD compliance.

SURVEY #7 LOCATION: Redding Road - Hulls Farm Road to Mile Common

NATURE OF REQUEST:

Request to install center-line rumble strips and edge line painting (fog lines) for the entire length of Redding Road beginning from Hulls Farm Road to Mile Common.

BY WHOM: Lt. H. Irizarry

RECOMMENDATIONS:

To discuss further.

- New Business:
 - Monthly Report.
 - Executive Session to interview candidates for position of Deputy Chief of Police.
- Next Meeting, September 13th, 2023 at 4:30 p.m. in the Commission's Conference Room.

COPIES TO:

7 copies Police Commission	1 copy Deputy Chief Broderick
1 copy First Selectwoman Kupchick	1 copy Selectwoman Lefkowitz
1 copy Selectman Flynn	1 copy C.O.P.S.-Officer Quiles
1 copy Captains Granata, Koval, and Weihe	1 copy Chief Kalamaras
1 copy C.W.A. Local 1103- Jennifer DiJoseph	1 copy Bicycle Pedestrian Committee
1 copy Senior Civil Engineer Megha Jain	

Fairfield Police Department
Traffic Street Survey
August 28, 2024

In attendance:

Commissioners: J. Stone

Town Engineer: W. Hurley, M. Jain

Captain: H. Irizarry

Lieutenant: M. Paris

1. Redding Road
2. South Benson Road and Old Post Road
3. Adley Road at/between Lloyd Place

Fairfield Police Department Traffic Street Survey

08/28/2024

SURVEY # 1 LOCATION: Redding Road

NATURE OF REQUEST:

Proposed Roundabout at intersection of Redding Road and Dunham with splitter islands and crosswalks. Stop sign will be removed. A demo was conducted to test the tuning radius of Firetrucks and to determine the in-house constructability of the roundabout. It was only for studies purposes. After discussing with the Police Dept. it was kept for three (3) days over the weekend for engineering studies only and to observe pedestrians, bicyclist perception.

RECOMMENDATION:

Approved

BY WHOM: Megha Jain, Civil Engineer - Town Hall

SURVEY # 2 LOCATION: South Benson Road and Old Post Road

NATURE OF REQUEST:

Proposed Improvements at Old Post Road includes Curb Extensions - Proposed Improvements at South Benson includes:

Colored Bike Lanes

Medians

Raised Intersections

Intersections improvement South Benson and Benson Place

Stop sign considered to be removed at Baldwin Terrace

Sidewalk installation along South Benson

Guardhouse entrance improvements

See Attached Plans

RECOMMENDATION:

To be discussed further

BY WHOM: Megha Jain, Civil Engineer - Town Hall

SURVEY # 3 LOCATION: Adley Road at/between Lloyd Place

NATURE OF REQUEST:

Tabled from July 10, 2024 Meeting pending further land analysis and surveys

Proposal by Engineering/DPW to convert a wide Y Intersection to a "T" intersection. The recommended approach would be to install stop signs on all approaches. Alternative proposal would be to switch existing stop sign from Adley to Downhill approach on LLOYD but would render Adley as a straight -thru movement. Having Stop signs for 2 out of 3 approaches is not recommended. DPW paving street in August. Also, recommend stop bars, stop ahead signs and temporary cones/markings to highlight new layout. As of 6/14/24 some residents are aware of project BUT no outreach has been performed yet

RECOMMENDATION:

To be discussed further

BY WHOM: William Hurley, Town Engineer - Town of Fairfield



Robert Kalamaras
Chief of Police



Fairfield Police Department

Continually Strengthening & Making Fairfield safer
Facing the challenges of the future



100 Reef Road
Fairfield, CT 06824

October 4, 2024

Megha Jain, Civil Engineer - Town Hall
725 Old Post Road
Fairfield, CT 06824

Re: Redding Road

Dear Megha Jain, Civil Engineer - Town Hall

Your request for a solution to a traffic problem has been reviewed by the traffic survey team and was discussed and voted on at their regular meeting.

Please be advised that once the Commission has reviewed and voted on the survey, the issue will not be revisited for at least six months, unless there is a substantial change in the solution requested.

The Police Commission's decision was to:

Approve - Install roundabout at intersection of Redding Road and Dunham with splitter islands and crosswalks. Remove "Stop" sign.

Very Truly Yours,

Robert Kalamaras
Chief

203-254-4800
www.fpdct.com

Order	Request Date	Trip Date	Meeting Date	Meeting Time	Prior Survey
1	08/20/2024	08/28/2024	09/11/2024	16:30	

Location Redding Road

Complainant Megha Jain, Civil Engineer - Town Hall

Via

Address 725 Old Post Road

City State Zip Fairfield, CT 06824

Request Narrative Proposed Roundabout at intersection of Redding Road and Dunham with splitter islands and crosswalks. Stop sign will be removed. A demo was conducted to test the tuning radius of Firetrucks and to determine the in-house constructability of the roundabout. It was only for studies purposes. After discussing with the Police Dept. it was kept for three (3) days over the weekend for engineering studies only and to observe pedestrians, bicyclist perception.

Recommendation Approved

Survey # 2024-09-01

Include Neighbor Notification Text

No

Work Order Forwarded Dept

Response Letter Date 08/21/2024

None

Predisposition Letter Date 08/28/2024

Work Order Forwarded

Disposition Letter Date 10/04/2024

Work Order Complete Date

Disposition None

Conditions

Trip Attendance Record Commissioners: J. Stone
Town Engineer: W. Hurley, M. Jain
Captain: H. Irizarry
Lieutenant: M. Paris

Commission Decision Approve - Install roundabout at intersection of Redding Road and Dunham with splitter islands and crosswalks. Remove "Stop" sign.



Fairfield Police Department - Town of Fairfield, Connecticut

Survey Request Form

OFFICE USE ONLY

Survey Team Site Visit Date _____
Commissioner Meeting: _____
Inv. Officer: _____
Traffic Study: Yes | No
Date of Study: _____

DATE: 08/20/2024

Street: Redding Road At/Between Dunham and _____

Examples: North Benson Road *between* Barlow Road *and* Holland Hill Road
Mill Plain Road *at* Round Hill Road

Issues of Concern:

- | | | | |
|--|---|---|---|
| ☐ Parking | ☒ Speeding | ☐ Traffic Signal | ☒ Traffic Calming |
| ☐ Sidewalk | ☒ Crosswalk | ☐ School Zone Markings | ☐ Road Signs |
| ☒ Stop Signs | ☐ Sight Line | | |
| ☐ Other: _____ | | | |

Please describe the problem and the time of occurrence.

Is this a reoccurring problem, please mention below?

Proposed Roundabout at Intersection of Redding and Dunham with splitter islands and crosswalks. Stop sign will be removed. A demo was conducted to test the turning radius of Fire-trucks and to determine the in-house constructibility of the roundabout. It was only for studies purposes. After discussing with the Police Dept. it was kept for 3 days over the weekend for engineering studies only and to observe pedestrians, bicyclist perception.

CONTACT PERSON

NAME: M. JAIN
PHONE: _____
EMAIL ADDRESS: _____
STREET ADDRESS: _____
CITY: _____ STATE: CT ZIP: _____

PAGE # _____ of _____

Please add additional pages for the description and solutions as need.

RETURN FORMS TO:

Fairfield Police Department
Traffic Safety Unit
100 Reef Road
Fairfield, CT 06824

FAIRFIELD BOARD OF POLICE COMMISSIONERS

September 11TH, 2024 MEETING

A regular meeting of the Board of Police Commissioners was held on **Wednesday, September 11th, 2024 @ 4:30 pm** in the Police Commissions Conference Room, 100 Reef Road, Fairfield, CT 06824.

Members Present: Chairman Kiley, Secretary Lebo, Commissioners Ambrose, Cafferelli, Pine, Millington, and Stone.

Chief Kalamaras, Deputy Chief Weihe, Captain Granata, Captain Irizarry, Captain Koval, Fire Chief McCarthy, Megha Jain – Town of Fairfield Senior Civil Engineer, Bill Hurley – Town of Fairfield Engineering Manager, Fairfield Residents: Nathaniel Foote and Sara Roy.

The regular meeting of the Board of Police Commissioners: Called to order by Commissioner Kiley at 4:31pm.

1. The Pledge of Allegiance – recited by Chief McCarthy, Commissioner Kiley recognized the lives of those lost on September 11th 2001, and held a moment of silence in their honor.
2. Approval of the draft minutes of the regular meeting of July 10th, 2024, Commissioner Ambrose made a motion to approve, seconded by Commissioner Pine, Motion passes unanimously.
3. Traffic Surveys:

a. **SURVEY #1 LOCATION:** Redding Road

NATURE OF REQUEST: Proposed Roundabout at intersection of Redding Road and Dunham Road with splitter islands and crosswalks. Stop sign will be removed. A demo was conducted to test the turning radius of Firetrucks and to determine the in-house constructability of the roundabout. It was only for studies purposes. After discussing with the Police Dept., it was kept for three (3) days over the weekend for engineering studies only and to observe pedestrians, bicyclist perception.

BY WHOM: Megha Jain, Civil Engineer -- Town Hall

RECOMMENDATION: **APPROVE** Public showed support along with Engineering. Chairman Pine made motion to approve. Seconded by Secretary Lebo, Motion passes unanimously.

b. **SURVEY #2 LOCATION:** Adley Road at between Lloyd Place

NATURE OF REQUEST: * Continuation from July 10th, 2024 meeting pending further land analysis and surveys.

Proposal by Engineering DPW to convert a wide Y Intersection to a "T" intersection. The recommended approach would be to install stop signs on all approaches. Alternative proposal would be to switch existing stop sign from Adley to Downhill approach on Lloyd but would render Adley as a straight -thru movement. Having Stop signs for 2 out of 3 approaches is not recommended. DPW paving in street in August. Also, recommend stop bars, stop ahead signs and temporary cones markings to highlight new layout. As of 6/14/24 some residents are aware of project BUT no outreach has been performed yet.

BY WHOM: William Hurley, Town Engineer

RECOMMENDATION: DPW to convert intersection to a "T" intersection. Install "Stop" signs on all approaches with stop bars, stop ahead signs and temporary cones markings to highlight new layout. DPW paving street in August. Engineering to notify residents of project. Discussion as to DPW having paved already. Road is milled, not paved. William Hurley spoke. Chairman Millington made motion to table this proposal until Engineering can assess and or present. Seconded by Chairman Ambrose. motion passes unanimously.

4. Monthly Reports for July and August: Accepted

5. New Business:

Fairfield Traffic Authority Discussion: Chief Kalamaras discussed the likelihood of a newly reformed Local Traffic Authority pursuant to Section 7 of Public Act 24-40.

Noise Variance Applications – Approval of all

6. Executive Session: Organizational Proposal and Personnel Matters

Executive Session #1-

Commissioner Stone made a motion at 5:22pm to enter session. Seconded by Commissioner Pine. motion passes unanimously.

Commissioner Kiley made a motion at 6:10pm to exit session. Seconded by Commissioner Lebo. motion passes unanimously.

Commissioner Ambrose stated for public record the Police Commissions' approval of the following:

1. Organizational restructuring from three bureaus to four bureaus, with the fourth bureau to be commanded by the recently acquired fourth captain. Commissioner Ambrose made a motion to accept. seconded by Commissioner Lebo. Motion passes unanimously.
2. Filling of the recurring midnight shift patrol sergeant vacancy by utilizing the existing active sergeant exam list. Commissioner Ambrose made a motion to accept. seconded by Commissioner Pine. Motion passes unanimously.

Executive Session #2-

Commissioner Kiley made motion 6:14pm to enter session. Seconded by Secretary Lebo, motion passes unanimously.

Commissioner Kiley made motion 7:54pm to exit session. Seconded by Commissioner Pine, motion passes unanimously.

Commissioner Kiley made motion to promulgate a Captain's list in the following order which will be in effect to September 11th 2025.

1. Lt. Michael Paris
2. Lt. Matthew Riendeau
3. Lt. Jason Kline

Motion seconded by Commissioner Millington, motion passes unanimously

7. Adjournment: Commissioner Millington made motion 7:57pm to adjourn. Seconded by Secretary Lebo, motion passes unanimously.

Next Meeting October 9th, 2024 at 4:30 pm in the Commission's Conference Room.

Respectfully submitted.

Suzanne Kuroghlian

Fairfield Police Department

Traffic Street Survey

May 29, 2024

In attendance:

Commissioners: J. Stone, K. Kiley, R. Pine

Town Engineer: W. Hurley, M. Jain

Lt. M. Paris

1. Old Post Road at/between Post Road and Library Parking Entrance
2. Redding Road at/between 1261 Redding Road and Hulls Farm Road
3. Reef Road at/between Post Road and existing No Parking Here To Corner Sign

Fairfield Police Department

Traffic Street Survey

05/29/2024

SURVEY # 1 LOCATION: Old Post Road at/between Post Road and Library
Parking Entrance

NATURE OF REQUEST:

The Library is asking for three (3) 1-Hour (9-8 PM) "Library Only" and one (1) "Drop Off Only" (24-7) parking on the even side (Northeast) of Old Post Road, adjacent to the Library, between Post Road (Route 1) and the parking lot entrance. The street is currently diagonally striped and has a sign for "Drop Off Only".

RECOMMENDATION:

DENY Request due to roadway width restrictions and Bicycle Route

BY WHOM: Scott Jarzombek, Town Librarian

SURVEY # 2 LOCATION: Redding Road at/between 1261 Redding Road and
Hulls Farm Road

NATURE OF REQUEST:

In an effort to increase road safety with pedestrians and bicycles on Redding road, requesting the installation of the MUTCD compliant Vehicular and Traffic Warning Signs W11-15* to be posted along the length of both NB and SB approaches with minimal areas of refuge for pedestrian and bicycle traffic.

See Attached

RECOMMENDATION:

Install W11-15 signs in the following locations:

Redding Road at 335 Redding Road in both N/B and S/B directions

Redding Road north of the driveway at 735 Redding Rd on the Northbound Side and at the same location on the Southbound Side of Redding Rd

Redding Road south of the driveway to #918 Redding Road and the southbound lane directly across

Redding Road between #1268-1310 Redding Road and southbound south of #1261 driveway

BY WHOM: Capt. Hector Irizarry

SURVEY # 3 LOCATION: Reef Road at/between Post Road and existing No
Parking Here To Corner Sign

NATURE OF REQUEST:

The Southbound Lane of Reef Road at Post Road is posted "No Parking Here to Corner".

Suggest to change sign to:

"No Parking Here to Corner Tow Away" along with adding hash marks designate the No Parking area.

RECOMMENDATION:

Install Tow Away Zone Sign to bottom of existing 'No Parking Here to Corner' Sign

Install hash marks on the roadway from the 'No Parking Here to Corner Sign' to Post Road

Discuss option to install plastic flexible bollards in roadway similar to the bollards installed in the City of New Haven – Town Engineer, B. Hurley

BY WHOM: Lt. Michael Paris



Robert Kalamaras
Chief of Police



Fairfield Police Department

Continually Striving to Make Fairfield Safer
Honor - Professionalism - Excellence



100 Reef Road
Fairfield, CT 06824

July 3, 2024

Capt. Hector Irizarry
100 Reef Road
Fairfield, CT 06824

Re: Redding Road at/between 1261 Redding Road and Hulls Farm Road

Dear Capt. Hector Irizarry

Your request for a solution to a traffic problem has been reviewed by the traffic survey team and was discussed and voted on at their regular meeting.

Please be advised that once the Commission has reviewed and voted on the survey, the issue will not be revisited for at least six months, unless there is a substantial change in the solution requested.

The Police Commission's decision was to:

Approve - Install W11-15 signs in the following locations:

**Redding Road at 335 Redding Road in both N/B and S/B directions
Redding Road north of the driveway at 735 Redding Rd on the Northbound Side and
at the same location on the Southbound Side of Redding Rd
Redding Road south of the driveway to #918 Redding Road and the southbound lane
directly across
Redding Road between #1268-1310 Redding Road and southbound south of #1261
driveway**

Very Truly Yours,



Robert Kalamaras

Chief

203-254-4800
www.fpdct.com

Order	Request Date	Trip Date	Meeting Date	Meeting Time	Prior Survey
2	03/27/2024	05/29/2024	06/12/2024	4:30 PM	

Location Redding Road at/between 1261 Redding Road and Hulls Farm Road

Complainant Capt. Hector Irizarry

Via

Address 100 Reef Road

City State Zip Fairfield, CT 06824

Request Narrative In an effort to increase road safety with pedestrians and bicycles on Redding road, requesting the installation of the MUTCD compliant Vehicular and Traffic Warning Signs W11-15* to be posted along the length of both NB and SB approaches with minimal areas of refuge for pedestrian and bicycle traffic.

See Attached

Recommendation Install W11-15 signs in the following locations:

Redding Road at 335 Redding Road in both N/B and S/B directions

Redding Road north of the driveway at 735 Redding Rd on the Northbound Side and at the same

Survey # 2024-05-02

Include Neighbor Notification Text

No

Work Order Forwarded Dept

Response Letter Date 04/17/2024

None

Predisposition Letter Date 05/30/2024

Work Order Forwarded

Disposition Letter Date 07/03/2024

Work Order Complete Date

Disposition None

Conditions

Trip Attendance Record Commissioners: J. Stone, K. Kiley, R. Pine
Town Engineer: W. Hurley, M. Jain
Lt. M. Paris

Commission Decision Approve - Install W11-15 signs in the following locations:

Redding Road at 335 Redding Road in both N/B and S/B directions

Redding Road north of the driveway at 735 Redding Rd on the Northbound Side and at the same location on the Southbound Side of Redding Rd

Redding Road south of the driveway to #918 Redding Road and the southbound lane directly across

Survey #2

Redding Road at/between 1261 Redding Road and Hulls Farm Road

In an effort to increase road safety with pedestrians and bicycles on Redding road, requesting the installation of the MUTCD compliant Vehicular and Traffic Warning Signs W11-15* to be posted along the length of both NB and SB approaches with minimal areas of refuge for pedestrian and bicycle traffic.

In the area of 2 Redding Road (N/B)

Redding Road from Governors Lane to 335 Redding Road
Redding Road from Verna Hill Road to 735 Redding Road
Redding Road from Merwins Lane to 920 Redding Road
Redding Road to Old Academy Road
1159 to 1261 Redding Road



Fairfield Police Department - Town of Fairfield, Connecticut

Survey Request Form

OFFICE USE ONLY

Survey Team Site Visit Date _____

Commissioner Meeting: _____

Inv. Officer: _____

Traffic Study: Yes | No

Date of Study: _____

DATE: 03/27/2024

Street: Redding Road At/Between 1261 Redding Road and Hulls Farm Road

Examples: North Benson Road **between** Barlow Road **and** Holland Hill Road
Mill Plain Road **at** Round Hill Road

Issues of Concern:

☐ Parking

☐ Speeding

☐ Traffic Signal

☐ Traffic Calming

☐ Sidewalk

☐ Crosswalk

☐ School Zone Markings

☒ Road Signs

☐ Stop Signs

☐ Sight Line

☐ Other: In lieu of Share the Road Signs

Please describe the problem and the time of occurrence.

Is this a reoccurring problem, please mention below?

In an effort to increase road safety with pedestrians and bicycles on Redding Road, I am requesting the installation of the MUTCD compliant Vehicular and Traffic Warning Signs W11-15* to be posted along the length of both N/B and S/B approaches with minimal areas of refuge for pedestrian and bicycle traffic. In the area of 2 Redding Road (N/B)
Redding Road from Governors Lane to 335 Redding Road
Redding Road from Verna Hill Road to 735 Redding Road
Redding Road from Merwins Lane to 920 Redding Road
Redding Road at Old Academy Road
1159 to 1261 Redding Road

CONTACT PERSON

NAME: Capt. H. Irizarry

PHONE: 203-254-4652

EMAIL ADDRESS: hirizarry@fairfieldct.org

STREET ADDRESS: _____

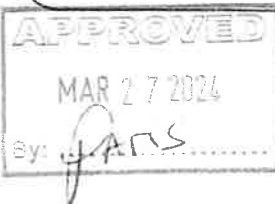
CITY: _____ STATE: CT ZIP: _____

PAGE # 1 of 2

Please add additional pages for the description and solutions as need.

RETURN FORMS TO:

Fairfield Police Department
Traffic Safety Unit
100 Reef Road
Fairfield, CT 06824



MISCELLANEOUS WARNING SIGNS AND PLAQUES

Section 2C.54 Vehicular Traffic Warning Signs (W8-6, W11-1, W11-5, W11-8, W11-10, W11-11, W11-12P, W11-14, W11-15, and W11-15a)

Option:

- 01 Vehicular Traffic Warning (W8-6, W11-1, W11-5, W11-8, W11-10, W11-11, W11-12P, W11-14, W11-15, and W11-15a) signs (see Figure 2C-14) may be used to alert road users to locations where unexpected entries into the roadway by trucks, bicycles, farm vehicles, emergency vehicles, golf carts, horse-drawn vehicles, or other vehicles might occur. The TRUCK CROSSING (W8-6) word message sign may be used as an alternate to the Truck (W11-10) symbol sign.

Support:

- 02 These locations might be relatively confined or might occur randomly over a segment of roadway.

Guidance:

- 03 Vehicular Traffic Warning signs should be used only at locations where the road user's sight distance is restricted, or the condition, activity, or entering traffic would be unexpected.
- 04 If the condition or activity is seasonal or temporary, the Vehicular Traffic Warning sign should be removed or covered when the condition or activity does not exist.

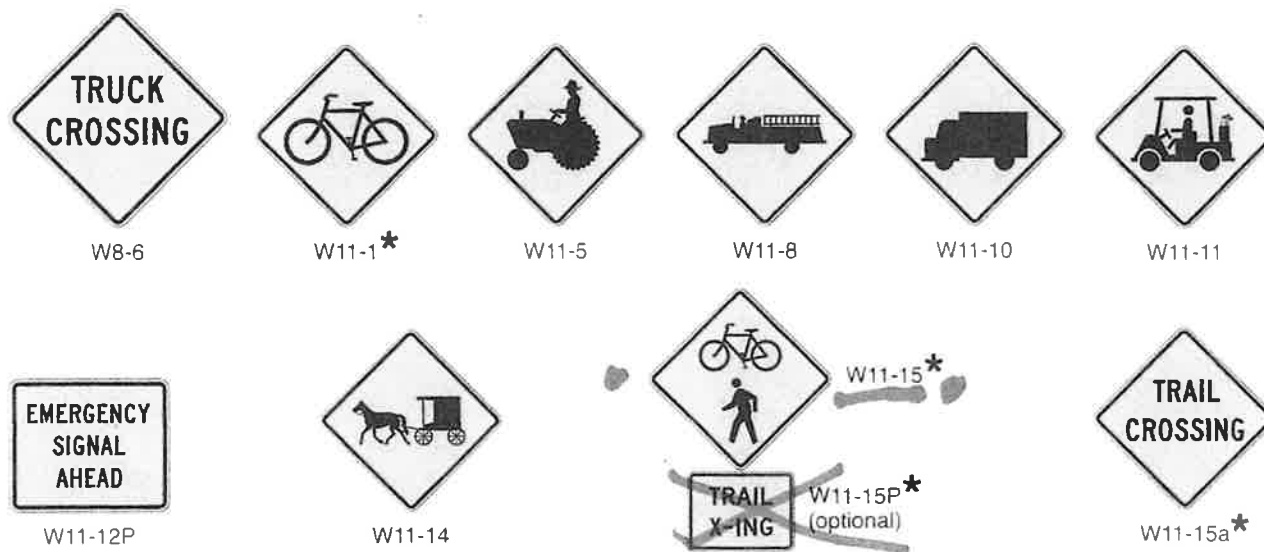
Option:

- 05 The Trail Crossing (W11-15) sign may be used where both bicyclists and pedestrians might be crossing the roadway, such as at an intersection with a shared-use path. A TRAIL X-ING (W11-15P) supplemental plaque (see Figure 2C-14) may be mounted below the W11-15 sign. The TRAIL CROSSING (W11-15a) sign may be used to warn of shared-use path crossings where pedestrians, bicyclists, and other user groups might be crossing the roadway.
- 06 The W11-1, W11-15, and W11-15a signs and their related supplemental plaques may have a fluorescent yellow-green background with a black legend and border.
- 07 Supplemental plaques (see Figure 2C-16 and Section 2C.57) with legends such as AHEAD, XX FEET, NEXT XX MILES, IN STREET, or IN ROAD may be mounted below Vehicular Traffic Warning signs to provide advance notice to road users of unexpected entries.

Guidance:

- 08 If used in advance of a trail crossing, a W11-15 or W11-15a sign should be supplemented with an AHEAD or XX FEET plaque to inform road users that they are approaching a point where crossing activity might occur.

Figure 2C-14. Vehicular Traffic Warning Signs and Plaques



* A fluorescent yellow-green background color may be used for this sign or plaque.



ATESD Proposal – Speed Camera

3a & 3b: Riverfield Elementary School Zone: 1625 Mill Plain Road from Duck Farm Road to Lakeside Drive

Executive Summary/Site Selection Justification

The area surrounding Riverfield Elementary School at 1625 Mill Plain Road is a critical component of Fairfield's transportation and community infrastructure. Combined with Burr St., Mill Plain Road serves as a key north-south corridor. Located just north of I-95 and near both commercial and residential centers, this mixed-use corridor supports residential neighborhoods, schools, small businesses, and commuters. Mill Plain Road also provides access to the Merritt Parkway (Route 15), Post Road (U.S. Route 1), and the Fairfield Metro-North stations. High traffic volumes during school hours and peak commute times have prompted concerns about vehicle speeds, pedestrian safety, and school traffic operations.

Purpose

To install bi-directional Automated Traffic Enforcement Safety Devices on both northbound and southbound lanes of travel in order to reduce speeds on the roadway, reduce accidents and traffic fatalities. Enforcement will be 24/7 at 30 MPH with the exception of the school hours reduced speed limit 8:30 -9:30 AM and 3:15-4:15 PM Monday through Friday when enforcement drops to 20 MPH. Please see except from Chapter 102, Article II from Fairfield's Ordinance:

§ 102-9. Enumeration of violations; warning.

- A. The owner of a motor vehicle commits a violation of this article if the person operating such motor vehicle:
 - (1) Exceeds the posted speed limit by 10 or more miles per hour and such operation is detected by an ATESD; or
 - (2) Fails to stop such motor vehicle when facing a steady red signal on a traffic control signal and such failure is detected by an ATESD.

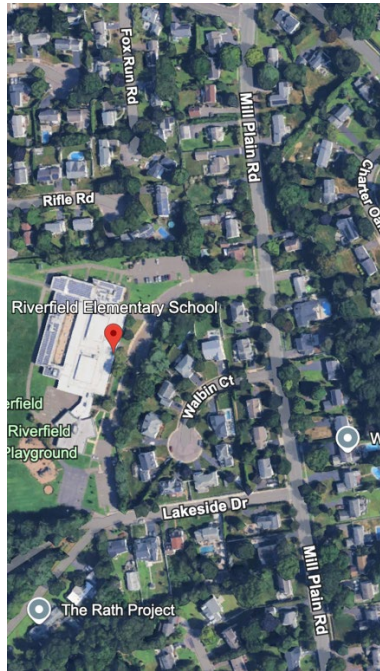
Data

Location Information					
Road	Direction	From	To	Speed Limit	School Hours Reduced Speed Limit
Mill Plain Road	Both	Duck Farm Road	Lakeside Drive	30 MPH	8:30-9:30 AM 3:15-4:15 PM Mon-Fri 20 MPH
Location Type					
School Zone	X	Pedestrian Safety Zone		Other	
Crash History					
	2021	2022	2023	2024	
Crashes	37	39	33	33	
Speed Related	0	1	0	3	
Injury	4	9	4	5	
Fatal	0	0	0	0	
Traffic Data					
85th Percentile Speed		Average Daily Traffic		Pedestrian Activity	
32.6 MPH		7,500		~ 165 Student Walkers*	
Traffic Stop Data					
	2021	2022	2023	2024	2025 YTD
City Wide	8,841	5,182	7,550	12,659	8,175
Location	160	119	217	147	104

* Fairfield does not require families to report whether a student walks, bikes, or is driven to school; however, the number of students not assigned to a bus is tracked, which offers a clear minimum estimate of non-bus commuters. The actual number of student pedestrians and cyclists is likely higher, given the Town of Fairfield's active encouragement of walking and biking to school.

Roadway Geometry

At 1625 Mill Plain Road, Riverfield Elementary School is located along a busy north-south arterial that connects neighborhoods, commercial centers, and educational institutions. The road consists of two straight lanes (one in each direction), which can encourage speeding. Although sidewalks are present near the school, enforcement remains difficult and potentially hazardous due to traffic volumes and roadway design.



School Zone

Riverfield Elementary School meets the definition of a school zone pursuant to CGS 14-212b and has been approved as such by the Local Traffic Authority. The school zone signage is consistent with the Federal Highway Administration’s Manual on Uniform Traffic Control Devices.

Pedestrian Safety

A significant number of students either walk, bike, or are driven to Riverfield Elementary School rather than utilize school bus transportation. This trend contributes to increased pedestrian, bicycle, and vehicular activity during peak school arrival and dismissal times.

Fairfield does not require families to report whether a student walks, bikes, or is driven to school; however, the number of students not assigned to a bus is tracked, which offers a clear minimum estimate of non-bus commuters. The actual number of student pedestrians and cyclists is likely higher, given the Town of Fairfield’s active encouragement of walking and biking to school, combined with a notable rise in the use of e-bikes and e-scooters.

Key figures include:

Riverfield Elementary School:
165 students not assigned to a bus
40.05% of total enrollment (412)

While these figures only reflect students not assigned to a bus route, they establish a baseline for the volume of pedestrians and cyclists in the immediate area of our school campuses. This does not account for additional pedestrians, including parents, younger siblings, and non-student commuters who travel through school zones during peak hours.

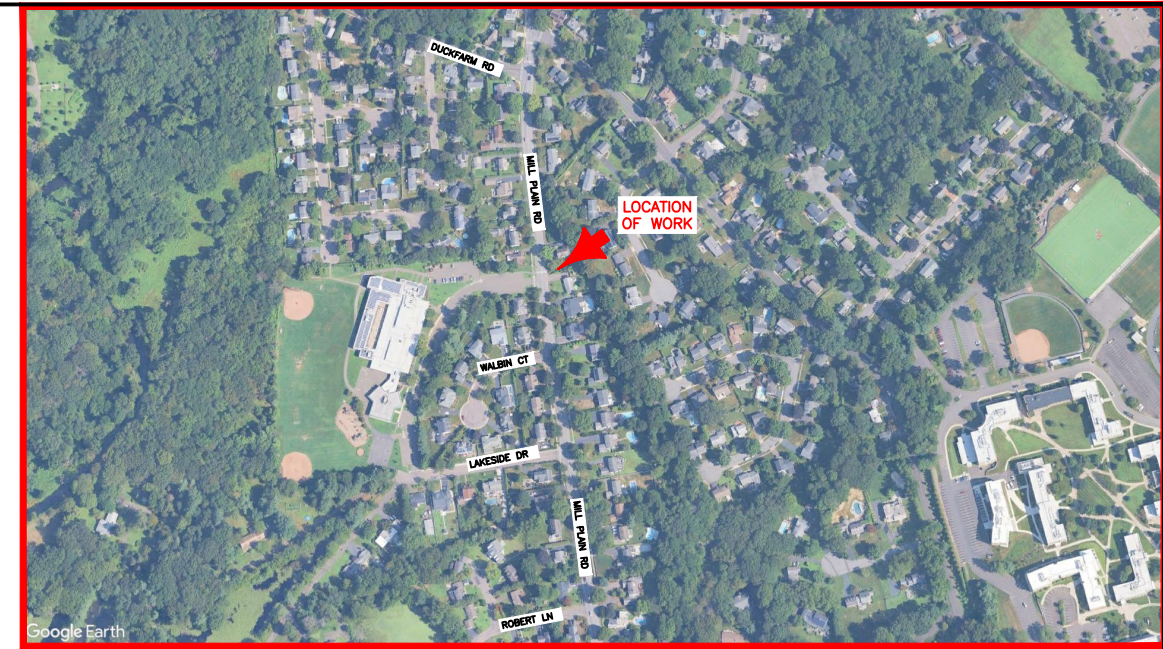
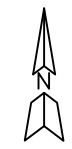
Given the combination of:

- High rates of non-bus commuting,
- The increased prevalence of vulnerable road users (e.g., walkers, bikers, and e-scooter riders),
- A growing emphasis on sustainable, non-vehicular transportation modes,
- And the unique safety concerns posed by novice drivers,

Automated speed enforcement will serve as a critical safety enhancement for Riverfield Elementary School.

Traffic Calming Measures Already Implemented

Overgrowth on Mill Plain Road has been cut back. Crosswalks have been repainted. A crossing guard is present during school hours at Riverfield Elementary School. Black Cat systems were deployed to gather data. Pedestrians in crosswalk sandwich boards were installed. Speed limits during designated pick-up and drop-off times when there is increased vehicular and pedestrian traffic has been reduced to 20 MPH in the school zone. Routine motor vehicle enforcement is conducted by the Traffic Safety Unit. Electronic speed signs have been utilized.



VICINITY MAP

TOWN OF FAIRFIELD
SIGNAGE PLAN
RIVERFIELD ELEMENTARY SCHOOL ZONE

VERSION SUMMARY		
DATE	REV	DESCRIPTION
10/29/25	A	INITIAL RELEASE

DRAWING INDEX

DRAWING #	SHEET	REV #	DATE
FCCT-RSE-003-1	COVER SHEET	A	10/29/25
FCCT-RSE-003-2	DRAWING INDEX	A	10/29/25
FCCT-RSE-003-3	GENERAL NOTES	A	10/29/25
FCCT-RSE-003-4	SIGNAGE PLAN	A	10/29/25

REVISION					
LTR	DESCRIPTION	DATE	APPROVED		
A	INITIAL RELEASE	10/29/25	SC		

altumint
AUTONOMOUS VISUAL INTELLIGENCE

164 of 203

CONTRACT NO.		—	
ENGINEER		S. CREEL	
DATE		10/25/2025	
DRAWN		M. CARTER	
APPROVAL			
APPROVAL			

TOWN OF FAIRFIELD

FIXED RADAR SPEED ENFORCEMENT PLAN
RIVERFIELD ELEMENTARY SCHOOL ZONE
DRAWING INDEX

SIZE	DRAWING NO.	REV
B	F ^{CCT-RSE-003-2}	A
SCALE:	NONE	SHEET 1 OF 1

GENERAL CONSTRUCTION NOTES:

INSTALLATION AND CONSTRUCTION SHALL CONFORM TO THE DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS APPLICABLE, STANDARD PLANS DATED AND EFFECTIVE FOR THE CURRENT YEAR, AND ANY SPECIAL MUNICIPALITY CODE PROVISIONS.

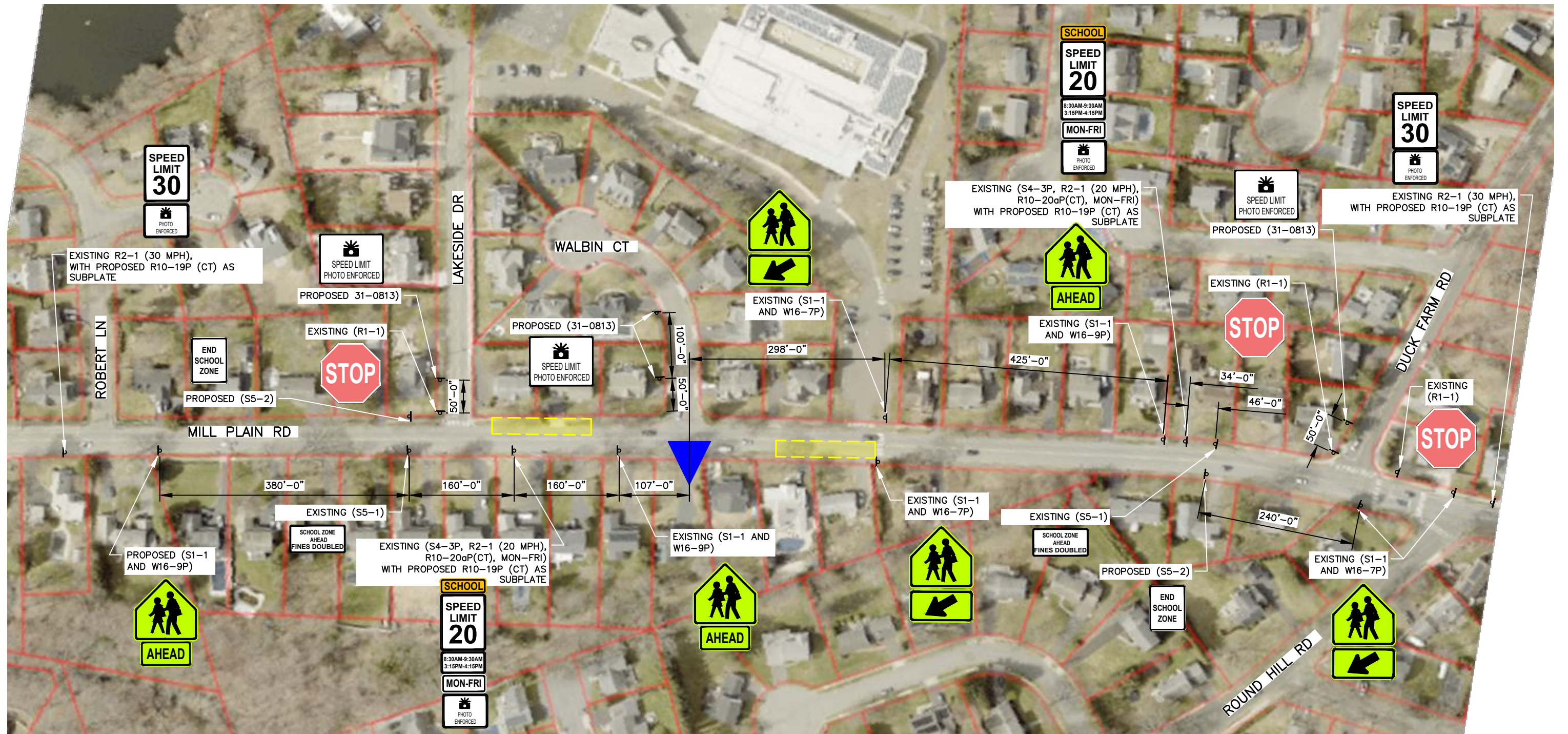
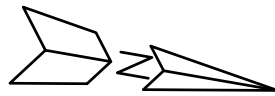
- 1. THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES IS APPROXIMATE. THE SUBCONTRACTOR SHALL DETERMINE THE LOCATION AND DEPTH OF ALL UTILITIES INCLUDING THOSE NOT SHOWN ON PLANS AND VERIFY ALL JOB SITE CONDITIONS, HAND EXCAVATE FOUNDATION UNTIL CLEAR OF ALL SUBSTRUCTURES AND PROTECT ALL FACILITIES DURING CONSTRUCTION. SUBCONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS FOR UNDERGROUND UTILITY REMOVAL OR RELOCATION WITH RESPECTIVE UTILITY OWNERS AS MAY BE REQUIRED SUFFICIENTLY IN ADVANCE TO PREVENT DELAY IN OPERATIONS.
- 2. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO UNDERGROUND UTILITIES ENCOUNTERED IN AREAS WHERE EXCAVATIONS ARE INDICATED AND SHALL REPAIR ANY SUCH DAMAGE AT OWN EXPENSE. WHERE UTILITY LINES MUST BE MAINTAINED UNDER STRUCTURE, THEY SHALL BE PROPERLY SLEEVED THROUGH FOUNDATION.
- 3. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT OR REPAIR OF ANY DAMAGE CAUSED BY THEM OR THEIR SUBCONTRACTORS.
- 4. THE SUBCONTRACTOR SHALL OBTAIN AND PAY FOR ALL REQUIRED PERMITS AND NOTIFY ALL UTILITIES AND THE CITY AT LEAST 72 HOURS IN ADVANCE OF CONSTRUCTION.
- 5. THE SUBCONTRACTOR SHALL CALL THE TRANSPORTATION TRAFFIC DIVISION, FIVE (5) DAYS PRIOR TO THE START OF WORK TO COORDINATE TRAFFIC CONTROL.
- 6. THE SUBCONTRACTOR IS REQUIRED TO SUBMIT A WEEKLY SCHEDULE PRIOR TO START OF WORK EACH WEEK. (NO EXCEPTIONS)
- 7. THE SUBCONTRACTOR TO OBTAIN A NO FEE ENCRDACHMENT PERMIT FROM THE CITY PRIOR TO COMMENCEMENT OF WORK. ALL WORK SHALL BE INSPECTED BY CITY FORCES. AT COMPLETION OF PROJECT CONTACT THE CITY ENGINEER 24 HOURS PRIOR TO COMPLETION OF WORK.
- 8. THE SUBCONTRACTOR IS TO BUILD AND MAINTAIN A CONSTRUCTION BARRICADE. TRAFFIC CONTROLS SHALL BE PER THE LATEST MUTCD AND MUNICIPALITY STANDARDS. NO LANE CLOSURES DURING PEAK TRAFFIC HOURS.
- 9. ALL SUBCONTRACTORS TO PROVIDE LIABILITY INSURANCE AND WORKERS COMPENSATION BENEFITS IN ACCORDANCE WITH STATE LAW FOR ALL WORKERS AND AGENTS WHO WILL BE ON THE SITE AT ANY TIME OR WHILE PERFORMING WORK ON THIS PROJECT. ALL WORK SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL CODES, ORDINANCES AND ANY APPLICABLE AMENDMENTS.

- 16. ALL DEBRIS, EXCESS MATERIAL, ETC. IS TO BE REMOVED BY THE SUBCONTRACTOR BY THE END OF THE JOB. JOB TO BE LEFT SUFFICIENTLY CLEAN AS TO WARRANT CITY APPROVAL.
 - 17. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS, FEES AND INSPECTIONS AS MAY BE REQUIRED FOR COMPLETION OF THE JOB AS PER ALL GOVERNING AGENCIES.
 - 18. THE SUBCONTRACTOR TO PROVIDE COST ESTIMATE TO ALTUMINT FOR ALL WORK SHOWN ON DRAWINGS AND WORK NORMALLY REQUIRED TO CARRY OUT THE DESIGN INTENT OF THESE DRAWINGS.
 - 19. DRAWINGS ARE NOT TO BE SCALED. WORK SHALL BE GOVERNED BY DIMENSION ONLY. DISCREPANCIES BETWEEN THE DRAWINGS AND/OR THE EXISTING SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF ALTUMINT IMMEDIATELY.
 - 20. SUBCONTRACTOR SHALL SUPPLY AS-BUILT DRAWINGS TO ALTUMINT ENGINEERING DEPARTMENT WITHIN THIRTY (30) DAYS OF CONSTRUCTION COMPLETION.
 - 21. SUBCONTRACTOR SHALL IMPLEMENT SEDIMENT CONTROL PER FEDERAL, STATE AND MUNICIPALITY STANDARDS. AT NO TIME SHALL SOIL BE ALLOWED TO ENTER SIDEWALKS, DRIVEWAYS OR ROADWAYS.
 - 22. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE RESPECTIVE OWNERS AND OTHER AGENCIES AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.
- CONTACT:
- * GAS COMPANY
 - * WATER DISTRICT
 - * PHONE COMPANY
 - * CABLE COMPANY
 - * LOCAL AND/OR STATE EXCAVATION AUTHORITY

SPECIFIC CONSTRUCTION NOTES:

- 1. THE SUBCONTRACTOR SHALL INSTALL ALL SUBSTRUCTURES ACCORDING TO LOCAL GOVERNING AGENCY FROST LINE REQUIREMENTS WHERE APPLICABLE.
- 2. THE SUBCONTRACTOR SHALL MODIFY ALL SIDEWALKS WHERE NECESSARY, IN COMPLIANCE WITH THE ADA STANDARDS, TO ALLOW ACCESS FOR HANDICAP PEDESTRIAN PASSAGE.
- 3. IT IS THE SUBCONTRACTOR'S RESPONSIBILITY TO KNOW AND ADHERE TO THE STATE AND LOCAL CODE REQUIREMENTS REGARDING THE FOLLOWING:
 - LOCATING UTILITIES
 - INSPECTION
 - SOIL MITIGATION
 - TRAFFIC CONTROL
 - CONSTRUCTION
 - INSPECTION
 - PERMITTING

REVISION				 165 of 203	CONTRACT NO.		TOWN OF FAIRFIELD FIXED RADAR SPEED ENFORCEMENT PLAN RIVERFIELD ELEMENTARY SCHOOL ZONE GENERAL NOTES		
LTR	DESCRIPTION				ENGINEER				
A	INITIAL RELEASE				S. CREEL				
					DATE	10/25/2025	SIZE B	DRAWING NO. FCCT-RSE-003-3	REV A
					DRAWN	M. CARTER			
					APPROVAL		SCALE: NONE	SHEET 1 OF 1	
					APPROVAL				



R1-1
31-0552

R2-1
31-5505

31-0813

R10-20aP
31-1631

S1-1
41-2112

S4-3P
41-2101

S5-1 (CT)
31-2101

S5-2
31-2103

R10-19P (CT)
31-0808

W16-7P
41-2617

W16-7P
41-2619

W16-9P
41-6126

MON-FRI

R2-1
31-5505

SIGNAGE PLAN
1" = 150'-0"

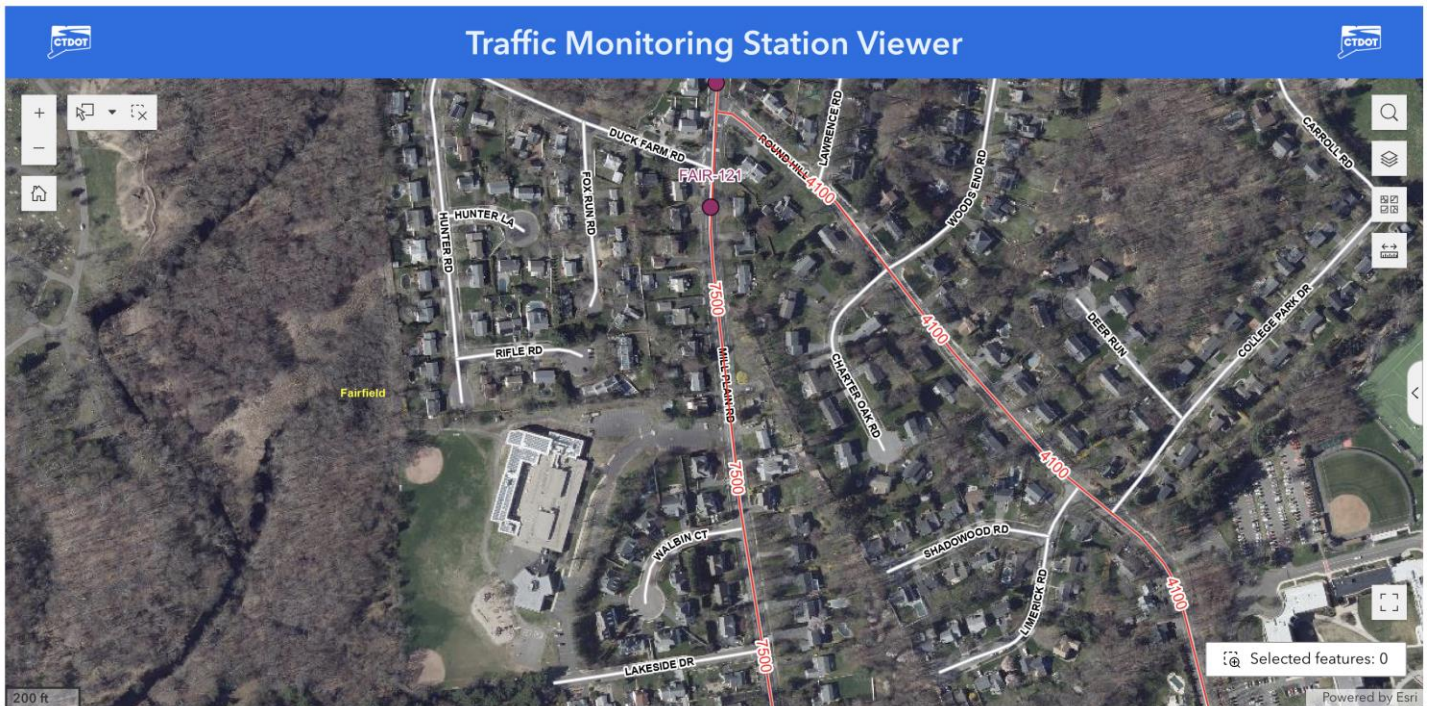
REVISION		DATE	APPROVED
LTR	DESCRIPTION		
A	INITIAL RELEASE	10/29/25	SC



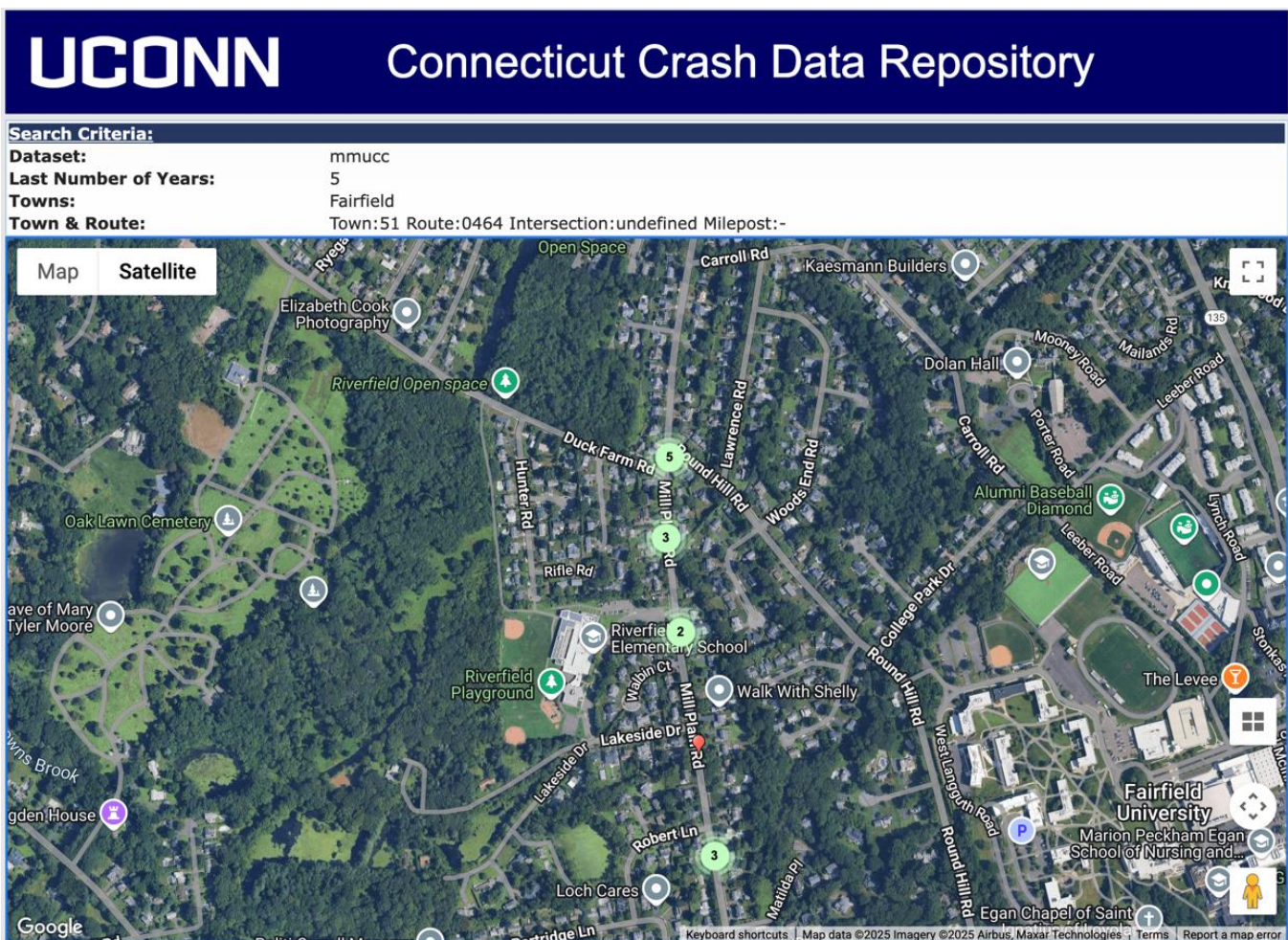
CONTRACT NO.		TOWN OF FAIRFIELD	
ENGINEER S. CREEL		FIXED RADAR SPEED ENFORCEMENT PLAN	
DATE 10/25/2025		RIVERFIELD ELEMENTARY SCHOOL ZONE	
DRAWN M. CARTER		SIGNAGE PLAN	
APPROVAL		SIZE B	REV A
APPROVAL		DRAWING NO. FCCT-RSE-003-4	
		SCALE 1" = 150'-0"	SHEET 1 OF 1

III. PROPOSED ATESD SPEED CAMERA SITE #3a & 3b: Riverfield Elementary School Zone - 1625 Mill Plain Road
from Duck Farm Road to Lakeside Drive
C. Proposed Site Data Average Daily Traffic (ADT) Count & Crash Data

CT DOT ADT Map



UCONN Crash Data



Riverfield Elementary School

Fairfield, CT: Mill Plain Road

School Start: 8:55 AM, School End: 3:33 PM

AM Reduced Limit: 8:30 AM to 9:30 AM

PM Reduced Limit 3:15 PM to 4:15 PM

National Data & Surveying Services (NDS) conducted speed studies at Riverfield Elementary School on Mill Plain Road Monday 7/14/2025 through Friday 7/18/2025.

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

Regular Speed Limit: 30 MPH

School Zone Speed Limit: 20 MPH

9:30 AM to 3:15 PM

8:30 AM to 9:30 AM & 3:15 PM to 4:15 PM

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

Date	Vehicle Count	Speeders	% Speeding
7/14/25	1136	74	7
7/15/25	1405	74	5
7/16/25	1433	48	3
7/17/25	1343	53	4
7/18/25	1308	37	3

5 Day Total Vehicle Count: 6,625

5 Day Total Speeding Violations Recorded: 286

Note: Speeding is defined as any recorded speed at 11 MPH over the designated speed limit.

Average Speed	28.7
50th Percentile Speed	29
85th Percentile Speed	32.6
Max Speed	49



ATESD Proposal – Speed Camera

4a & 4b: Notre Dame Preparatory School Zone, 220 Jefferson Street from Park Avenue to Donna Drive

Executive Summary/Site Selection Justification

The Jefferson Street corridor surrounding Notre Dame Preparatory School at 220 Jefferson Street serves a mix of residential and educational land uses, including Sacred Heart University. This east-west connector provides access to major routes such as Easton Turnpike (Route 59), Park Avenue, and the Merritt Parkway (Route 15), supporting both local and commuter traffic. A major crash occurred on Jefferson Highway where a college student, speed, lost control and struck another vehicle head on, resulting in serious injuries to five other students including himself. High traffic volumes during school hours and peak commute times have prompted concerns about vehicle speeds, pedestrian safety, and school traffic operations.

Purpose

To install bi-directional Automated Traffic Enforcement Safety Devices on both eastbound and westbound lanes of travel in order to reduce speeds on the roadway, reduce accidents and traffic fatalities. Enforcement will be 24/7 at 25 MPH with the exception of the school hours reduced speed limit 7:30 -8:30 AM and 1:45-2:45 PM Monday through Friday when enforcement drops to 20 MPH. Please see except from Chapter 102, Article II from Fairfield's Ordinance:

§ 102-9. Enumeration of violations; warning.

- A. The owner of a motor vehicle commits a violation of this article if the person operating such motor vehicle:
 - (1) Exceeds the posted speed limit by 10 or more miles per hour and such operation is detected by an ATESD; or
 - (2) Fails to stop such motor vehicle when facing a steady red signal on a traffic control signal and such failure is detected by an ATESD.

Data

Location Information					
Road	Direction	From	To	Speed Limit	School Hours Reduced Speed Limit
Jefferson Street	Both	Park Avenue	Donna Drive	25 MPH	7:30-8:30 AM 1:45-2:45 PM Mon-Fri 20 MPH
Location Type					
School Zone	X	Pedestrian Safety Zone		Other	
Crash History					
	2021	2022	2023	2024	
Crashes	13	26	25	21	
Speed Related	0	2	1	0	
Injury	1	4	5	3	
Fatal	0	0	0	0	
Traffic Data					
85th Percentile Speed		Average Daily Traffic		Pedestrian Activity	
37.8 MPH		8,400		limited*	
Traffic Stop Data					
	2021	2022	2023	2024	2025 YTD
City Wide	6,841	5,182	7,550	12,659	8,175
Location	5	1	109	643	197

*Fairfield does not have specific non-bus student transportation data for Notre Dame Prep, as it is a private institution outside of the public school transportation system. The number of student walkers to this campus is believed to be limited. However, it is important to emphasize that the surrounding area experiences a consistently high level of pedestrian and mobility traffic.

Roadway Geometry

This corridor serves as a collector roadway, connecting major arterials such as Park Avenue, Easton Turnpike (Route 59), and Merritt Parkway (Route 15). Serving both residential and institutional uses, the road is mostly a two-lane roadway (one lane per direction) with wide travel lanes that encourage speeding. Sidewalks are present in the school area, but enforcement remains difficult due to road design and traffic patterns.



School Zone

Notre Dame Preparatory School meets the definition of a school zone pursuant to CGS 14-212b and has been approved as such by the Local Traffic Authority. The school zone signage is consistent with the Federal Highway Administration's Manual on Uniform Traffic Control Devices.

Pedestrian Safety

Fairfield does not have specific non-bus student transportation data for Notre Dame Prep, as it is a private institution outside of the public school transportation system. The number of student walkers is believed to be limited. However, it is important to emphasize that the surrounding area experiences a consistently high level of pedestrian and mobility traffic, influenced by several key factors:

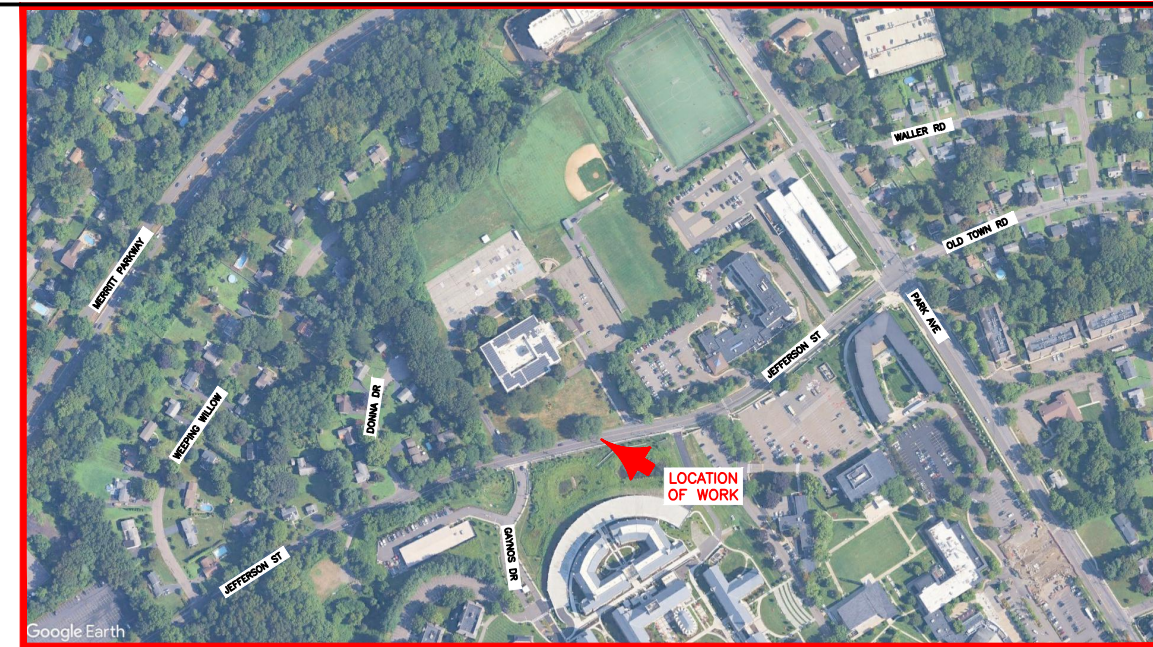
- Sacred Heart University is located directly adjacent to Notre Dame High School and generates significant daily foot traffic. Students, faculty, and staff frequently walk, bike, or use other personal mobility devices between academic buildings, residence halls, and off-campus facilities located on both sides of the roadway.
- Sacred Heart University's West Campus, located at the intersection of Jefferson Street and Easton Turnpike, also contributes to increased pedestrian flow, particularly at key crossing points. This location houses multiple university functions, drawing both foot and vehicle traffic to the immediate area.
- A commuter parking lot located along Jefferson Street brings additional vehicle and foot traffic, with commuters frequently walking between their vehicles and various institutional and commercial destinations.
- The area is also home to a senior care facility, adding another layer of pedestrian activity, including both residents and staff.

As a result, the area presents a unique and complex mix of pedestrian, bicycle, and mobility device traffic, coupled with regular vehicular flow, including younger, less experienced drivers attending Sacred Heart

University. This combination underscores the need for enhanced speed mitigation strategies and enforcement tools to ensure the safety of all roadway users.

Traffic Calming Measures Already Implemented

Overgrowth on Jefferson Street has been cut back. White painted edge lines have been stalled along with “shark tooth” markings on the roadway with “Stop Here” signs around the crosswalk. Flashing crosswalk signs have been installed. Speed limits during designated pick-up and drop-off times where there is increased vehicular and pedestrian traffic have been reduced to 20 MPH in the school zone. Routine motor vehicle enforcement is conducted by the Traffic Safety Unit.



VICINITY MAP

TOWN OF FAIRFIELD
SIGNAGE PLAN
NOTRE DAME PREPARATORY SCHOOL ZONE

VERSION SUMMARY		
DATE	REV	DESCRIPTION
10/29/25	A	INITIAL RELEASE

DRAWING INDEX

DRAWING #	SHEET	REV #	DATE
FCCT-RSE-004-1	COVER SHEET	A	10/29/25
FCCT-RSE-004-2	DRAWING INDEX	A	10/29/25
FCCT-RSE-004-3	GENERAL NOTES	A	10/29/25
FCCT-RSE-004-4	SIGNAGE PLAN	A	10/29/25

REVISION				 AUTONOMOUS VISUAL INTELLIGENCE 174 of 203	CONTRACT NO.		TOWN OF FAIRFIELD FIXED RADAR SPEED ENFORCEMENT PLAN NOTRE DAME PREPARATORY SCHOOL ZONE DRAWING INDEX				
LTR	DESCRIPTION				ENGINEER						
A	INITIAL RELEASE				S. CREEL						
					DATE		SCALE: NONE		DRAWING NO. FCCT-RSE-004-2	REV A	
					10/25/2025						
					DRAWN		SHEET 1 OF 1				
					M. CARTER						
					APPROVAL						
					APPROVAL						

GENERAL CONSTRUCTION NOTES:

INSTALLATION AND CONSTRUCTION SHALL CONFORM TO THE DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS APPLICABLE, STANDARD PLANS DATED AND EFFECTIVE FOR THE CURRENT YEAR, AND ANY SPECIAL MUNICIPALITY CODE PROVISIONS.

- 1. THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES IS APPROXIMATE. THE SUBCONTRACTOR SHALL DETERMINE THE LOCATION AND DEPTH OF ALL UTILITIES INCLUDING THOSE NOT SHOWN ON PLANS AND VERIFY ALL JOB SITE CONDITIONS, HAND EXCAVATE FOUNDATION UNTIL CLEAR OF ALL SUBSTRUCTURES AND PROTECT ALL FACILITIES DURING CONSTRUCTION. SUBCONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS FOR UNDERGROUND UTILITY REMOVAL OR RELOCATION WITH RESPECTIVE UTILITY OWNERS AS MAY BE REQUIRED SUFFICIENTLY IN ADVANCE TO PREVENT DELAY IN OPERATIONS.
- 2. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO UNDERGROUND UTILITIES ENCOUNTERED IN AREAS WHERE EXCAVATIONS ARE INDICATED AND SHALL REPAIR ANY SUCH DAMAGE AT OWN EXPENSE. WHERE UTILITY LINES MUST BE MAINTAINED UNDER STRUCTURE, THEY SHALL BE PROPERLY SLEEVED THROUGH FOUNDATION.
- 3. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT OR REPAIR OF ANY DAMAGE CAUSED BY THEM OR THEIR SUBCONTRACTORS.
- 4. THE SUBCONTRACTOR SHALL OBTAIN AND PAY FOR ALL REQUIRED PERMITS AND NOTIFY ALL UTILITIES AND THE CITY AT LEAST 72 HOURS IN ADVANCE OF CONSTRUCTION.
- 5. THE SUBCONTRACTOR SHALL CALL THE TRANSPORTATION TRAFFIC DIVISION, FIVE (5) DAYS PRIOR TO THE START OF WORK TO COORDINATE TRAFFIC CONTROL.
- 6. THE SUBCONTRACTOR IS REQUIRED TO SUBMIT A WEEKLY SCHEDULE PRIOR TO START OF WORK EACH WEEK. (NO EXCEPTIONS)
- 7. THE SUBCONTRACTOR TO OBTAIN A NO FEE ENCRDACHMENT PERMIT FROM THE CITY PRIOR TO COMMENCEMENT OF WORK. ALL WORK SHALL BE INSPECTED BY CITY FORCES. AT COMPLETION OF PROJECT CONTACT THE CITY ENGINEER 24 HOURS PRIOR TO COMPLETION OF WORK.
- 8. THE SUBCONTRACTOR IS TO BUILD AND MAINTAIN A CONSTRUCTION BARRICADE. TRAFFIC CONTROLS SHALL BE PER THE LATEST MUTCD AND MUNICIPALITY STANDARDS. NO LANE CLOSURES DURING PEAK TRAFFIC HOURS.
- 9. ALL SUBCONTRACTORS TO PROVIDE LIABILITY INSURANCE AND WORKERS COMPENSATION BENEFITS IN ACCORDANCE WITH STATE LAW FOR ALL WORKERS AND AGENTS WHO WILL BE ON THE SITE AT ANY TIME OR WHILE PERFORMING WORK ON THIS PROJECT. ALL WORK SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL CODES, ORDINANCES AND ANY APPLICABLE AMENDMENTS.

- 16. ALL DEBRIS, EXCESS MATERIAL, ETC. IS TO BE REMOVED BY THE SUBCONTRACTOR BY THE END OF THE JOB. JOB TO BE LEFT SUFFICIENTLY CLEAN AS TO WARRANT CITY APPROVAL.
 - 17. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS, FEES AND INSPECTIONS AS MAY BE REQUIRED FOR COMPLETION OF THE JOB AS PER ALL GOVERNING AGENCIES.
 - 18. THE SUBCONTRACTOR TO PROVIDE COST ESTIMATE TO ALTUMINT FOR ALL WORK SHOWN ON DRAWINGS AND WORK NORMALLY REQUIRED TO CARRY OUT THE DESIGN INTENT OF THESE DRAWINGS.
 - 19. DRAWINGS ARE NOT TO BE SCALED. WORK SHALL BE GOVERNED BY DIMENSION ONLY. DISCREPANCIES BETWEEN THE DRAWINGS AND/OR THE EXISTING SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF ALTUMINT IMMEDIATELY.
 - 20. SUBCONTRACTOR SHALL SUPPLY AS-BUILT DRAWINGS TO ALTUMINT ENGINEERING DEPARTMENT WITHIN THIRTY (30) DAYS OF CONSTRUCTION COMPLETION.
 - 21. SUBCONTRACTOR SHALL IMPLEMENT SEDIMENT CONTROL PER FEDERAL, STATE AND MUNICIPALITY STANDARDS. AT NO TIME SHALL SOIL BE ALLOWED TO ENTER SIDEWALKS, DRIVEWAYS OR ROADWAYS.
 - 22. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE RESPECTIVE OWNERS AND OTHER AGENCIES AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.
- CONTACT:
- * GAS COMPANY
 - * WATER DISTRICT
 - * PHONE COMPANY
 - * CABLE COMPANY
 - * LOCAL AND/OR STATE EXCAVATION AUTHORITY

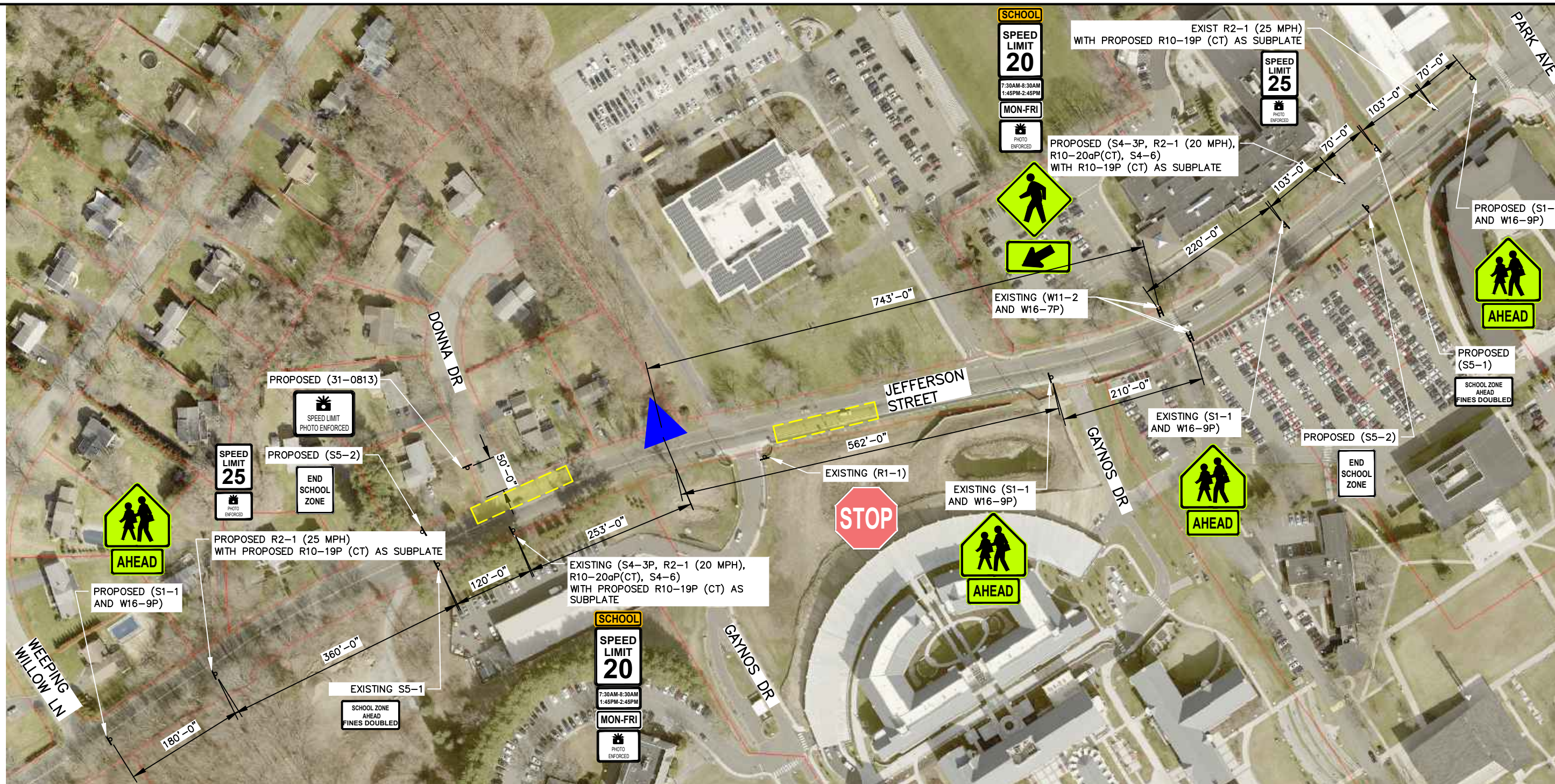
SPECIFIC CONSTRUCTION NOTES:

- 1. THE SUBCONTRACTOR SHALL INSTALL ALL SUBSTRUCTURES ACCORDING TO LOCAL GOVERNING AGENCY FROST LINE REQUIREMENTS WHERE APPLICABLE.
- 2. THE SUBCONTRACTOR SHALL MODIFY ALL SIDEWALKS WHERE NECESSARY, IN COMPLIANCE WITH THE ADA STANDARDS, TO ALLOW ACCESS FOR HANDICAP PEDESTRIAN PASSAGE.
- 3. IT IS THE SUBCONTRACTOR'S RESPONSIBILITY TO KNOW AND ADHERE TO THE STATE AND LOCAL CODE REQUIREMENTS REGARDING THE FOLLOWING:
 - LOCATING UTILITIES
 - INSPECTION
 - SOIL MITIGATION
 - TRAFFIC CONTROL
 - CONSTRUCTION
 - INSPECTION
 - PERMITTING

REVISION			
LTR	DESCRIPTION	DATE	APPROVED
A	INITIAL RELEASE	10/29/25	SC



CONTRACT NO.		TOWN OF FAIRFIELD FIXED RADAR SPEED ENFORCEMENT PLAN NOTRE DAME PREPARATORY SCHOOL ZONE GENERAL NOTES		
ENGINEER				
S. CREEL				
DATE		10/25/2025		
DRAWN		M. CARTER		
APPROVAL				
APPROVAL				
		SIZE	DRAWING NO.	REV
		B	FCCT-RSE-004-3	A
APPROVAL		SCALE: NONE		SHEET 1 OF 1



SIGN LEGEND



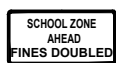
R1-1
31-0552



31-0813



S1-1
41-2112



S5-1 (CT)
31-2101



W16-7P
41-2617



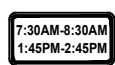
W16-9P
41-6126



R2-1
31-5505



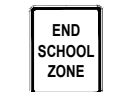
R2-1
31-5505



R10-20aP (CT)
31-1631



S4-3P
41-2101



S5-2
31-2103



W16-7P
41-2619



MON-FRI

R10-19P (CT)
31-0808

W11-2

LEGEND



ATES SYSTEM



ENFORCEMENT AREA

SIGNAGE PLAN

1" = 150'-0"



REVISION		DATE	APPROVED
LTR	DESCRIPTION		
A	INITIAL RELEASE	10/29/25	SC

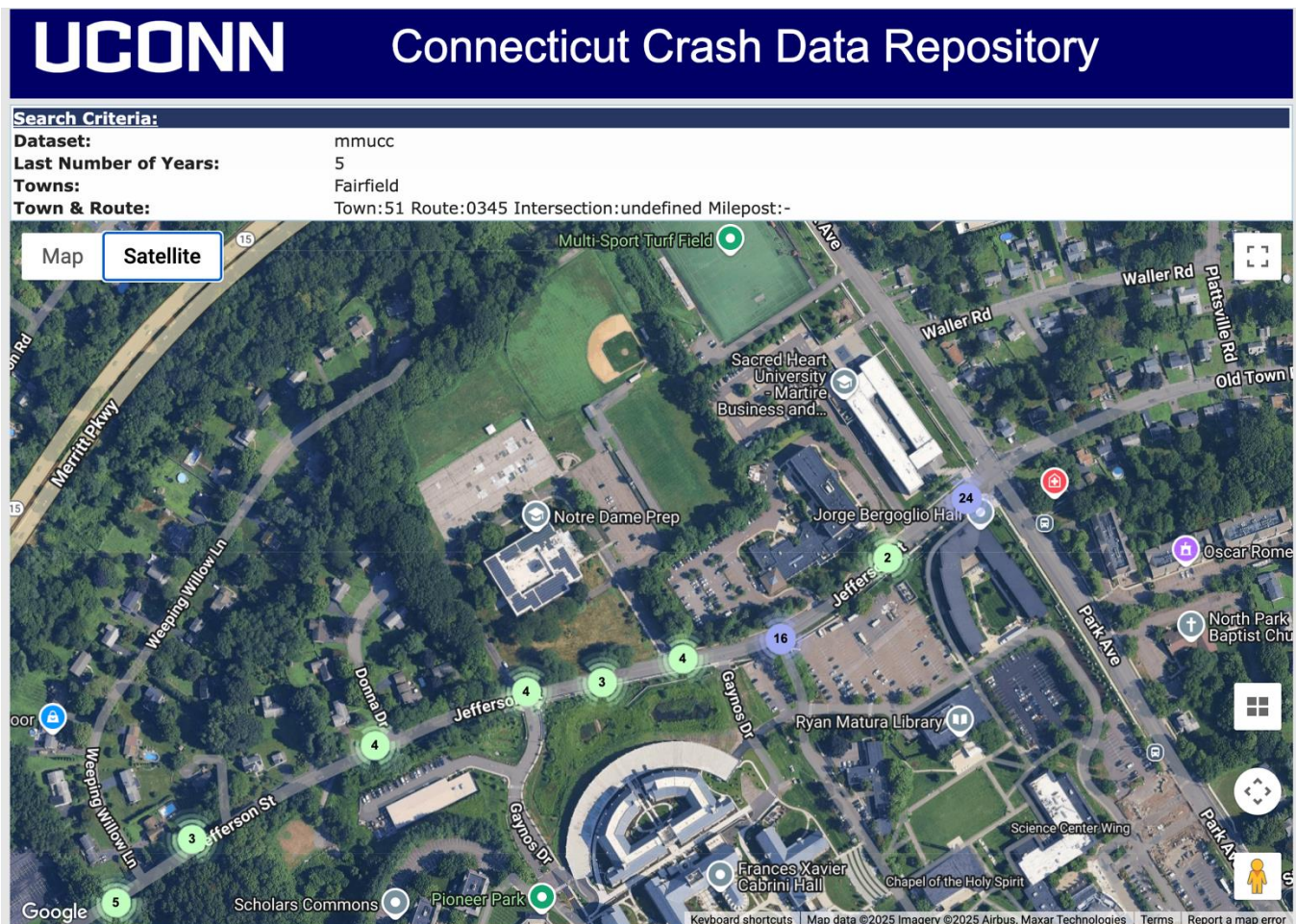
CONTRACT NO.		TOWN OF FAIRFIELD	
ENGINEER S. CREEL		FIXED RADAR SPEED ENFORCEMENT PLAN	
DATE 10/25/2025		NOTRE DAME PREPARATORY SCHOOL ZONE	
DRAWN M. CARTER		SIGNAGE PLAN	
APPROVAL		SIZE B	REV A
APPROVAL		DRAWING NO. FCCT-RSE-004-4	
		SCALE 1" = 150'-0"	SHEET 1 OF 1

IV. PROPOSED ATESD SPEED CAMERA SITE #4a & 4b: Notre Dame Preparatory School Zone - 220 Jefferson Street from Park Avenue to Donna Drive
C. Proposed Site Data Average Daily Traffic (ADT) Count & Crash Data

CT DOT ADT Map



UCONN Crash Data



Notre Dame Preparatory School

Fairfield, CT: Jefferson Street

School Start: 7:55 AM, School End: 2:20 PM

AM Reduced Limit: 7:30 AM to 8:30 AM

PM Reduced Limit 1:45 PM to 2:45 PM

National Data & Surveying Services (NDS) conducted speed studies at Notre Dame Preparatory School on Jefferson Street Monday 7/14/2025 through Friday 7/18/2025.

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

Regular Speed Limit: 25 MPH

School Zone Speed Limit: 20 MPH

8:30 AM to 1:45 PM

7:30 AM to 8:30 AM & 1:45 PM to 2:45 PM

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

Date	Vehicle Count	Speeders	% Speeding
7/14/25	1100	566	51
7/15/25	1193	852	71
7/16/25	1162	894	77
7/17/25	1001	678	68
7/18/25	941	729	77

5 Day Total Vehicle Count: 5,397

5 Day Total Speeding Violations Recorded: 3,719

Note: Speeding is defined as any recorded speed at 11 MPH over the designated speed limit.

Average Speed	32.5
50th Percentile Speed	33
85th Percentile Speed	37.8
Max Speed	59



ATESD Proposal – Speed Camera

5a & 5b: Fairfield Ludlowe High School/Roger Ludlowe Middle School Zone
685/789 Unquowa Road from Mill Plain Road to the I-95 Overpass

Executive Summary/Site Selection Justification

The Unquowa Road corridor, between Post Road (U.S. Route 1) and Mill Plain Road, is a vital arterial in central Fairfield that supports a dense mix of educational, civic, cultural, and residential uses. This half-mile stretch includes Fairfield Ludlowe High School, Roger Ludlowe Middle School, and Tomlinson Middle School. It also houses the Connecticut Audubon Birdcraft Museum and provides access to the Fairfield Metro-North station. Due to its proximity to key institutions and its central location, the corridor sees substantial pedestrian activity, particularly during school hours, community events, and commute times. It plays a key role in multimodal transportation with access to rail, bus, and bike routes. High traffic volumes during school hours and peak commute times have prompted concerns about vehicle speeds, pedestrian safety, and school traffic operations.

Purpose

To install bi-directional Automated Traffic Enforcement Safety Devices on both eastbound and westbound lanes of travel in order to reduce speeds on the roadway, reduce accidents and traffic fatalities. Enforcement will be 24/7 at 25 MPH with the exception of the school hours reduced speed limit 7:15 -8:15 AM and 2:00-3:00 PM Monday through Friday when enforcement drops to 20 MPH. Please see except from Chapter 102, Article II from Fairfield's Ordinance:

§ 102-9. Enumeration of violations; warning.

- A. The owner of a motor vehicle commits a violation of this article if the person operating such motor vehicle:
 - (1) Exceeds the posted speed limit by 10 or more miles per hour and such operation is detected by an ATESD; or
 - (2) Fails to stop such motor vehicle when facing a steady red signal on a traffic control signal and such failure is detected by an ATESD.

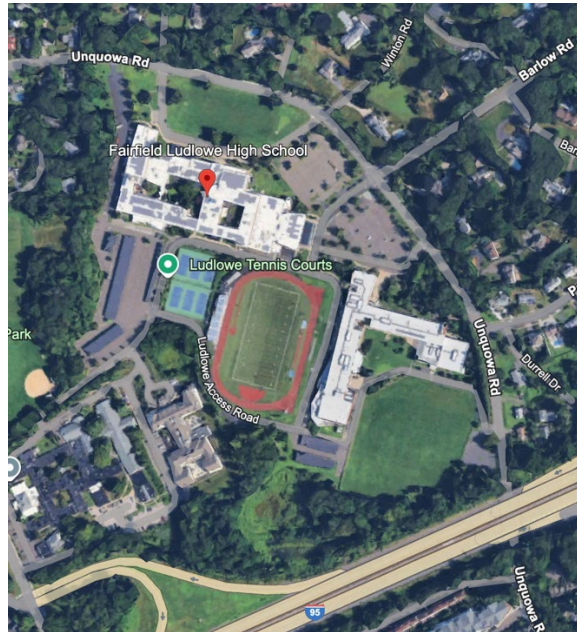
Data

Location Information					
Road	Direction	From	To	Speed Limit	School Hours Reduced Speed Limit
Unquowa Road	Both	Mill Plain Road	I95 Overpass	25 MPH	7:15-8:15 AM 2:00-3:00 PM Mon-Fri 20 MPH
Location Type					
School Zone	X	Pedestrian Safety Zone		Other	
Crash History					
	2021	2022	2023	2024	
Crashes	26	37	42	28	
Speed Related	0	0	0	0	
Injury	2	2	2	2	
Fatal	0	0	0	0	
Traffic Data					
85th Percentile Speed		Average Daily Traffic		Pedestrian Activity	
36.4 MPH		5,200		~ 518* (415 MS, 103 HS) Student Walkers	
Traffic Stop Data					
	2021	2022	2023	2024	2025 YTD
City Wide	6,841	5,182	7,550	12,659	8,175
Location	55	39	35	46	32

* Fairfield does not require families to report whether a student walks, bikes, or is driven to school; however, the number of students not assigned to a bus is tracked, which offers a clear minimum estimate of non-bus commuters. The actual number of student pedestrians and cyclists is likely higher, given the Town of Fairfield's active encouragement of walking and biking to school.

Roadway Geometry

Between 689 and 785 Unquowa Road, home to Roger Ludlowe Middle School and Fairfield Ludlowe High School, the corridor functions as an important east-west connector. It links Post Road (U.S. Route 1) and Mill Plain Road and supports a mix of residential and institutional land uses. The road is a straight two-lane segment, with wide lanes that permit higher travel speeds. Sidewalks are present, but the street geometry still poses challenges for effective and safe enforcement.



School Zone

Fairfield Ludlowe High School and Roger Ludlowe Middle School both meet the definition of a school zone pursuant to CGS 14-212b and have been approved as such by the Local Traffic Authority. The school zone signage is consistent with the Federal Highway Administrations Manual on Uniform Traffic Control Devices.

Pedestrian Safety

A significant number of students either walk, bike, or are driven to Fairfield Ludlowe High School and Roger Ludlowe Middle School rather than utilize school bus transportation. This trend contributes to increased pedestrian, bicycle, and vehicular activity during peak school arrival and dismissal times.

Fairfield does not require families to report whether a student walks, bikes, or is driven to school; however, we track the number of students not assigned to a bus, which offers a clear minimum estimate of non-bus commuters. The actual number of student pedestrians and cyclists is likely higher, given the Town of Fairfield's active encouragement of walking and biking to school, combined with a notable rise in the use of e-bikes and e-scooters, particularly at the middle and high school levels.

Key figures include:

Fairfield Ludlowe High School:

415 students not assigned to a bus
29.29% of total enrollment (1417)

Roger Ludlowe Middle School:

103 students not assigned to a bus
13.09% of total enrollment (787)

While these figures only reflect students not assigned to a bus route, they establish a baseline for the volume of pedestrians and cyclists in the immediate area of Fairfield Ludlowe High School and Roger Ludlowe Middle

School This does not account for additional pedestrians, including parents, younger siblings, and non-student commuters who travel through school zones during peak hours.

Additionally, Fairfield Ludlow High School serves a substantial number of young and inexperienced drivers, further increasing the risk profile in these areas and reinforcing the need for proactive speed enforcement tools.

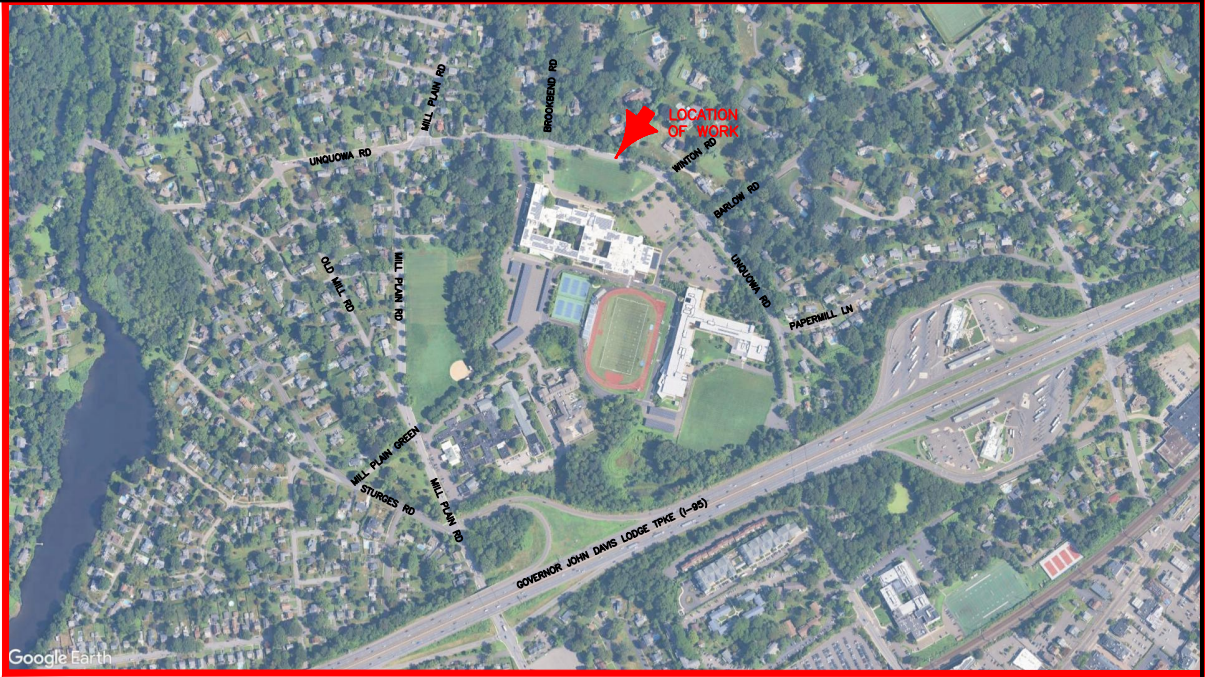
Given the combination of:

- High rates of non-bus commuting,
- The increased prevalence of vulnerable road users (e.g., walkers, bikers, and e-scooter riders),
- A growing emphasis on sustainable, non-vehicular transportation modes,
- And the unique safety concerns posed by novice drivers,

Automated speed enforcement will serve as a critical safety enhancement at Fairfield Ludlowe High School and Roger Ludlowe Middle School.

Traffic Calming Measures Already Implemented

Overgrowth on Unquowa Road has been cut back. Speed limits during designated pick-up and drop-off times when there is increased vehicular and pedestrian traffic has been reduced to 20 MPH in the school zone. Routine motor vehicle enforcement is conducted by the Traffic Safety Unit. Permanent electronic speed signs have been installed in both directions.



VICINITY MAP

TOWN OF FAIRFIELD
SIGNAGE PLAN
FAIRFIELD LUDLOWE HIGH/ROGER LUDLOWE MIDDLE SCHOOL ZONE

VERSION SUMMARY		
DATE	REV	DESCRIPTION
10/29/25	A	INITIAL RELEASE

DRAWING INDEX

DRAWING #	SHEET	REV #	DATE
FCCT-RSE-005-1	COVER SHEET	A	10/29/25
FCCT-RSE-005-2	DRAWING INDEX	A	10/29/25
FCCT-RSE-005-3	GENERAL NOTES	A	10/29/25
FCCT-RSE-005-4	SIGNAGE PLAN	A	10/29/25

REVISION			 184 of 203		CONTRACT NO.		TOWN OF FAIRFIELD FIXED RADAR SPEED ENFORCEMENT PLAN LUDLOWE HIGH/MIDDLE SCHOOL ZONE DRAWING INDEX							
LTR	DESCRIPTION	DATE			APPROVED	ENGINEER				S. CREEL	SIZE	DRAWING NO.	REV	
A	INITIAL RELEASE	10/29/25			SC	DATE					10/25/2025	B	FCCT-RSE-005-2	A
						DRAWN					M. CARTER			
						APPROVAL		SCALE: NONE SHEET 1 OF 1						
						APPROVAL								

GENERAL CONSTRUCTION NOTES:

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- 3. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT OR REPAIR OF ANY DAMAGE CAUSED BY THEM OR THEIR SUBCONTRACTORS.
- 4. THE SUBCONTRACTOR SHALL OBTAIN AND PAY FOR ALL REQUIRED PERMITS AND NOTIFY ALL UTILITIES AND THE CITY AT LEAST 72 HOURS IN ADVANCE OF CONSTRUCTION.
- 5. THE SUBCONTRACTOR SHALL CALL THE TRANSPORTATION TRAFFIC DIVISION, FIVE (5) DAYS PRIOR TO THE START OF WORK TO COORDINATE TRAFFIC CONTROL.
- 6. THE SUBCONTRACTOR IS REQUIRED TO SUBMIT A WEEKLY SCHEDULE PRIOR TO START OF WORK EACH WEEK. (NO EXCEPTIONS)
- 7. THE SUBCONTRACTOR TO OBTAIN A NO FEE ENCRDACHMENT PERMIT FROM THE CITY PRIOR TO COMMENCEMENT OF WORK. ALL WORK SHALL BE INSPECTED BY CITY FORCES. AT COMPLETION OF PROJECT CONTACT THE CITY ENGINEER 24 HOURS PRIOR TO COMPLETION OF WORK.
- 8. THE SUBCONTRACTOR IS TO BUILD AND MAINTAIN A CONSTRUCTION BARRICADE. TRAFFIC CONTROLS SHALL BE PER THE LATEST MUTCD AND MUNICIPALITY STANDARDS. NO LANE CLOSURES DURING PEAK TRAFFIC HOURS.
- 9. ALL SUBCONTRACTORS TO PROVIDE LIABILITY INSURANCE AND WORKERS COMPENSATION BENEFITS IN ACCORDANCE WITH STATE LAW FOR ALL WORKERS AND AGENTS WHO WILL BE ON THE SITE AT ANY TIME OR WHILE PERFORMING WORK ON THIS PROJECT. ALL WORK SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL CODES, ORDINANCES AND ANY APPLICABLE AMENDMENTS.

- 16. ALL DEBRIS, EXCESS MATERIAL, ETC. IS TO BE REMOVED BY THE SUBCONTRACTOR BY THE END OF THE JOB. JOB TO BE LEFT SUFFICIENTLY CLEAN AS TO WARRANT CITY APPROVAL.
 - 17. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS, FEES AND INSPECTIONS AS MAY BE REQUIRED FOR COMPLETION OF THE JOB AS PER ALL GOVERNING AGENCIES.
 - 18. THE SUBCONTRACTOR TO PROVIDE COST ESTIMATE TO ALTUMINT FOR ALL WORK SHOWN ON DRAWINGS AND WORK NORMALLY REQUIRED TO CARRY OUT THE DESIGN INTENT OF THESE DRAWINGS.
 - 19. DRAWINGS ARE NOT TO BE SCALED. WORK SHALL BE GOVERNED BY DIMENSION ONLY. DISCREPANCIES BETWEEN THE DRAWINGS AND/OR THE EXISTING SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF ALTUMINT IMMEDIATELY.
 - 20. SUBCONTRACTOR SHALL SUPPLY AS-BUILT DRAWINGS TO ALTUMINT ENGINEERING DEPARTMENT WITHIN THIRTY (30) DAYS OF CONSTRUCTION COMPLETION.
 - 21. SUBCONTRACTOR SHALL IMPLEMENT SEDIMENT CONTROL PER FEDERAL, STATE AND MUNICIPALITY STANDARDS. AT NO TIME SHALL SOIL BE ALLOWED TO ENTER SIDEWALKS, DRIVEWAYS OR ROADWAYS.
 - 22. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE RESPECTIVE OWNERS AND OTHER AGENCIES AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.
- CONTACT:
- * GAS COMPANY
 - * WATER DISTRICT
 - * PHONE COMPANY
 - * CABLE COMPANY
 - * LOCAL AND/OR STATE EXCAVATION AUTHORITY

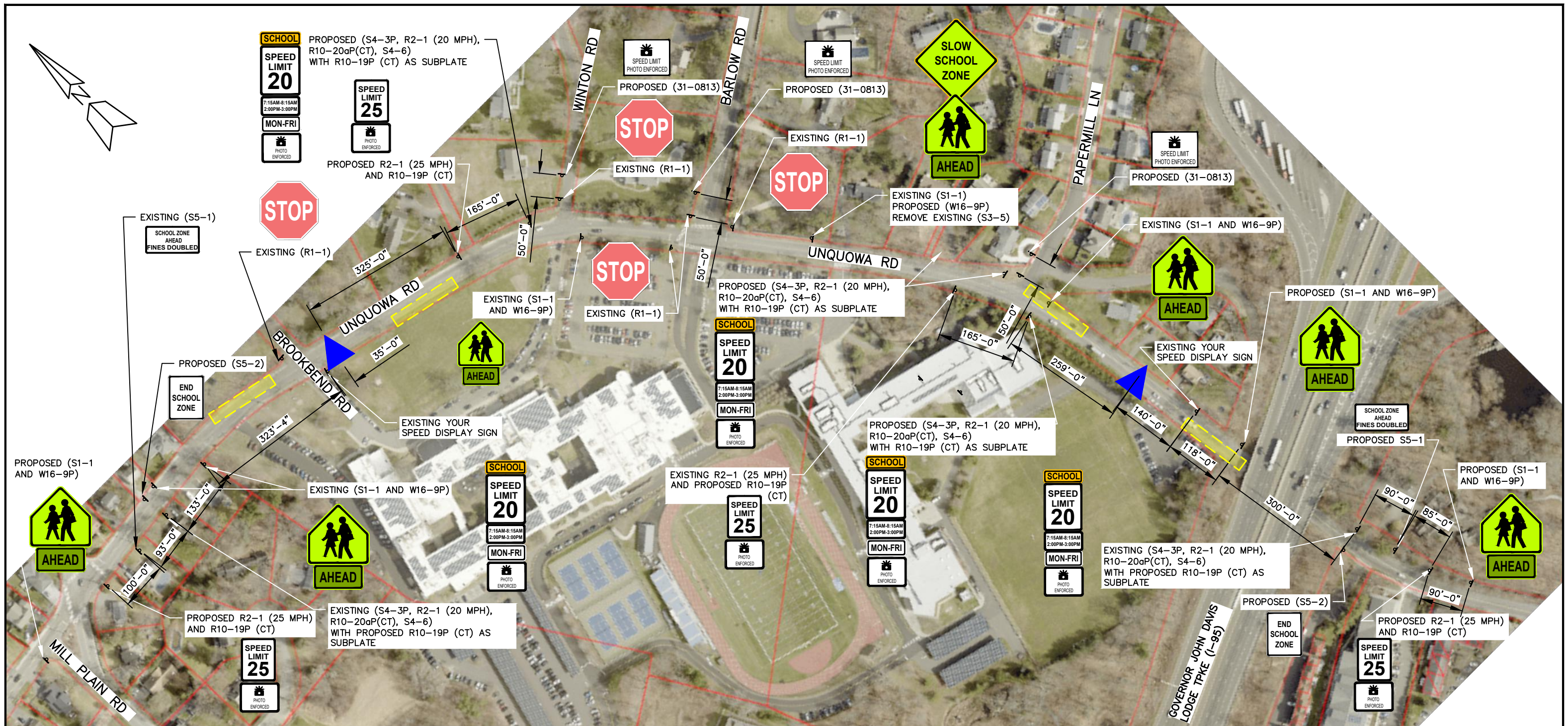
SPECIFIC CONSTRUCTION NOTES:

- 1. THE SUBCONTRACTOR SHALL INSTALL ALL SUBSTRUCTURES ACCORDING TO LOCAL GOVERNING AGENCY FROST LINE REQUIREMENTS WHERE APPLICABLE.
- 2. THE SUBCONTRACTOR SHALL MODIFY ALL SIDEWALKS WHERE NECESSARY, IN COMPLIANCE WITH THE ADA STANDARDS, TO ALLOW ACCESS FOR HANDICAP PEDESTRIAN PASSAGE.
- 3. IT IS THE SUBCONTRACTOR'S RESPONSIBILITY TO KNOW AND ADHERE TO THE STATE AND LOCAL CODE REQUIREMENTS REGARDING THE FOLLOWING:
 - LOCATING UTILITIES
 - INSPECTION
 - SOIL MITIGATION
 - TRAFFIC CONTROL
 - CONSTRUCTION
 - INSPECTION
 - PERMITTING

REVISION			
LTR	DESCRIPTION	DATE	APPROVED
A	INITIAL RELEASE	10/29/25	SC



CONTRACT NO.		TOWN OF FAIRFIELD FIXED RADAR SPEED ENFORCEMENT PLAN LUDLOWE HIGH/MIDDLE SCHOOL ZONE GENERAL NOTES		
ENGINEER				
S. CREEL				
DATE		10/25/2025		
DRAWN		M. CARTER		
APPROVAL		SIZE	DRAWING NO.	REV
		B	FCCT-RSE-005-3	A
APPROVAL		SCALE: NONE SHEET 1 OF 1		



SIGN LEGEND



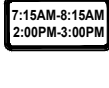
R1-1
31-0552



R2-1
31-5505



31-0813



R10-20aP (CT)
31-1631



S1-1
41-2112



S5-1 (CT)
31-2101



S5-2
31-2103



W16-9P
41-6126



MON-FRI
MON-FRI



R10-19P (CT)
31-0808



S3-5



R2-1
31-5505

LEGEND



ATES SYSTEM



ENFORCEMENT AREA

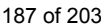
SIGNAGE PLAN
1" = 200'-0"



REVISION		DATE	APPROVED
LTR	DESCRIPTION		
A	INITIAL RELEASE	10/29/25	SC

CONTRACT NO.		TOWN OF FAIRFIELD FIXED RADAR SPEED ENFORCEMENT PLAN LUDLOWE HIGH/MIDDLE SCHOOL ZONE SIGNAGE PLAN	
ENGINEER	S. CREEL		
DATE	10/25/2025	SIZE	B
DRAWN	M. CARTER	DRAWING NO.	FCCT-RSE-005-4
APPROVAL		REV	A
APPROVAL		SCALE	1" = 200'-0"
SHEET 1 OF 1			

CT DOT ADT Map



Fairfield Ludlowe High/Middle School

Fairfield, CT: Unquowa Road

School Start: 7:30 AM, School End: 2:10 PM

AM Reduced Limit: 7:15 AM to 8:15 AM

PM Reduced Limit 2:00 PM to 3:00 PM

National Data & Surveying Services (NDS) conducted speed studies at Fairfield Ludlowe High/Middle School on Unquowa Road at both south of Papermill Lane from Monday 7/14/2025 through Friday 7/18/2025 and at Brookbend Road from Monday 8/4/2025 through Friday 8/8/2025.

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

Regular Speed Limit: 25 MPH

School Zone Speed Limit: 20 MPH

9:30 AM to 3:15 PM

8:30 AM to 9:30 AM & 3:15 PM to 4:15 PM

The following reports reflects times listed above. During the specified dates and time periods, the traffic courts were as follows:

Unquowa Road south of Papermill Lane

Date	Vehicle Count	Speeders	% Speeding
7/14/25	769	510	66
7/15/25	832	579	70
7/16/25	757	529	70
7/17/25	725	526	73
7/18/25	742	502	68

5 Day Total Vehicle Count: 3,825

5 Day Total Speeding Violations Recorded: 2,646

Note: Speeding is defined as any recorded speed at 11 MPH over the designated speed limit.

Average Speed	32.4
50th Percentile Speed	32.2
85th Percentile Speed	36.4
Max Speed	54

Unquowa Road at Brookbend Road

Date	Vehicle Count	Speeders	% Speeding
8/4/25	580	162	28
8/5/25	637	168	26
8/6/25	535	191	36
8/7/25	593	181	31
8/8/25	944	186	20

5 Day Total Vehicle Count: 3,289

5 Day Total Speeding Violations Recorded: 888

Note: Speeding is defined as any recorded speed at 11 MPH over the designated speed limit.

Average Speed	27
50th Percentile Speed	27.8
85th Percentile Speed	31.6
Max Speed	48



ATESD Proposal – Speed Camera

6a & 6b: Fairfield Warde High School Zone, 757 Melville Avenue from Fairway Green to Old Farm Lane and Knapps Highway from Alvin Street to Melville Avenue

Executive Summary/Site Selection Justification

Melville Avenue – The segment of Melville Avenue between Fairfield Woods Road and Villa Avenue is a predominantly residential corridor in Fairfield’s Stratfield neighborhood and is home to Fairfield Warde High School. It connects Villa Avenue and Knapps Highway, serving daily neighborhood travel, school commuting, and pedestrian activity. Its proximity to Stratfield Elementary School and Tunxis Hill Park contributes to high foot traffic, underscoring the need for safe and accessible pedestrian infrastructure.

Knapps Highway – Located near Fairfield Warde High School (755 Melville Avenue), Knapps Highway is a key east-west connector linking Routes 59 and 58. It serves residential neighborhoods, school zones, and local retail areas, and lies close to McKinley and Stratfield Elementary Schools as well as several parks. Though largely residential in character, the corridor experiences steady cut-through traffic and school commuting activity. Peak-hour congestion, vehicle speed, pedestrian safety, and infrastructure maintenance are growing concerns among the community and local officials

Purpose

To install bi-directional Automated Traffic Enforcement Safety Devices on both northbound and southbound lanes of travel on Melville and eastbound and westbound lanes of travel on Knapps Highway in order to reduce speeds on the roadway, reduce accidents and traffic fatalities. Enforcement will be 24/7 at 25 MPH with the exception of the school hours reduced speed limit 7:15 -8:15 AM and 2:00 -3:00 PM Monday through Friday when enforcement drops to 20 MPH. Please see except from Chapter 102, Article II from Fairfield’s Ordinance:

§ 102-9. Enumeration of violations; warning.

- A. The owner of a motor vehicle commits a violation of this article if the person operating such motor vehicle:
 - (1) Exceeds the posted speed limit by 10 or more miles per hour and such operation is detected by an ATESD; or
 - (2) Fails to stop such motor vehicle when facing a steady red signal on a traffic control signal and such failure is detected by an ATESD.

Data

Melville Avenue

Location Information					
Road	Direction	From	To	Speed Limit	School Hours Reduced Speed Limit
Melville Avenue	Both	Fairway Green	Old Farm Lane	25 MPH	7:15-8:15 AM 2:00-3:00 PM Mon-Fri 20 MPH
Location Type					
School Zone X		Pedestrian Safety Zone		Other	
Crash History					
	2021	2022	2023	2024	
Crashes	28	28	27	20	
Speed Related	0	0	0	2	
Injury	2	2	0	0	
Fatal	0	0	0	0	
Traffic Data					
85th Percentile Speed		Average Daily Traffic		Pedestrian Activity	
33 MPH		3,700		~ 678* Student Walkers	
Traffic Stop Data					
	2021	2022	2023	2024	2025 YTD
City Wide	6,841	5,182	7,550	12,659	8,175
Location	124	97	49	189	179

* Fairfield does not require families to report whether a student walks, bikes, or is driven to school; however, the number of students not assigned to a bus is tracked, which offers a clear minimum estimate of non-bus commuters. The actual number of student pedestrians and cyclists is likely higher, given the Town of Fairfield's active encouragement of walking and biking to school.

Knapps Highway

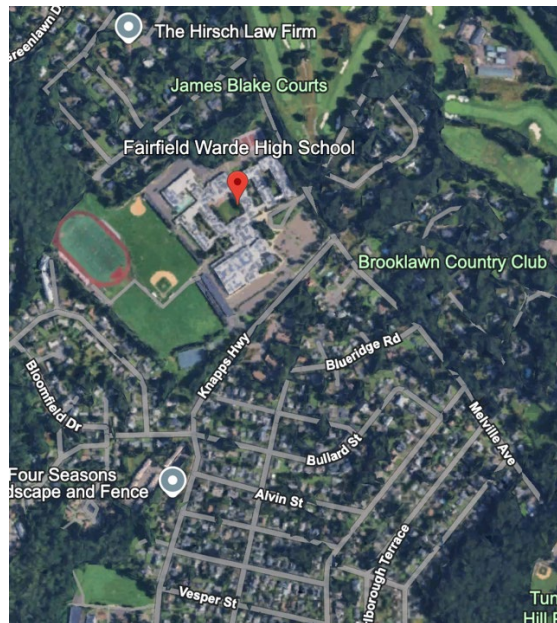
Location Information					
Road	Direction	From	To	Speed Limit	School Hours Reduced Speed Limit
Knapps Highway	Both	Alvin Street	Melville Avenue	25 MPH	7:15-8:15 AM 2:00-3:00 PM Mon-Fri 20 MPH
Location Type					
School Zone	X	Pedestrian Safety Zone		Other	
Crash History					
	2021	2022	2023	2024	
Crashes	3	10	7	6	
Speed Related	0	0	1	1	
Injury	0	4	1	1	
Fatal	0	0	0	0	
Traffic Data					
85th Percentile Speed		Average Daily Traffic		Pedestrian Activity	
34.4		5,600		~ 678* Student Walkers	
Traffic Stop Data					
	2021	2022	2023	2024	2025 YTD
City Wide	6,841	5,182	7,550	12,659	8,175
Location	36	20	40	33	15

* Fairfield does not require families to report whether a student walks, bikes, or is driven to school; however, the number of students not assigned to a bus is tracked, which offers a clear minimum estimate of non-bus commuters. The actual number of student pedestrians and cyclists is likely higher, given the Town of Fairfield's active encouragement of walking and biking to school.

Roadway Geometry

Melville Avenue – The segment near 755 Melville Avenue, also serving Fairfield Warde High School, features two travel lanes with limited or inconsistent sidewalks and minimal shoulders. This corridor functions as a cut-through in the Stratfield neighborhood, linking Villa Avenue with Knapps Highway. It is primarily residential with intermittent institutional uses and supports regular school-related and neighborhood traffic. The roadway's design contributes to speeding concerns and limits opportunities for safe enforcement.

Knapps Highway – Near Fairfield Warde High School, Knapps Highway functions as a minor arterial and an important east-west connector between Black Rock Turnpike and Melville Avenue. The corridor serves a mix of land uses and experiences moderate pedestrian and vehicular activity. It is primarily a two-lane roadway with ample width for vehicles to exceed speed limits. Sidewalks are present but enforcement is difficult and may pose safety risks.



School Zone

Fairfield Warde High School meets the definition of a school zone pursuant to CGS 14-212b and both Melville Avenue and Knapps Highway have been approved as such by the Local Traffic Authority. The school zone signage is consistent with the Federal Highway Administration's Manual of Uniform Traffic Control Devices.

Pedestrian Safety

A significant number of students either walk, bike, or are driven to Fairfield Warde High School rather than utilize school bus transportation. This trend contributes to increased pedestrian, bicycle, and vehicular activity during peak school arrival and dismissal times.

Fairfield does not require families to report whether a student walks, bikes, or is driven to school; however, the number of students not assigned to a bus is tracked, which offers a clear minimum estimate of non-bus commuters. The actual number of student pedestrians and cyclists is likely higher, given the Town of Fairfield's active encouragement of walking and biking to school, combined with a notable rise in the use of e-bikes and e-scooters, particularly at high school levels.

Key figures include:

Fairfield Warde High School:
678 students not assigned to a bus
49.34% of total enrollment (1374)

While these figures only reflect students not assigned to a bus route, they establish a baseline for the volume of pedestrians and cyclists in the immediate area of Fairfield Warde High School. This does not account for additional pedestrians, including parents, younger siblings, and non-student commuters who travel through school zones during peak hours.

Additionally, Fairfield Warde High School serves a substantial number of young and inexperienced drivers, further increasing the risk profile in this area and reinforcing the need for proactive speed enforcement tools.

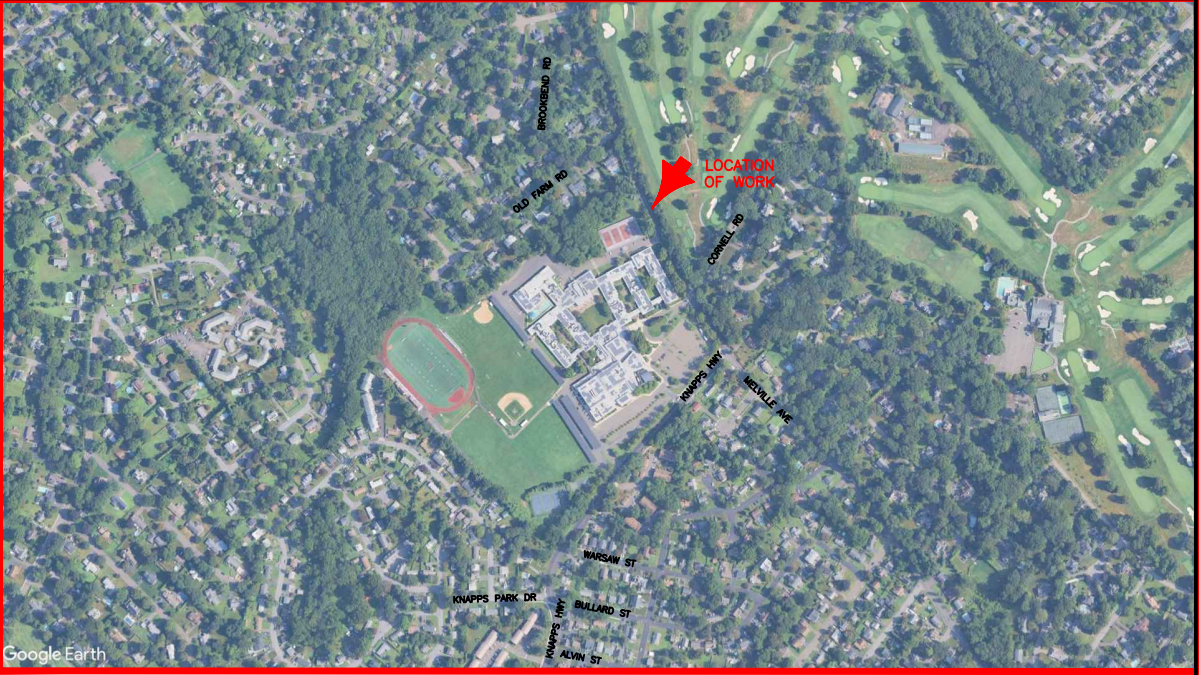
Given the combination of:

- High rates of non-bus commuting,
- The increased prevalence of vulnerable road users (e.g., walkers, bikers, and e-scooter riders),
- A growing emphasis on sustainable, non-vehicular transportation modes,
- And the unique safety concerns posed by novice drivers,

Automated speed enforcement will serve as a critical safety enhancement at Fairfield Warde High School.

Traffic Calming Measures Already Implemented

Overgrowth has been cut back on Melville Ave and Knapps Highway. Speed limits during designated pick-up and drop-off times when there is increased vehicular and pedestrian traffic have been reduced to 20 MPH in the school zone. Routine motor vehicle enforcement is conducted by the Traffic Safety Unit on both roads.



VICINITY MAP

TOWN OF FAIRFIELD
SIGNAGE PLAN
FAIRFIELD WARDE HIGH SCHOOL ZONE

VERSION SUMMARY		
DATE	REV	DESCRIPTION
10/29/25	A	INITIAL RELEASE

DRAWING INDEX

DRAWING #	SHEET	REV #	DATE
FCCT-RSE-006-1	COVER SHEET	A	10/29/25
FCCT-RSE-006-2	DRAWING INDEX	A	10/29/25
FCCT-RSE-006-3	GENERAL NOTES	A	10/29/25
FCCT-RSE-006-4	SIGNAGE PLAN	A	10/29/25
FCCT-RSE-006-5	SIGNAGE PLAN	A	10/29/25

REVISION			 196 of 203		CONTRACT NO.		TOWN OF FAIRFIELD FIXED RADAR SPEED ENFORCEMENT PLAN FAIRFIELD WARDE HIGH SCHOOL ZONE DRAWING INDEX							
LTR	DESCRIPTION	DATE			APPROVED	ENGINEER				S. CREEL	SIZE	DRAWING NO.	REV	
A	INITIAL RELEASE	10/29/25			SC	DATE					10/25/2025	B	FCCT-RSE-006-2	A
						DRAWN					M. CARTER			
						APPROVAL		SCALE: NONE SHEET 1 OF 1						
						APPROVAL								

GENERAL CONSTRUCTION NOTES:

INSTALLATION AND CONSTRUCTION SHALL CONFORM TO THE DEPARTMENT OF TRANSPORTATION STANDARDS AND SPECIFICATIONS APPLICABLE, STANDARD PLANS DATED AND EFFECTIVE FOR THE CURRENT YEAR, AND ANY SPECIAL MUNICIPALITY CODE PROVISIONS.

- 1. THE LOCATION OF ALL EXISTING UNDERGROUND UTILITIES IS APPROXIMATE. THE SUBCONTRACTOR SHALL DETERMINE THE LOCATION AND DEPTH OF ALL UTILITIES INCLUDING THOSE NOT SHOWN ON PLANS AND VERIFY ALL JOB SITE CONDITIONS, HAND EXCAVATE FOUNDATION UNTIL CLEAR OF ALL SUBSTRUCTURES AND PROTECT ALL FACILITIES DURING CONSTRUCTION. SUBCONTRACTOR SHALL MAKE ALL NECESSARY ARRANGEMENTS FOR UNDERGROUND UTILITY REMOVAL OR RELOCATION WITH RESPECTIVE UTILITY OWNERS AS MAY BE REQUIRED SUFFICIENTLY IN ADVANCE TO PREVENT DELAY IN OPERATIONS.
- 2. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO UNDERGROUND UTILITIES ENCOUNTERED IN AREAS WHERE EXCAVATIONS ARE INDICATED AND SHALL REPAIR ANY SUCH DAMAGE AT OWN EXPENSE. WHERE UTILITY LINES MUST BE MAINTAINED UNDER STRUCTURE, THEY SHALL BE PROPERLY SLEEVED THROUGH FOUNDATION.
- 3. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR REPLACEMENT OR REPAIR OF ANY DAMAGE CAUSED BY THEM OR THEIR SUBCONTRACTORS.
- 4. THE SUBCONTRACTOR SHALL OBTAIN AND PAY FOR ALL REQUIRED PERMITS AND NOTIFY ALL UTILITIES AND THE CITY AT LEAST 72 HOURS IN ADVANCE OF CONSTRUCTION.
- 5. THE SUBCONTRACTOR SHALL CALL THE TRANSPORTATION TRAFFIC DIVISION, FIVE (5) DAYS PRIOR TO THE START OF WORK TO COORDINATE TRAFFIC CONTROL.
- 6. THE SUBCONTRACTOR IS REQUIRED TO SUBMIT A WEEKLY SCHEDULE PRIOR TO START OF WORK EACH WEEK. (NO EXCEPTIONS)
- 7. THE SUBCONTRACTOR TO OBTAIN A NO FEE ENCRDACHMENT PERMIT FROM THE CITY PRIOR TO COMMENCEMENT OF WORK. ALL WORK SHALL BE INSPECTED BY CITY FORCES. AT COMPLETION OF PROJECT CONTACT THE CITY ENGINEER 24 HOURS PRIOR TO COMPLETION OF WORK.
- 8. THE SUBCONTRACTOR IS TO BUILD AND MAINTAIN A CONSTRUCTION BARRICADE. TRAFFIC CONTROLS SHALL BE PER THE LATEST MUTCD AND MUNICIPALITY STANDARDS. NO LANE CLOSURES DURING PEAK TRAFFIC HOURS.
- 9. ALL SUBCONTRACTORS TO PROVIDE LIABILITY INSURANCE AND WORKERS COMPENSATION BENEFITS IN ACCORDANCE WITH STATE LAW FOR ALL WORKERS AND AGENTS WHO WILL BE ON THE SITE AT ANY TIME OR WHILE PERFORMING WORK ON THIS PROJECT. ALL WORK SHALL BE IN ACCORDANCE WITH ALL LOCAL, STATE AND FEDERAL CODES, ORDINANCES AND ANY APPLICABLE AMENDMENTS.

- 16. ALL DEBRIS, EXCESS MATERIAL, ETC. IS TO BE REMOVED BY THE SUBCONTRACTOR BY THE END OF THE JOB. JOB TO BE LEFT SUFFICIENTLY CLEAN AS TO WARRANT CITY APPROVAL.
 - 17. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR ALL PERMITS, FEES AND INSPECTIONS AS MAY BE REQUIRED FOR COMPLETION OF THE JOB AS PER ALL GOVERNING AGENCIES.
 - 18. THE SUBCONTRACTOR TO PROVIDE COST ESTIMATE TO ALTUMINT FOR ALL WORK SHOWN ON DRAWINGS AND WORK NORMALLY REQUIRED TO CARRY OUT THE DESIGN INTENT OF THESE DRAWINGS.
 - 19. DRAWINGS ARE NOT TO BE SCALED. WORK SHALL BE GOVERNED BY DIMENSION ONLY. DISCREPANCIES BETWEEN THE DRAWINGS AND/OR THE EXISTING SITE CONDITIONS SHALL BE BROUGHT TO THE ATTENTION OF ALTUMINT IMMEDIATELY.
 - 20. SUBCONTRACTOR SHALL SUPPLY AS-BUILT DRAWINGS TO ALTUMINT ENGINEERING DEPARTMENT WITHIN THIRTY (30) DAYS OF CONSTRUCTION COMPLETION.
 - 21. SUBCONTRACTOR SHALL IMPLEMENT SEDIMENT CONTROL PER FEDERAL, STATE AND MUNICIPALITY STANDARDS. AT NO TIME SHALL SOIL BE ALLOWED TO ENTER SIDEWALKS, DRIVEWAYS OR ROADWAYS.
 - 22. THE SUBCONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING THE RESPECTIVE OWNERS AND OTHER AGENCIES AT LEAST 48 HOURS PRIOR TO CONSTRUCTION.
- CONTACT:
- * GAS COMPANY
 - * WATER DISTRICT
 - * PHONE COMPANY
 - * CABLE COMPANY
 - * LOCAL AND/OR STATE EXCAVATION AUTHORITY

SPECIFIC CONSTRUCTION NOTES:

- 1. THE SUBCONTRACTOR SHALL INSTALL ALL SUBSTRUCTURES ACCORDING TO LOCAL GOVERNING AGENCY FROST LINE REQUIREMENTS WHERE APPLICABLE.
- 2. THE SUBCONTRACTOR SHALL MODIFY ALL SIDEWALKS WHERE NECESSARY, IN COMPLIANCE WITH THE ADA STANDARDS, TO ALLOW ACCESS FOR HANDICAP PEDESTRIAN PASSAGE.
- 3. IT IS THE SUBCONTRACTOR'S RESPONSIBILITY TO KNOW AND ADHERE TO THE STATE AND LOCAL CODE REQUIREMENTS REGARDING THE FOLLOWING:
 - LOCATING UTILITIES
 - INSPECTION
 - SOIL MITIGATION
 - TRAFFIC CONTROL
 - CONSTRUCTION
 - INSPECTION
 - PERMITTING

REVISION				 197 of 203	CONTRACT NO.		TOWN OF FAIRFIELD FIXED RADAR SPEED ENFORCEMENT PLAN FAIRFIELD WARDE HIGH SCHOOL ZONE GENERAL NOTES		
LTR	DESCRIPTION				ENGINEER				
A	INITIAL RELEASE				S. CREEL				
					DATE				
					10/25/2025				
					DRAWN				
					M. CARTER				
					APPROVAL				
					APPROVAL				
						SIZE	DRAWING NO.	REV	
						B	FCCT-RSE-006-3	A	
						SCALE: NONE SHEET 1 OF 1			



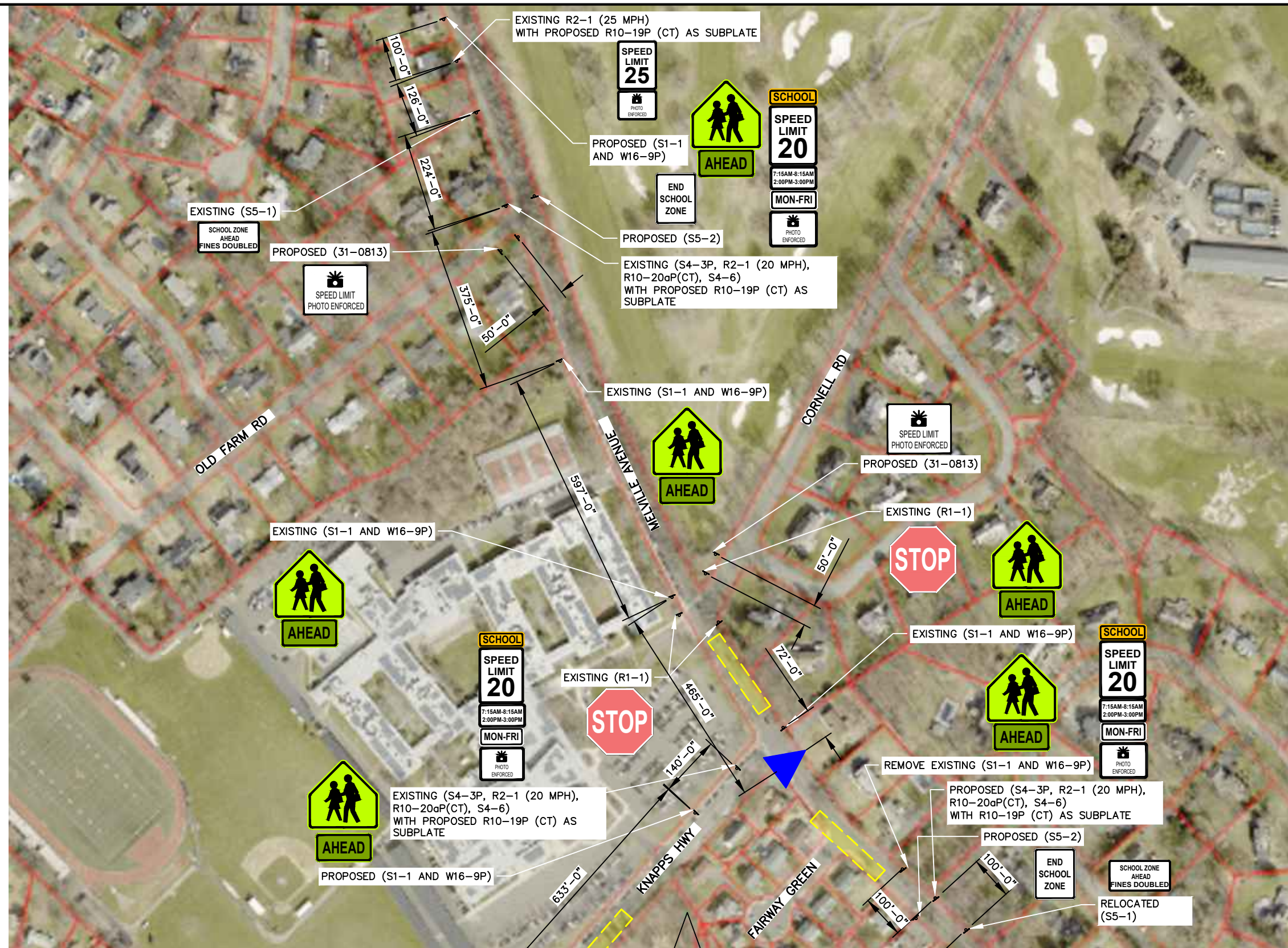
LEGEND



ATES SYSTEM



ENFORCEMENT AREA



SIGNAGE PLAN
1" = 250'-0"

SIGN LEGEND

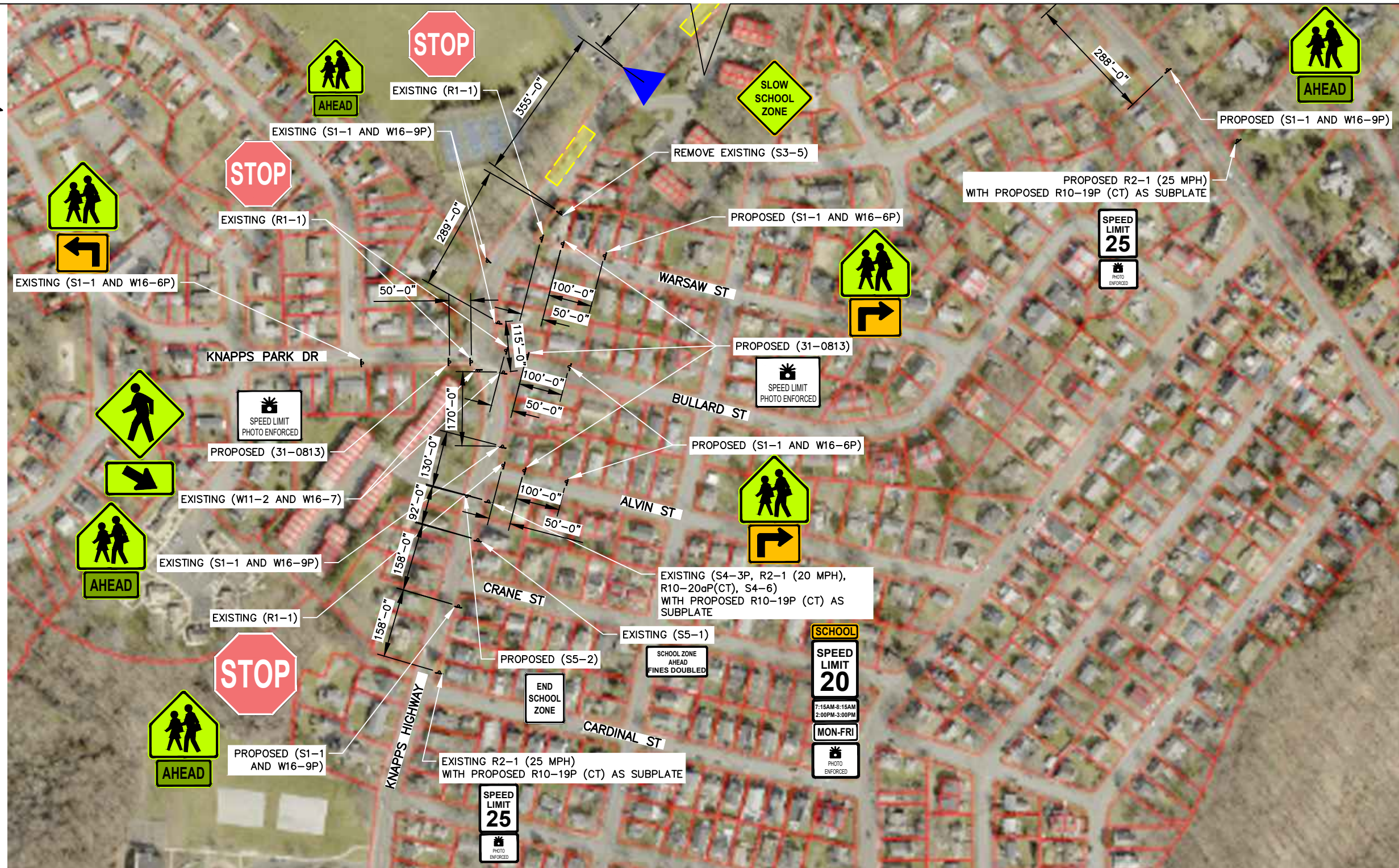
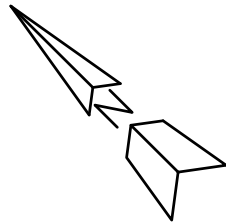
- R1-1 31-0552
- R2-1 31-5505
- R10-18 31-0813
- R10-20aP (CT) 31-1631
- S1-1 41-2112
- S4-3P 41-2101
- S5-1 (CT) 31-2101
- S5-2 31-2103
- W16-7P 41-2617
- W16-7P 41-2619
- W16-9P 41-6126
- MON-FRI
- W16-6P 41-2612
- W16-9P 41-2613
- R10-19P (CT) 31-0808
- R2-1 31-5505

REVISION		DATE	APPROVED
LTR	DESCRIPTION		
A	INITIAL RELEASE	10/29/25	SC



CONTRACT NO.	
ENGINEER	S. CREEL
DATE	10/25/2025
DRAWN	M. CARTER
APPROVAL	
APPROVAL	

TOWN OF FAIRFIELD		
FIXED RADAR SPEED ENFORCEMENT PLAN		
FAIRFIELD WARDE HIGH SCHOOL ZONE		
SIGNAGE PLAN		
SIZE	DRAWING NO.	REV
B	FCCT-RSE-006-4	A
SCALE	1" = 250'-0"	SHEET 1 OF 1



SIGN LEGEND

- R1-1 31-0552
- R2-1 31-5505
- R10-18 31-0813
- R10-20aP (CT) 31-1631
- S1-1 41-2112
- S4-3P 41-2101
- S5-1 (CT) 31-2101
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- W16-6P 41-2612
- W16-9P 41-2613
- R10-19P (CT) 31-0808
- R2-1 31-5505

LEGEND

- ATES SYSTEM
- ENFORCEMENT AREA

SIGNAGE PLAN
1" = 250'-0"

- W11-2
- S3-5

REVISION		DATE	APPROVED
LTR	DESCRIPTION		
A	INITIAL RELEASE	10/29/25	SC

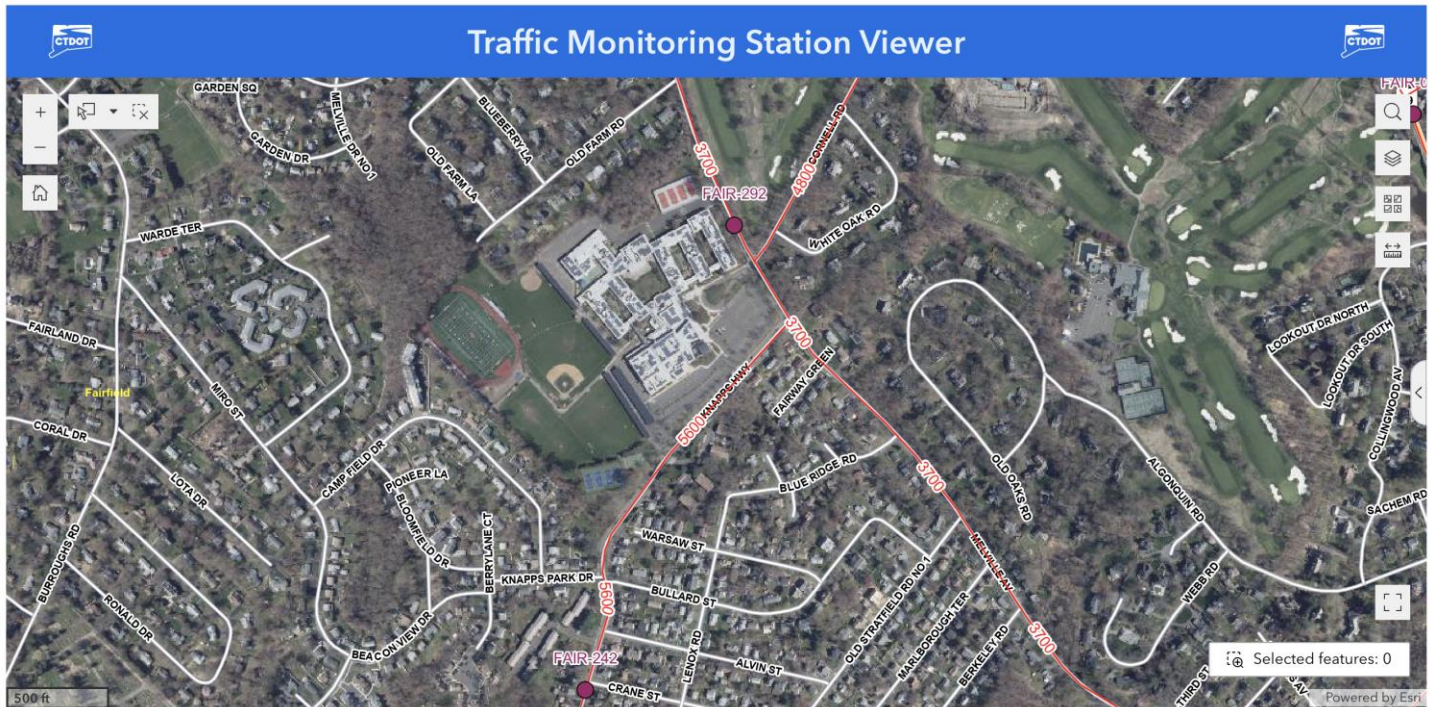


CONTRACT NO.	
ENGINEER	S. CREEL
DATE	10/25/2025
DRAWN	M. CARTER
APPROVAL	
APPROVAL	

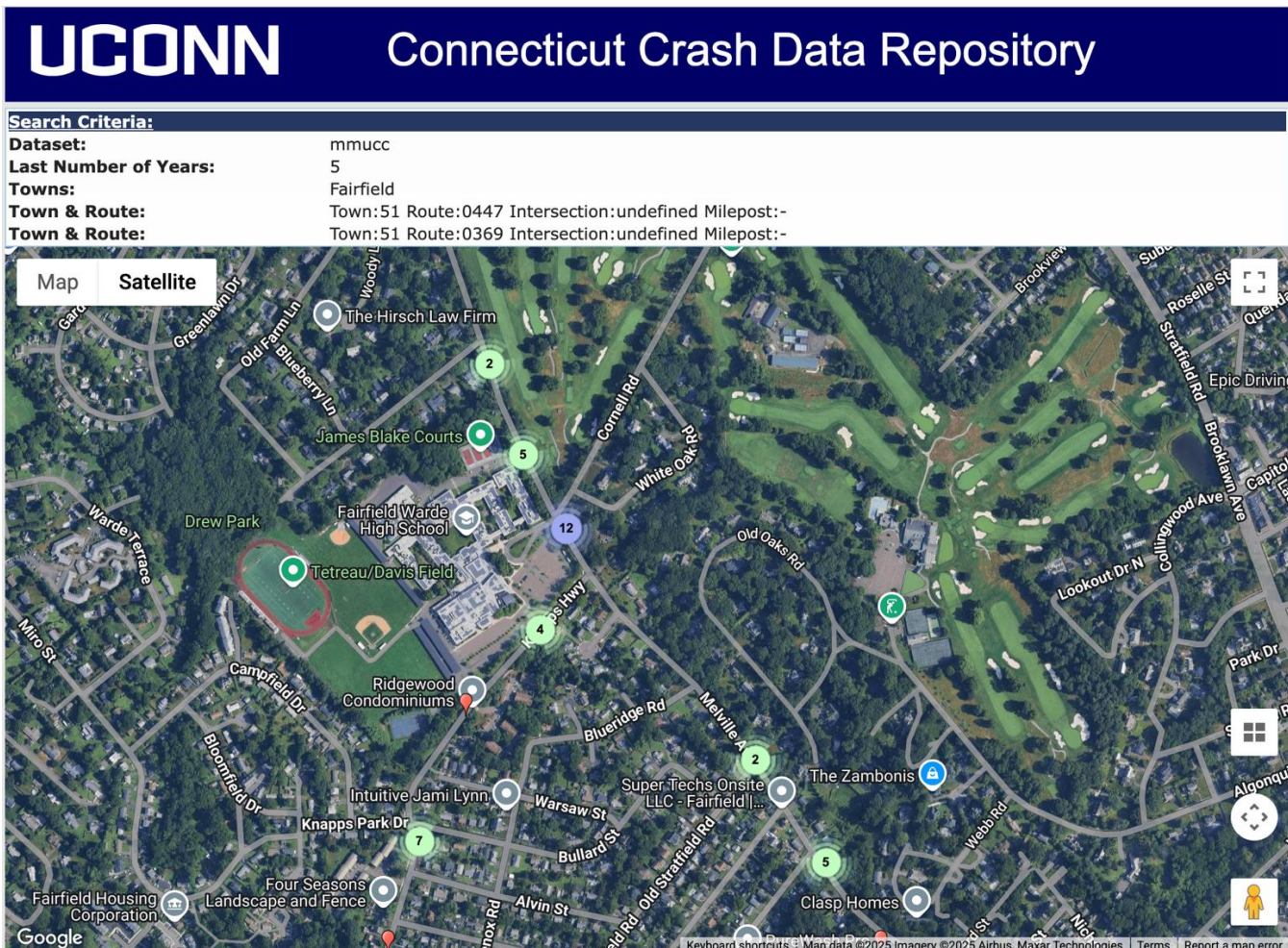
TOWN OF FAIRFIELD		
FIXED RADAR SPEED ENFORCEMENT PLAN		
FAIRFIELD WARDE HIGH SCHOOL ZONE		
SIGNAGE PLAN		
SIZE	DRAWING NO.	REV
B	FCCT-RSE-006-5	A
SCALE	1" = 250'-0"	SHEET 1 OF 1

VI. PROPOSED ATESD SPEED CAMERA SITE #6a & 6b: Fairfield Warde High School Zone - 757 Melville Avenue from Fairway Green to Old Farm Lane and Knapps Highway from Alvin Street to Melville Avenue
C. Proposed Site Data Average Daily Traffic (ADT) Count & Crash Data

CT DOT ADT Map



UCONN Crash Data



Warde High School

Fairfield, CT: Melville Avenue

School Start: 7:30 AM, School End: 2:10 PM

AM Reduced Limit: 7:15 AM to 8:15 AM

PM Reduced Limit 2:00 PM to 3:00 PM

National Data & Surveying Services (NDS) conducted speed studies at Warde High School on Melville Avenue and Knapps Highway Monday 7/14/2025 through Friday 7/18/2025.

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

Regular Speed Limit: 25 MPH

School Zone Speed Limit: 20 MPH

8:15 AM to 2:00 PM

7:15 AM to 8:15 AM & 2:00 PM to 3:00 PM

The following reports reflects times listed above. During the specified dates and time periods, the traffic courts were as follows:

Melville Avenue

Date	Vehicle Count	Speeders	% Speeding
7/14/25	555	209	38
7/15/25	555	191	34
7/16/25	531	203	38
7/17/25	527	164	31
7/18/25	545	165	30

5 Day Total Vehicle Count: 2,713

5 Day Total Speeding Violations Recorded: 932

Note: Speeding is defined as any recorded speed at 11 MPH over the designated speed limit.

Average Speed	28.3
50th Percentile Speed	28.8
85th Percentile Speed	33
Max Speed	49

Knapps Highway

Date	Vehicle Count	Speeders	% Speeding
7/14/25	648	318	49
7/15/25	666	262	39
7/16/25	655	346	53
7/17/25	645	316	49
7/18/25	588	280	48

5 Day Total Vehicle Count: **3,202**

5 Day Total Speeding Violations Recorded: **1,522**

Note: Speeding is defined as any recorded speed at 11 MPH over the designated speed limit.

Average Speed	30.2
50th Percentile Speed	30.1
85th Percentile Speed	34.4
Max Speed	49

ATESD Municipal Plan Contact Information

Town of Fairfield ATESD Plan Preparer Contact:

Chief Michael Paris

Fairfield Police Department
100 Reef Road
Fairfield, CT 06824
(203) 254-4828

Town of Fairfield Permit Submission Staff Liaison:

Captain Hector Irizarry

Fairfield Police Department
100 Reef Road
Fairfield, CT 06824
(203) 254-4652

Ordinance Drafting Committee Review of Article II of the Town Code concerning Automated Traffic Enforcement Safety Devices

Co-sponsored Rep. Elrick, Rep. Zezima, Rep. Barron, Rep. Pistilli, Rep. Diamond, and Rep. Karson

The co-sponsors wish to form an ordinance drafting committee in order to review Article II of the Town Code concerning Automated Traffic Enforcement Safety Devices in light of data regarding the program and public feedback. The co-sponsors will review the report, meet with the Traffic Authority and other Town staff, and any other relevant stakeholders to understand how the Ordinance is being followed and if there are any amendments that may make the program more effective or efficient.