



STATE OF CONNECTICUT

DEPARTMENT OF TRANSPORTATION

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Office of the
Commissioner

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**Public Hearing – March 12, 2012
Transportation Committee**

**Testimony Submitted by Commissioner James P. Redeker
Department of Transportation**

H.B. 5458, An Act Concerning Municipal Automated Traffic Enforcement Safety Devices at Certain Intersections.

The Department of Transportation (ConnDOT) offers the following comments and suggestions regarding H.B. 5458, AAC Municipal Automated Traffic Enforcement Safety Devices at Certain Intersections.

ConnDOT recommends that the consideration of a camera enforcement system require that any installation be targeted where there has been a demonstrated pattern of red light running accidents. A targeted program could avoid the potential for installation of devices solely as revenue generators.

In Section 2 (c) there is a requirement for advance warning notification signs of the enforcement device. While the advanced warning signage is recommended, the distances specified for placement - 100' minimum to 110' maximum - may be insufficient to allow a driver's perception, decision and reaction to the device. Warning sign placement should be done in accordance with the Manual on Uniform Traffic Control Devices (MUTCD) and based on approach speeds.

Section 2 (l) would allow a person operating an emergency vehicle to proceed past a red traffic control. The Department suggests this provision be clarified in accordance with CGS 14-283 (Rights of emergency vehicles). Also, in that same paragraph, language is included to allow vehicles in a funeral procession to proceed through a red light. Although this may be a practice in some locations, there is currently no law that allows funeral processions to disobey a red light.

There would be a fiscal impact to ConnDOT for which sufficient data is not available to make a determination. For example, red light photo enforcement requires integration with traffic signal equipment. Therefore, work on State-owned traffic signals by Municipal Police Department's or their contractors would be required. Such activity requires a DOT encroachment permit as well as an associated engineering design review and construction inspection. Since it is unknown how many signals Municipal Police Department's will seek to implement the photo enforcement feature, the Department's cost is not currently quantifiable.

For further information or questions, please contact Pam Sucato, Legislative Program Manager for the Department of transportation, at (860) 594-3013.