

PUBLIC SAFETY COMMITTEE AGENDA
Wednesday, January 14, 2026
7:00pm
Council Chambers - City Hall
100 Broadway, Norwich, CT

1. Call to Order – Determination of a Quorum
2. Adoption of previous meeting minutes
 - a. 12/10/25
3. Citizen Comment - 3 minutes per speaker
 - a. Please state name
4. On-going Business
 - a. CAD Update
 - b. RMS Update
5. New Business
 - a. Department Updates (please identify yourself by name and title)
 - i. NPU
 - ii. American Ambulance
 - iii. Police Department
 - iv. Emergency Management
 - v. Fire Departments
 - Norwich
 - Taftville
 - Yantic
 - Occum
 - East Great Plain
 - Laurel Hill
 - b. City Council Referral “Proposed Ordinance Submission Packet – On-street Parking”
 - c. Traffic Cameras
6. Next Meeting: February 11, 2026 at Emergency Operations Center (South Golden Street)
7. Adjournment

TO: MAYOR Singh

FROM: LARRY Rice

Re: Automated ticketing Cameras.

Mr. Mayor;

As a retired Norwich Police Officer, and a life long resident of Norwich, I am well aware of the speeding that takes place on our local roads, and particularly in School zones

That's why I am sending you this article from the Day paper regarding automated ticketing cameras

I believe that this would be good for Norwich, and am asking you to have a public hearing to give residents a chance to speak on a proposed ordinance.

Thank you.

Sincerely
Larry Rice
12/8/25

LARRY Rice
41 Will Road
Norwich, CT-06360
(860) 885-9190

Speeders could make EL money

Ahead of hearing on ticketing cameras, police say violations last week were worth \$1.3 million

By JACK LAKOWSKY
Day Staff Writer

11/28/25
East Lyme — A Dec. 3 public hearing at Town Hall will give residents a chance to speak on a proposed ordinance that would let the town install automated ticketing cameras on local roads, particularly ones in school zones.

A violation occurs when a driver goes more than 10 mph over the posted speed limit in a camera's vicinity, or if they pass a red light. A first violation carries a \$50 fine, and subsequent ones incur a \$75 penalty. If the driver goes a year without another violation, it resets back to a first violation.

Chief of Police Kevin Glenn said that over five days last week, there were nearly 11,000 violations among 37,000 drivers in a 35 mph school zone he did not identify.

Glenn said in another school zone, 14,000 out of 57,000 drivers passed the 10 mph mark, but in another with about 69,000 drivers, there were only 267 violations.

If the ordinance was in place, those violations would have generated \$1.3 million in revenue for the town in just

five days, assuming a \$50 fine. The proposed ordinance directs the town to use the fines to improve transportation infrastructure, or pay the cost of operating the cameras.

Selectman Jason Deeble said the number of violations was "hard to absorb."

Glenn has stressed the cameras are not to make money, at least not primarily.

SEE SPEEDING PAGE A3

Speeding ticketing cameras to get public hearing

FROM A1

11/26/25

Safety, he said, is the main goal.

The chief has said he wants to reduce speeding on main roads, especially in school zones like Boston Post Road, Society Road and Flanders Road, by 90% within a year of the cameras' installation.

A state law passed in 2023 allows municipalities to install automated speed enforcement cameras. Some have already taken advantage, like Middletown and Marlborough, both of which report increased revenue and reduced speeding. Proponents argue the cameras are necessary to make roads safer. Opponents question what their installation means for civil liberties.

Glenn, who piloted a similar program at his former department in North Haven, said the cameras have another advantage. They reduce negative interactions between police officers and the public, eliminating the chance for bias by the officer or the driver.

But that may not be true, Deeble said, pointing to racial biases shown by automated and AI-generated mortgage approvals.

"I would love to believe they reduce bias," he said, adding that because data about the driver isn't tracked, except what's necessary to determine if a violation occurred and who owns the speeding vehicle, and isn't available to be publicly analyzed, cameras could "create a bias we can't even see exists."

The fines aren't reported to the state Department of Motor Vehicles or to the vehicle owner's insurance. The car's owner is responsible for paying the fine, not the driver if someone else was at the wheel.

"No one's (insurance) rates will go up," Glenn said.

'Not a quick process'

Glenn said tickets mailed to vehicle owners would have instructions on how to pay or appeal it through an online portal.

"Once established and operational, the department receives data from the vendor itself," Glenn said. "We don't house it, we don't store it, only to the extent we need to review it and prove violations."

It's up to the town what to do

with unpaid tickets, the chief said. Some could go through a civil court procedure or be sent to a collections agency.

If the Board of Selectmen passes the ordinance after the 7 p.m. public hearing, the town would have to file an application with the state Department of Transportation, using data on crashes and enforcement to justify the installation of cameras. It also has to prove it has tried other ways to reduce speed.

Conspicuous signs must alert drivers when they're entering a speed camera's zone. GPS services, like Google Maps, will tell users when they're approaching a camera. Glenn said the public must also be informed prior to their installation where the cameras are going up, and why.

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