

**Town of Ridgefield Police Commission Meeting Minutes**  
**Thursday, February 12, 2025 at 7:00 pm**  
**Meeting Location: Town Hall Annex, 66 Prospect Street**  
**REVISED UNAPPROVED**

**COMMISSIONERS PRESENT:** Sharon Dornfeld (Chair), Issy Caporale (Secretary), Ralph Money, Stephen Riebling, John Frey

**ALSO PRESENT:** Chief Jeff Kreitz, Major Nick Fowler & Amy Platt

These minutes are a general summary of the meeting and are not intended to be a verbatim transcription.

**Meeting called to order by Chair Sharon Dornfeld at 7:01 pm.**

**1. APPROVAL OF MINUTES**

Motion made by Ralph Money to approve the January 2026 meeting minutes. Seconded by Issy Caporale. Motion carried 5-0.

Motion made by Ralph Money to amend the February 5, 2026 special meeting minutes by adding 'probationary' before Captain, Lieutenant and Sergeant. Seconded by Issy Caporale. Motion carried 5-0.

**2. PUBLIC COMMENT**

- Dan Tewes of 304 Main St. shared his concerns with the Commission regarding speeding on Main Street. Mr. Tewes feels the addition of speed cameras in Ridgefield would enhance safety, make enforcement more efficient, generate revenue, and potentially change driver's behavior. Mr. Tewes cited examples from other Connecticut towns. [See Attachment A.]
- Chief Kreitz and the Commission stressed that they share similar concerns with regards to finding ways to deter speeding in town. Chief Kreitz shared this is a topic the department is currently researching, and plans to share an update later this spring.
- Andrea Beebe of 378 Main St. shared concerns with the Commission about the safety of the crosswalks along Rte. 35 which are currently impeded by snow piles, and the need for flashing yellow lights at crosswalks. Ms. Beebe also shared concerns regarding handicapped parking in town. Ms. Beebe requested that the police department post reminders on social media about the mandates for parking in a handicapped spot, including not blocking the striped pavement/accessibility area next to those handicapped spots.
- Chief Kreitz shared that the State has agreed to installing more rapid flashing beacons near the crosswalks by 2028.

Ralph Money made a motion to move the first item of New Business up to take place after Public Comment out of respect for the remaining guests' time. John Frey seconded the motion. Motion carried 5-0.

### 3. NEW BUSINESS

- A.** Planning & Zoning Commission (PZC) requests input from the Board of Police Commissioners (BOPC) regarding traffic/safety concerns with activities involved with the following special permit request:
- i.** 66 Grove St., special permit applicant for a daycare facility on the 2<sup>nd</sup> floor
- Bob Jewell, representing the applicant, shared the site plan and introduced John Canning to review the traffic study in detail. [See Attachments B & C and associated links: <https://ridgefieldct.portal.opengov.com/records/104358>.]
  - Discussion took place regarding traffic operating conditions and the recommendation to add an additional stop sign at the intersection of Grove St. and Old Quarry Rd. to offset any impact from traffic.

John Frey motioned to approve the recommendation for the installation of a stop sign at the south bound intersection of Grove St. and Old Quarry Rd. Ralph Money seconded the motion. Motion carried 5-0.

Stephen Riebling moved to communicate to the Planning and Zoning Commission that the Board of Police Commissioners has reviewed the Traffic Study, and has no objection to the applicant's proposal. Issy Caporale seconded the motion. Motion carried 5-0.

### 4. COMMISSION CORRESPONDENCE

- A. Voicemail** – None
- B. Written Correspondence** – None

### 5. OLD BUSINESS - None

### 6. NEW BUSINESS (continued)

- A.** PZC requests input from the BOPC regarding traffic/safety and noise decibel concerns with activities involved with the following special permit request:
- ii.** 195 Danbury Road, special permit applicant for the installation of (4) pickleball courts adjacent to Rte. 35 on the Parks and Recreation property. [See Attachment D.]  
<https://ridgefieldct.portal.opengov.com/records/104333>

John Frey moved to communicate to Dennis DiPinto, Director of Parks and Recreation, that the Board of Police Commissioners has reviewed the Traffic Report for the proposed new pickleball courts adjacent to Rt. 35, and has no objections. Issy Caporale seconded the motion. Motion carried 5-0.

- B.** Miscellaneous – 2026 Chief's Goals
- Sharon Dornfeld asked for two members of the Commission to take responsibility for reviewing Chief Kreitz' annual goals before next month's meeting. Issy Caporale and Ralph Money agreed to take this responsibility.

### 7. CHIEF'S REPORT

- A. Traffic / Sign Report** – Nothing new to report.
- B. Training & Public Relations Report** – Submitted by Cpt. Brian Durling

**Trainings Attended:**

- 10 Officers attended tri-annual recertification.
- Multiple officers took part in training on opioid leave-behind kits at RPD HQ.
- On January 15 & 16, Det. Vasquez attended Interview & Interrogation training at the Suffield PD.
- Chief Kreitz, Cpt. Raines, Cpt. Durling, and the 3 SROs took part in school reunification training at East Ridge Middle School.
- On January 20, Maj. Fowler and Cpt. Durling attended Connecticut Intelligence Center (CTIC) training at Mohegan Sun.
- Det. Dardis and Ofc. Olivares attended Unified Active Aggressor Response Train-the-Trainer in Shelton, CT.
- Sgt. McMahon attended Methods of Instruction at the Milford Police Academy. Sgt DiFalco assisted in teaching the course.
- Officers B. Romero, Conrad, Matos, Tamburino, Vincent, and Girdvainis attended the first of the Emergency Medical Dispatch courses at RFD HQ.

**P/R Events:**

A total of 24 Public Relations were performed during the month, including:

- Cpt. Durling and Det. Dardis gave a safety presentation to RVNA.
- Several car seat installations were performed.
- Officers met with local businesses and spoke with employees.
- Multiple Social Media posts were put out.
- Officers met with and provided security for houses of worship.

**C. Department Statistics**

- Chief Kreitz shared the Department's monthly incident statistics.

**8. UNION PARTICIPATION** – No Union business was discussed.

**9. EXECUTIVE SESSION** – Review Officer of the Year Nominations

At 8:41pm Ralph Money made a motion to enter into Executive Session. Seconded by Stephen Riebling. Motion approved unanimously.

At 8:55pm the Commission returned to public session.

Issy Caporale made a motion that Detective Garrett Vasquez be awarded the 2025 Office of the Year Award. John Frey seconded the motion. Motion carried 5-0.

With no further business, Ralph Money moved to adjourn the meeting at 8:56pm. Stephen Riebling seconded the motion. Motion approved unanimously.

**REMINDER: Next meeting Thursday, March 12, 2025 at 7:00pm**

[Attachment A]



TRANSPORTATION

# As CT speed cameras bring in millions and more towns sign up, concerns linger



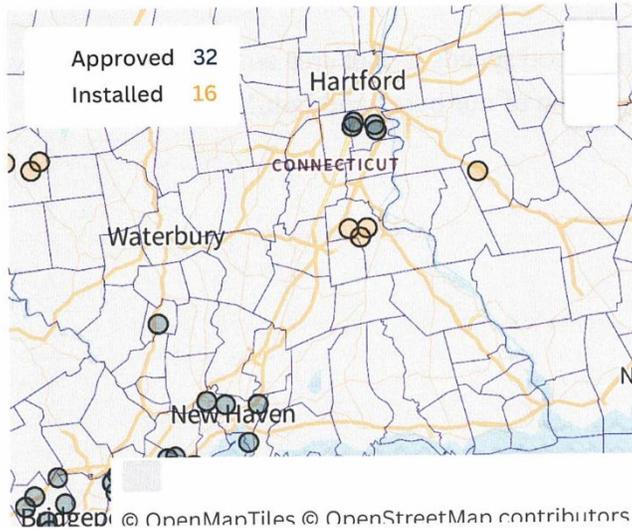
by Emilia Otte  
January 18, 2026 @ 5:00 am



People drive past speed cameras along CT Route 66 in Middletown on January 15, 2026. CREDIT: SHAHRZAD RASEKH / CT MIRROR

## Where are CT speed cameras located?

There are currently speed cameras at 16 locations. Cameras for 32 other locations have been approved, but not yet installed.



Made with Flourish • Create a map

Towns that want to install speed cameras have to create plans that include quite a bit of information, including data on traffic stops and crashes in the areas where the proposed cameras would be installed.

According to Middletown's plan, the police department made 455 traffic stops over the last three years in the area on Route 66 where the camera was to be located.

From the time the camera went live in July through December 2025, the department issued about 46,000 citations for the same area. As of early December, the department had collected \$1.84 million in fines out of a total of \$2.8 million issued, according to Costa.

"The force multiplier that the cameras take care of is tremendous," Costa said.

Costa said the cameras have allowed him to send his police officers to patrol other "hot spots" in town.

The municipality of Washington, a town in Litchfield County with a population of about 3,600 in 2021, was the first to install cameras. The plan submitted to the state said because Washington shares a resident state trooper with surrounding towns, the town needs additional resources in order to enforce traffic laws.

Richard Inniamo, Washington's resident state trooper, said in early December that the town's three cameras had issued upwards of 13,400 citations since May of last year.

"People are slowing down for them, and that's all we really wanted," Inniamo said. He added that where people used to travel more than 20 mph over the speed limit, they are now staying within 10 mph to 15 mph of the speed limit.

According to Jim Brinton, Washington's first selectman, in early December the town had collected roughly 75% of the \$662,000 it has issued in fines. Brinton agreed with Inniamo that the cameras have slowed down drivers. He said citations peaked in June, a month after the cameras were installed. Since then, the number has dropped.

"Honestly, it's the only thing to date that has actually worked," Brinton said, adding that the town had tried installing speed bumps, and offering more education, to no avail.

Brinton said the town saw the cameras as a way to improve pedestrian safety, a top concern.

"As a rural community, we've got people out constantly with their children with their pets walking the roads. It was virtually every road was a speedway," he said.

Data from Marlborough shows that the two cameras installed on North Main Street caught 8,600 speeding events between July and December 2025 and issued 6,500 citations. According to a presentation that Town Manager David Porter gave to the Capitol Region Council of Governments, the percentage of people driving over the speed limit dropped significantly when the cameras were installed and continued to drop over the course of the first few months they were active.

on the number of citations and warnings issued: \$13.50 per citation and \$6 per warning.

Costa said the cost of the speed cameras will be funded by fees from violations. Under the 2023 law, fees collected from traffic violations must go either toward paying for the speed and red light cameras or toward transportation infrastructure.

### **Privacy concerns**

Privacy concerns have been raised, not only with the use of red light and speed cameras but with all surveillance technology.

Late last year, the ACLU **called for a temporary ban** on automatic license plate readers out of concerns the information the devices collect could be used by federal agents for immigration enforcement or to penalize people seeking abortions or transgender care.

Although Connecticut's law strictly regulates the way data collected by speed and red light cameras can be used, Dan Barrett, the legal director of the ACLU of Connecticut, said the organization is concerned about their use.

"The pervasive surveillance means that so much more evil is possible," Barrett said.

State law mandates that any data collected by speed or red light cameras can only be used to track those violations. It can't be used, for example, to track someone who has committed a crime.

Still, some municipal officials, while assessing the need for the cameras, have expressed concerns about potential collateral effects.

In September, **the town of East Hartford approved** a detailed ordinance regulating all surveillance technologies, including license plate readers, speed and red light cameras and drones. Don Bell, the town council vice chair, said at the council's September meeting that the strict state regulations around speed and red light camera

approved 15 of the 19 requested.

Overall, New Haven was the site of 20,000 crashes between 2020 and 2022, including about 250 in which someone was seriously injured and 58 in which someone was killed, according to the plan New Haven submitted to DOT.

Several of the sites the city chose for the cameras were locations where pedestrians had been struck and killed by motor vehicles in the last five years.

At one of the intersections, where Martin Luther King Jr. Blvd crosses Church Street, more than 70 crashes occurred between 2020 and 2022. In 2024, a bicyclist was hit by a garbage truck and killed at the intersection, and a pedestrian was injured during a crash in which one vehicle ran a red light.

Mayor Justin Elicker said the traffic cameras were one tool in a larger plan to curb traffic accidents in New Haven. He said the city has doubled the number of officers assigned to traffic enforcement and is installing speed bumps and modifying roads to slow drivers down. The city is also installing cameras on school buses that record drivers passing buses when they're stopped.

"In general, there's still dangerous driving, but we have seen a lot of progress overall in the city," Elicker said.

Elicker said the cameras were an advantage not just because they were able to monitor traffic 24/7 but because certain intersections made it difficult for a police officer to pull someone over even if the officer happened to witness a violation.

"The cameras are not just helpful to have more enforcement eyes on the street but also to keep our officers and community members safe," Elicker said.

## **Hartford**

While the state has not yet approved its application, the Hartford city council voted in November in favor of a plan to install traffic cameras at 11 locations near schools in

Councilwoman Maria Valle said her goddaughter had been struck at an intersection on East Main Street. She told the Connecticut Mirror that she supported the idea of speed cameras because “something’s got to give.” She mentioned flowers that would appear at intersections, signifying that someone had been killed there.

“If it’s going to help our residents, why not?” she said.

But others said they wanted to see the money used to bolster resources that were already suffering from funding shortages in the city.

“We are in a place right now that we don’t even have officers to solve crime,” said councilwoman Eneida Martinez, who questioned whether the city would have enough personnel to monitor the cameras, as well as the drones the city has approved to alert law enforcement and first responders to emergencies.

Constance Vickers, the mayor’s deputy chief of staff, told the council members that she felt the cameras would improve safety.

“I live right on one of these intersections. I see accidents every day. I walked to work through one of them,” she said.

While the number of drivers and passengers in vehicles who were killed was lower in 2025 compared to previous years, the number of pedestrians who died in crashes remained relatively consistent.

Jackson said the numbers reflect a **nationwide trend** of pedestrian deaths increasing over the last decade, a trend bolstered by increased aggressive driving during the pandemic. He said the crashes have become more deadly for pedestrians as average vehicle sizes increase.

Speed cameras can lead to improved safety at particular hot spots, Jackson said. He said cities and towns should also be thinking about road infrastructure, providing wide crosswalks, installing poles and bump-out curbs and making sure there is enough lighting.

In 2023, the state Department of Transportation ran a pilot program placing speed cameras at five work zones. The program issued more than 24,900 warning notices but issued fewer than 750 fines. A 2024 report to state lawmakers found that the cameras reduced vehicles' speed in the work zone — in some cases, up to 18%.

“Based on the results of the pilot, and what we heard directly from the men and women on these job sites, yes, the pilot was a success. Speeds dropped and workers felt safer when these devices were active,” Josh Morgan, spokesperson for the department, said in an email.

The state resumed the program in the fall of 2025, although it has not yet begun enforcement.

*Correction:*

*An earlier version of this story misspelled Jim Brinton's name.*



**[Attachment C]**

Link to full study: <https://ridgefieldct.portal.opengov.com/records/104358>

## Traffic Impact Study

### 66 Grove Street Change of Use Town of Ridgefield, Connecticut

*PREPARED FOR:*

**First Tribeca Connecticut LLC**

Babur Habib, CEO/Co-Owner

22 Ericsson Place,

New York, NY 10013

*PREPARED BY:*

**Kimley-Horn and Associates, Inc.**

1 North Lexington Avenue, Suite 505

White Plains, NY 10601

914.368.9200

February 2026,

Project Number 122210000

**Kimley»»Horn**



[Attachment D]

<https://ridgefieldct.portal.opengov.com/records/104333>



February 12, 2026

Ref: 85269.025

Dennis R. DiPinto, Director  
Ridgefield Parks and Recreation  
195 Danbury Road  
Ridgefield, CT 06877

Re: Pickleball Courts – 195 Danbury Road

Dear Mr. DiPinto

This letter will serve as a review of the potential traffic impact from the project, as proposed by the Ridgefield Parks and Recreation Center. VHB has reviewed the existing traffic data, crash history, and potential traffic generation as summarized below with the conclusion that the redevelopment of the existing parking area into Pickleball Courts will not have an impact on traffic operations on Danbury Road.

The proposed project is shown on Site Development Plans dated November 18, 2025 and prepared by CCA, LLC.

**Existing Conditions**

Danbury Road is Route 35, a State highway, classified by the Connecticut Department of Transportation (CTDOT) as a principal arterial (other). It is relatively flat in gradient across the site frontage and straight horizontally to the north and south with slight changes in the roadway layout. It is two lanes (one in each direction) with varying width paved shoulders. There are limited sidewalks in the area except for the multiuse path running from the existing parking area to the north and into the Ridgefield Recreation Center.

The existing site is a gravel parking lot with paved access to Danbury Road, slightly offset from Fox Hill Drive. The parking lot is approximately 120 feet by 130 feet in area with no marked parking spaces. Within these dimensions, the parking lot can easily accommodate 50 parking spaces. The existing parking lot driveway is approximately 750 feet north of the Copps Hill Road signalized intersection. The driveway has ample sight lines looking north and south along Danbury Road. The posted speed is 40 miles per hour just north of the site, which typically requires intersection sight distances of 555 feet which appear to be provided using available mapping.

Engineers | Scientists | Planners | Designers

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