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Chartwells workers continue to push for fair contracts

By AVA HIGHLAND
Managing Editor

Chartwells employees at Quinnipiac University are continuing their fight for fair contracts as negotiations are underway.

So far, there have been several meetings, led by grill cook at Cafe Q and Union President for United Steelworkers at Quinnipiac Anthony Carter, expressing the mental effects as well as the financial effects that come from wage disparities. At a meeting in September, Carter and representatives from Quinnipiac shared their proposals and information requisitions regarding "employee and member knowledge."

Carter, along with Quinnipiac representatives and a business representative from the union, had a meeting on Monday with Compass Group — which Chartwells is an operating division and subsidiary of — and Chartwells representatives.

However, the anticipated progress in negotiations was not made.

"(The Chartwells representatives) showed up two hours late and then when they got there they didn't have anything for us," Carter said.

Carter noted that Monday's meeting had been planned for about a month.

"I don't know if this is something that they do intentionally, but I just feel like I don't know if they're taking us seriously or not," Carter said.

Having previously given a proposal, Carter had anticipated being presented with more information to discuss, as well as a proposal or counterproposal from Chartwells.

"Even though the business rep does represent us and the steelworkers at Quinnipiac University, we're there on site on the job every day," Carter said. "So our insight is very important to the ins and outs of this contract. Because at the end of the day, we're going to be living in this contract."

The parties involved are now set to plan another meeting, in hopes of making further progress.

"Chartwells deeply values the contributions of our Quinnipiac dining team members and the important role they play in creating a welcoming and positive dining experience for students every day," a Chartwells Higher Ed spokesperson wrote in a statement to The Chronicle. "We respect the collective bargaining process and remain committed to reaching a mutually beneficial agreement."

Carter has continued to show comparisons between Chartwells' wages at Quinnipiac and wages at nearby schools, including Trinity College, Southern Connecticut State University and the University of New Haven.

He has also begun to spread awareness of the disparities between those three other schools with the creation of a data table that has been shared at the Bobcat Den on Quinnipiac's Mount Carmel Campus. Several dining workers have also worn pins reading "Fair Contracts Now."

The chart details Quinnipiac employees' current rate for 2025-26, Trinity's contract for 2026-2029, SCSU's for 2016-2020 and UNH's for 2023-2026. The disparities range from $3.88 to $11.10 between Quinnipiac and the three other schools.

Comparing all four schools, employees at Quinnipiac earn the least compensation across the board, with the biggest disparity being with Trinity. For example, a lead cook at Quinnipiac earns $20.25, and the comparable first cook at Trinity earns $28.85 — an $8.60 difference.

The biggest disparity is between cashiers at Quinnipiac and Trinity. Quinnipiac cashiers earn $16.25, and Trinity cashiers earn $28.35 — an $11.10 disparity.

In Connecticut, "The minimum wage rose to $16.94 per hour in 2026," according to Shipman and Goodwin LLP.

That rise was also announced in a September 2025 press release from the state of Connecticut.

Even with UNH's data being six years older than Quinnipiac's, there are still disparities.

For Carter, it's important for students and Quinnipiac itself to know what is going on too.

"They need to see what comparable wages are to other universities," Carter said. "And I think that the university has the right to know what their dining staff are making compared to other dining service staff, and why we should be making something comparable to what everyone else is making."

Associate Vice President for Public Relations John Morgan said that the university does not comment on contract negotiations.

Throughout negotiations, Carter has seen a rise in student support.

"It's very humbling to see that the students

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Flock Cameras offer fast police investigations, raising privacy concerns in Connecticut

By KELSEY SWEET
Staff Writer

Automated license plate readers (ALPR) are giving police departments a powerful tool while investigating crime. But as the technology becomes more sophisticated, questions arise about privacy and who can access this information across Connecticut.

Flock Safety, a company that provides an automated license plate reader system, allows law enforcement agencies to search vehicle data collected by cameras installed along roads and in other locations. The technology can capture license plate numbers and identify details, such as vehicle make, model and color, that some officers may search for hours to obtain.

According to the website Don't Get Flocked, as of Oct. 18, there are nine documented ALPR cameras in Hamden, Connecticut. Throughout the state of Connecticut, there are 1,010 cameras.

According to the site, 129-130 cameras are located in New Haven, 37 in Milford, 33 in New Britain, 29 in Bristol and 28 in Norwich as of now. As cameras continue to develop and get used for investigation, numbers will be continuously updated.

Assistant Professor of Criminal Justice Kimberly Prezeszlowski noted that the capabilities of these cameras have been advancing for years. In previous years, they were never powerful enough to gather as much information as they do now.

"Flock cameras can run hundreds of thousands of license plates a day, whereas an officer really can't do that much in a day, not even close to that," Prezeszlowski said.

This new update in technology can help police authorities investigate potential suspects in criminal cases, particularly those where a vehicle is involved. License plate readers can also assist police in locating missing people and recovering stolen vehicles.

First-year mechanical engineering major Mia Rizzo questions why the government reserves the right to know any additional parties in the car or anything other than the registered driver.

"Personally, I feel like I could go either way, because, yes, it can help with solving crimes where, like, there might be any witnesses, there might not be any witnesses," Rizzo said. "But then, also, at the same time, it's a gigantic invasion of privacy. Like, why do you need to know who else is in the car while I'm driving it? Also, why are you just, like, keeping tabs on every single person in

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