2020 Automated Traffic Enforcement Report

Cultivating a Safe, Healthy and Inclusive Community

April 2022

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INTRODUCTION

Purpose of Report

In accordance with the Alberta Automated Enforcement Guidelines, this report is intended to advise the public on Automated Traffic Enforcement (ATE) results, where ATE was deployed as well as collision rates for the community.

Automated Traffic Enforcement Background

ATE technology has been used in St. Albert since 2001 starting with the deployment of 2 Mobile Speed cameras and 2 Red Light cameras, in 2008 Speed on Green technology was turned on to allow for the capturing of speeding offences that occurred through the red-light cameras. In 2011 and 2012 a mobile “CanCam” as well as an additional Red Light/Speed on Green Camera was introduced. In 2014 new laser technology was introduced for mobile speed deployment as well as loop-less offence detection technology on the Red Light/Speed on Green devices.

Through the standard Alberta Justice and Solicitor General Automated Enforcement oversight processes, St. Albert has been audited twice (2014 and 2017). In both audits the City was found to be in compliance with the Government of Alberta legislation, policy and guidelines related to Automated Enforcement operations.

Automated Traffic Enforcement Operations Overview

The City of St. Albert and the St. Albert RCMP utilizes Automated Traffic Enforcement (ATE) technology as one of the enforcement tools within this Traffic Safety Plan.

The City of St. Albert has a contract with Global Traffic Group Ltd to provide automated enforcement services to the community. The ATE program is overseen by the Peace Officer Program Supervisor for the City of St. Albert from a contract perspective. The St. Albert RCMP Traffic Services supervisor provides direction to the contractor in the form of ensuring that enforcement is done in accordance with local traffic safety plans, reviewing and approving all ATE sites, directing what sites to be used as well as what periods and duration of enforcement shall be done.

Public education and awareness issues are addressed by permanent signage posted at all entrances to the City and major thoroughfares as well as school zone, playground zones and other sites that are regularly used. The City of St. Albert has developed robust webpages associated to ATE operations including but not limited to the approved enforcement locations, daily zone use plans, zone justification sheets, FAQs as well as the top 10 Enforcement sites utilized. As an added public awareness tool, the City posts an enforcement site of the day through social media avenues (Twitter/Facebook).

In 2020 there were 170 RCMP approved sites for enforcement within city boundaries (duplicate sites address school and playground zones inside and outside of posted time restrictions). These sites are enforced utilizing mobile speed detection devices, operated by level 2 Community Peace Officers.

There are also 6 RCMP approved Red Light/Speed on Green cameras located at 3 key intersections along St Albert Trail. Each of the intersections is posted with signage from all four approach directions as is required by provincial guidelines.

Traffic Safety Program Overview

The City of St. Albert has developed a collaborative approach to traffic safety. This includes the establishment of a Traffic Safety Committee that provides senior level oversight on traffic safety matters as well as allowing for a coordinated approach to addressing traffic safety issues through the 5 E's (Education, Engineering, Enforcement, Evaluation and Encouragement). The Traffic Safety Committee comprises of the Director of Engineering Services, Manager of Transportation, St. Albert RCMP Officer in Charge, Manager of Policing as well as representation from the City's Communications branch.

In addition to the Traffic Safety Committee the City of St. Albert Municipal Enforcement Peace Officers and St. Albert RCMP develop an internal Traffic Safety Enforcement Plan that guides deployment of officer resources.

To ensure for a full circle approach to traffic safety, the City of St. Albert Engineering Department leads, implements and plans for infrastructure improvements that promote transportation safety in the community. The Transportation Safety plans can be viewed at: Transportation Safety Plan

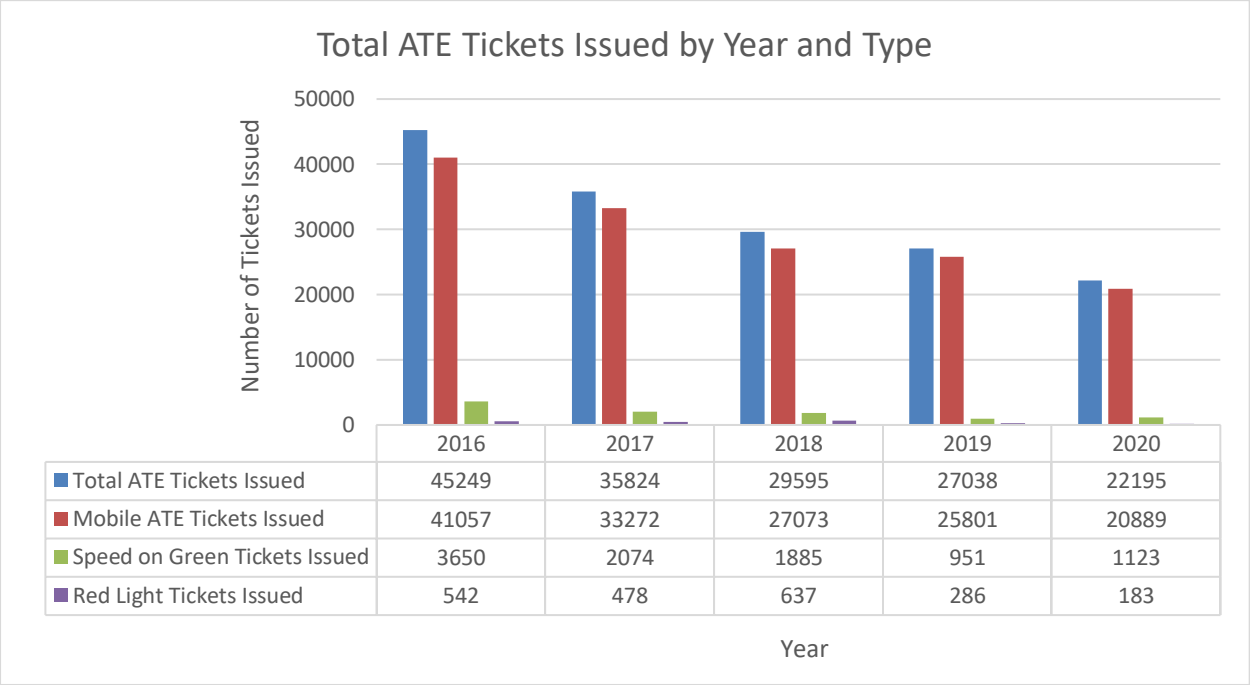
For more information about the broader Traffic Safety programs and initiatives in St. Albert please visit the following Traffic Safety Webpage

STATISTICAL INFORMATION

Automated Enforcement Data

This section outlines several key enforcement statistics directly associated to automated enforcement. **Note this is not a complete summary of all enforcement or traffic safety work completed by the RCMP or City of St. Albert.*

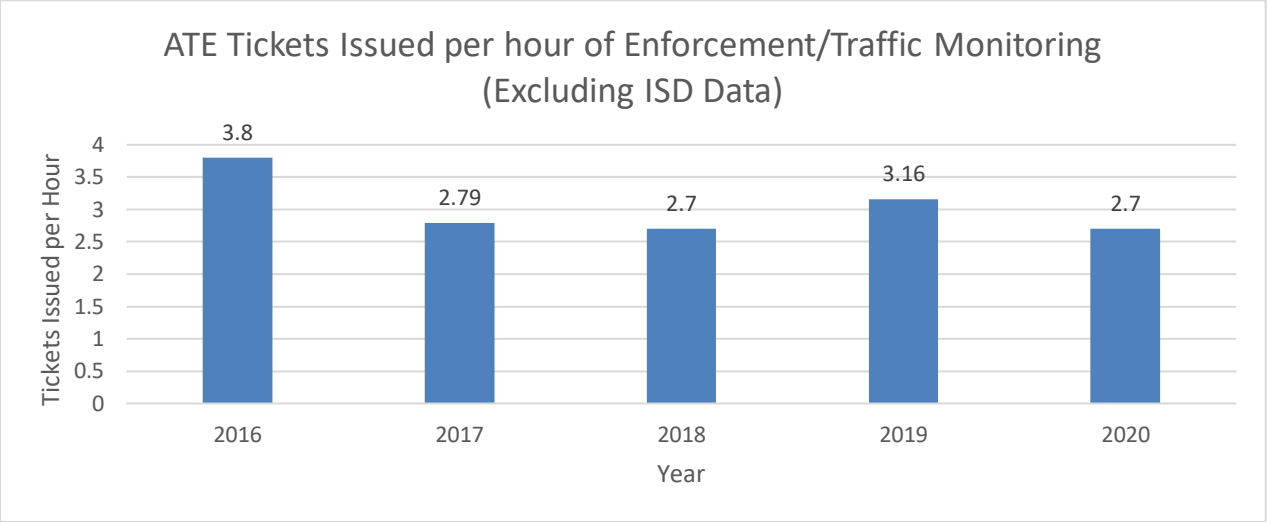
ATE Tickets Issued



	2016	2017	2018	2019	2020
Total ATE Tickets Issued	45249	35824	29595	27038	22195
Mobile ATE Tickets Issued	41057	33272	27073	25801	20889
Speed on Green Tickets Issued	3650	2074	1885	951	1123
Red Light Tickets Issued	542	478	637	286	183

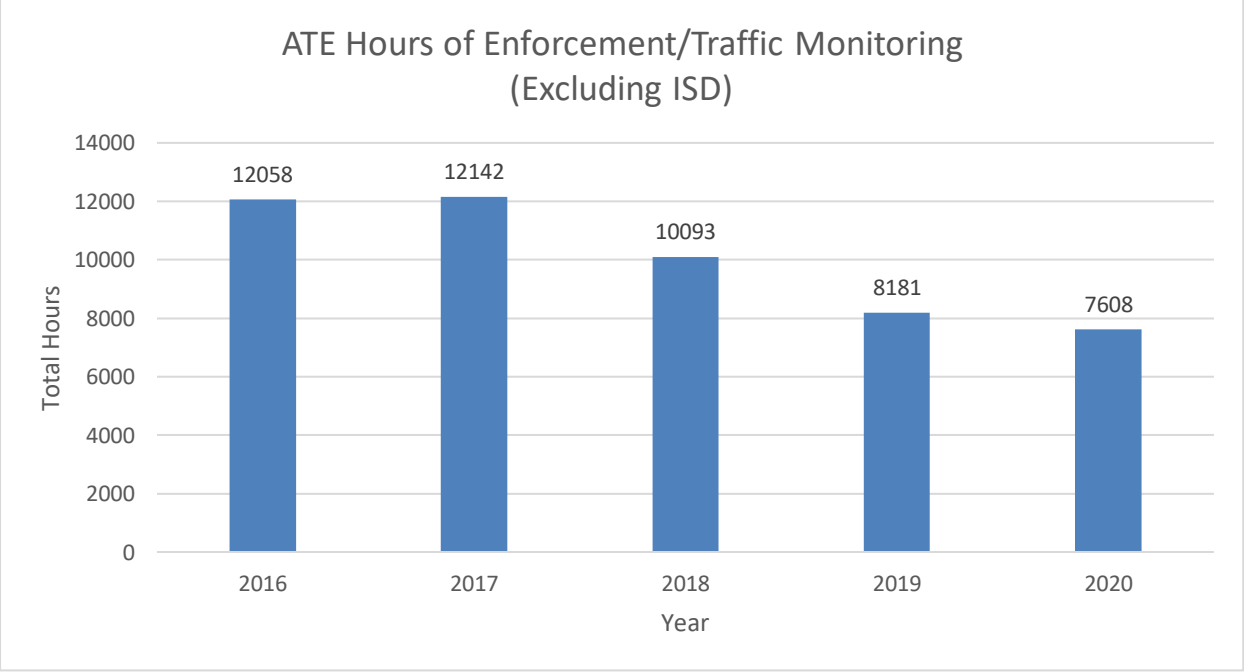
There has been a decline in the total number of ATE tickets issued since 2015. In 2020 the decreases continued to be observed except in Speed on Green offences.

ATE Tickets Issued per Hour of Enforcement



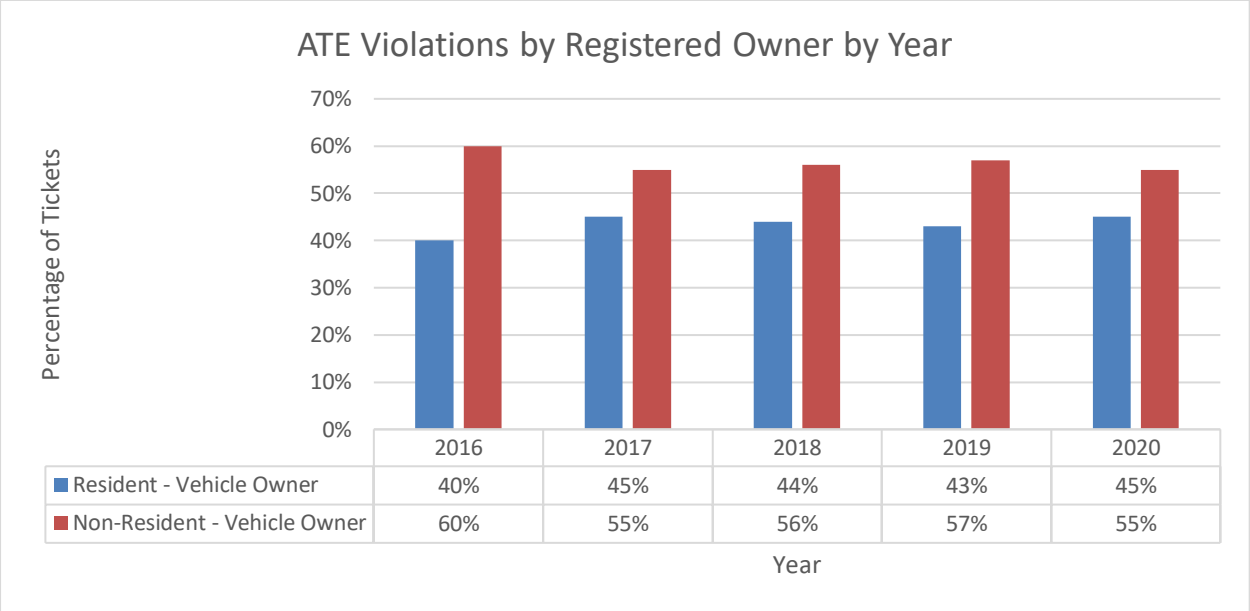
The total number of violations issued per hour of enforcement was on a decreasing trend since 2015, in 2020 the trend continued. It is important to note that when St. Albert first introduced ATE technology to the community in 2001 the total number of violations per hour of enforcement was 9.62. This represents a 72% decrease over the last 19 years.

ATE Hours of Enforcement



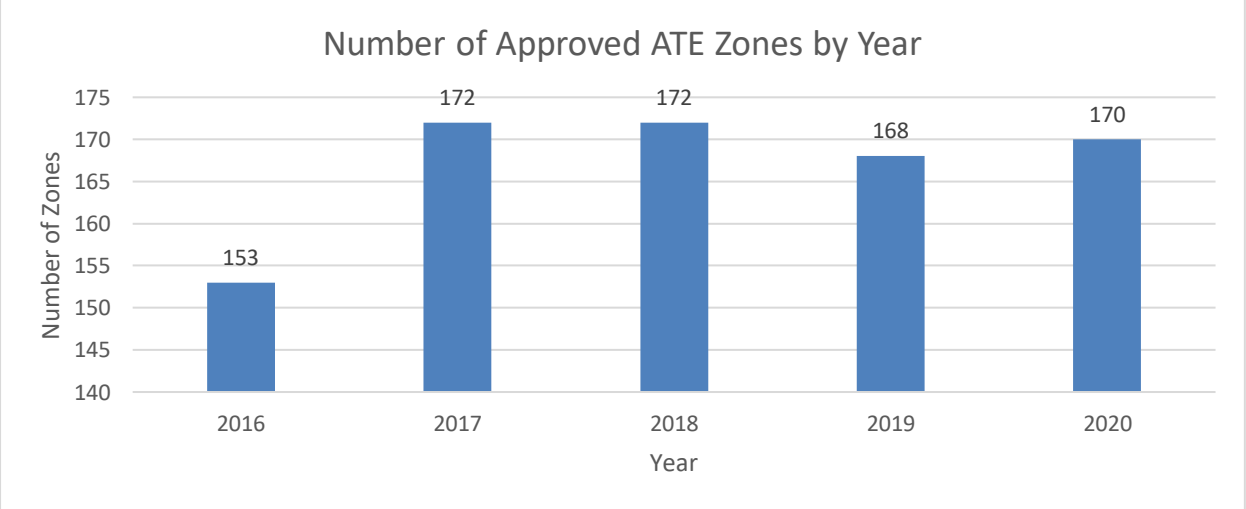
The total number of hours spent monitoring and enforcing speed limits through automated enforcement technology has decreased in the last three years.

ATE Violations – Resident vs Non-Resident



Historically over half the total ATE tickets issued in St. Albert are issued to vehicle owners who do not reside in the community.

ATE Approved Zones



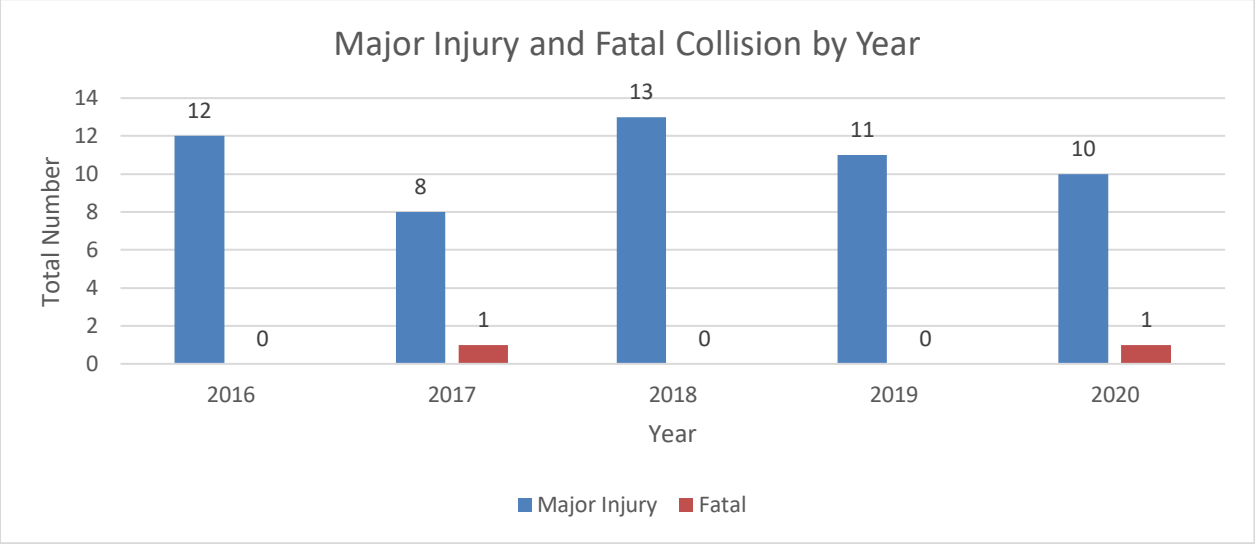
The total number of zones approved for use by the RCMP increased slightly in 2020 from 2019. Its important to note that each site will often have 2 zones (1 in each direction of travel). In some areas each site will have 4 zones indicating zones for each direction of travel as well as different times such as when a 30 km/h school zones is in

effect and after when the regular 50 km/h zone is in effect. All current and approved zones including justification sheets can be viewed on the City Photo Enforcement webpages.

Collision Data

This section highlights some of the high-level collision data for St. Albert. Deeper analysis and collision data information can be found on the City of St. Albert Transportation webpages.

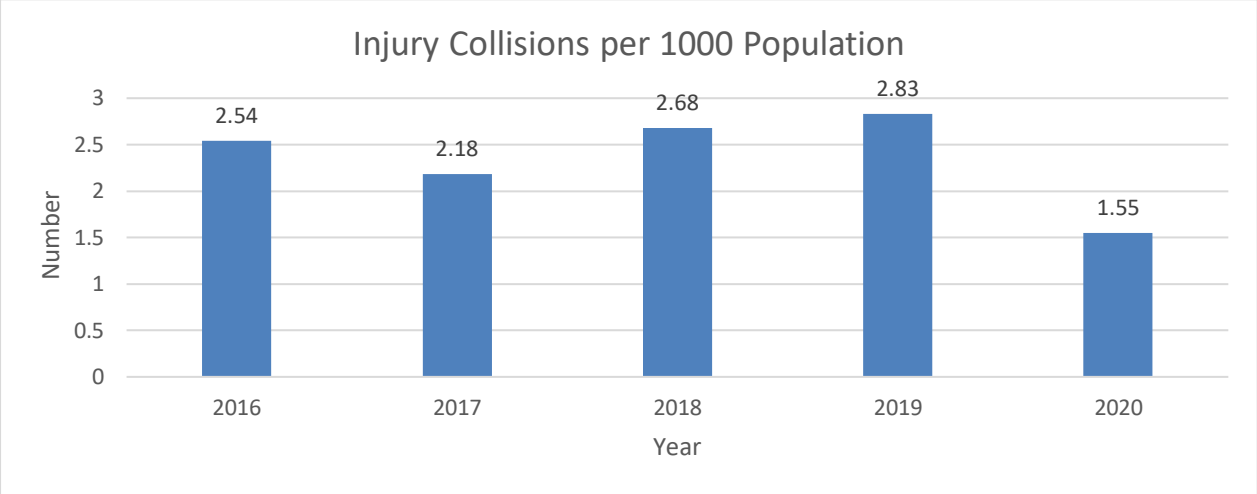
Major Injury and Fatal Collisions



**Major Injury collisions are those where it is reported that 1 or more person have been admitted to the hospital.*

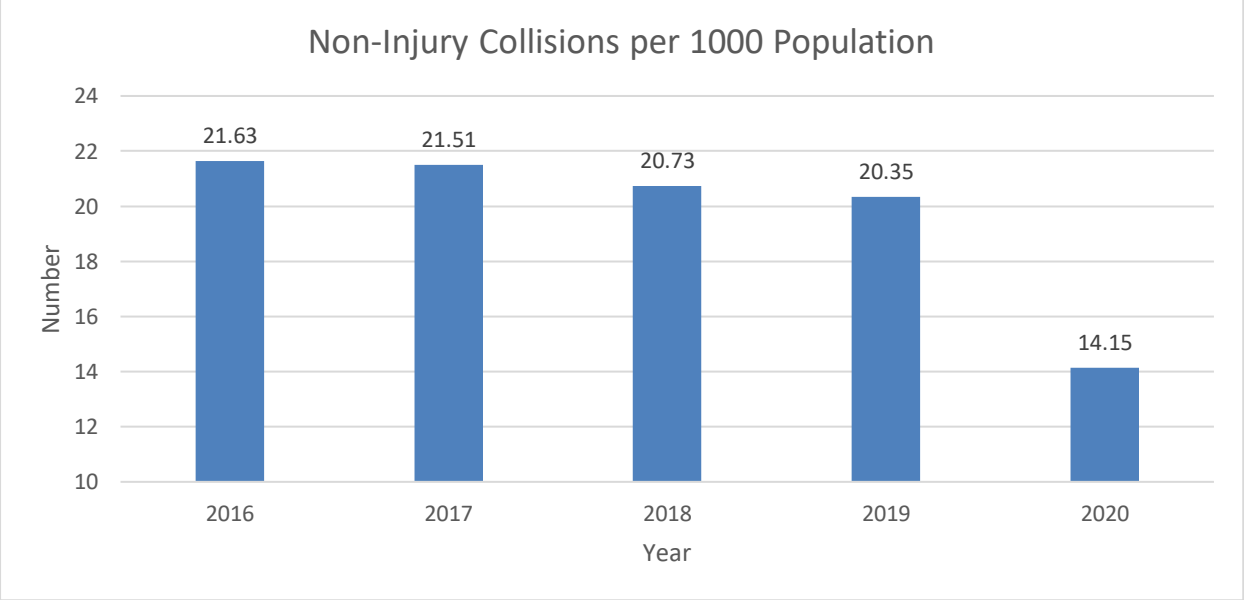
There was a slight drop in the number of major injury collisions in 2020 from 2019 with one fatal collision occurring.

Injury Collisions per 1000 Population



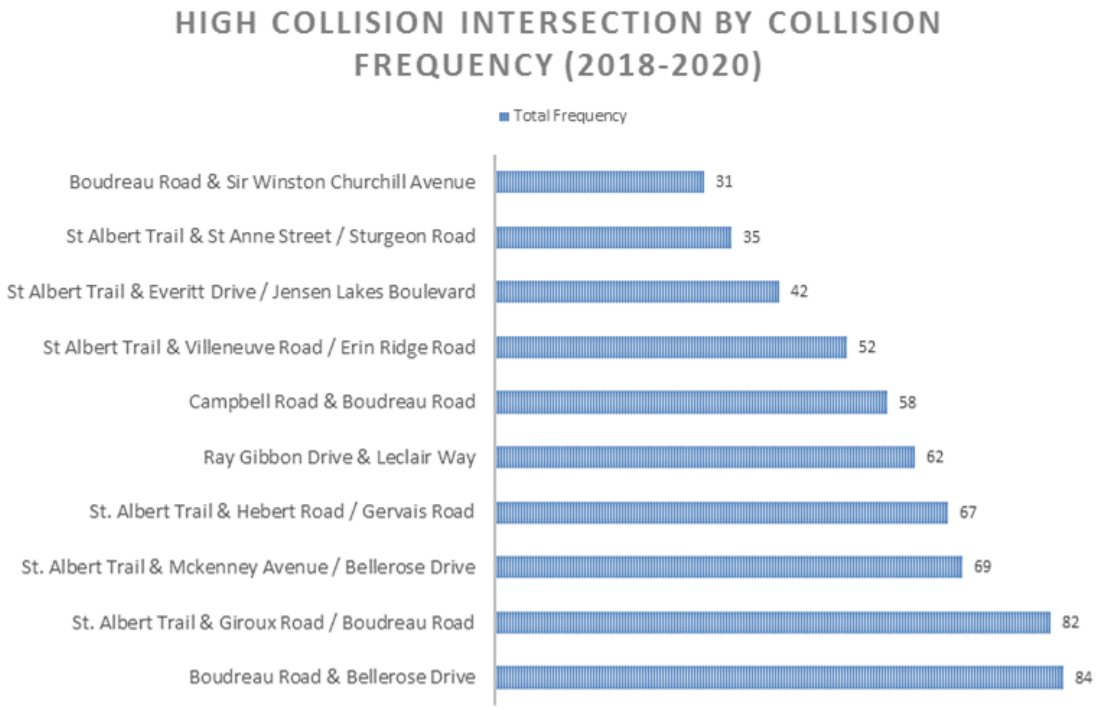
Injury collisions per population historically had an upward trend with a decrease seen in 2020 from 2019, this may be attributed to the COVID 19 pandemic and a reduction of vehicles on the roadway. Injury collision is defined as a collision where at least 1 party involved reported that they were injured.

Non- Injury Collisions per 1000 Population



Total non-injury collisions per 1000 population in St. Albert is on a decreasing trendline, this may be attributed to the COVID 19 pandemic and a reduction of vehicles on the roadway.

Top 10 Severe Collision Locations



The above table reflects the top 10 intersections in St. Albert that have the highest collision frequency. Automated Intersection Safety Devices (Speed on Green and Red-Light Cameras) are currently located at:

1. St. Albert Trail & Giroux Rd/Boudreau Rd (Ranked #2)
2. St. Albert Trail & McKenney Ave/Bellerose Drive (ranked #3)
3. St. Albert Trail & Hebert Rd/Gervais Rd (Ranked #4)

Conclusion

In 2020, the Automated Enforcement technology was deployed in a fashion that helped address traffic safety issues in the community. Review of the program operations, reporting and how it contributes to the overall traffic safety will continue in 2021.

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