2022 Automated Traffic Enforcement Report

Cultivating a Safe, Healthy and Inclusive Community

April 2023

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INTRODUCTION

Purpose of Report

In accordance with the requirements set out in the Alberta Automated Enforcement Guidelines, this report is intended to report the performance of the Automated Traffic Enforcement (ATE) program to the public.

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 its 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 liaison 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 2022 there were 126 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

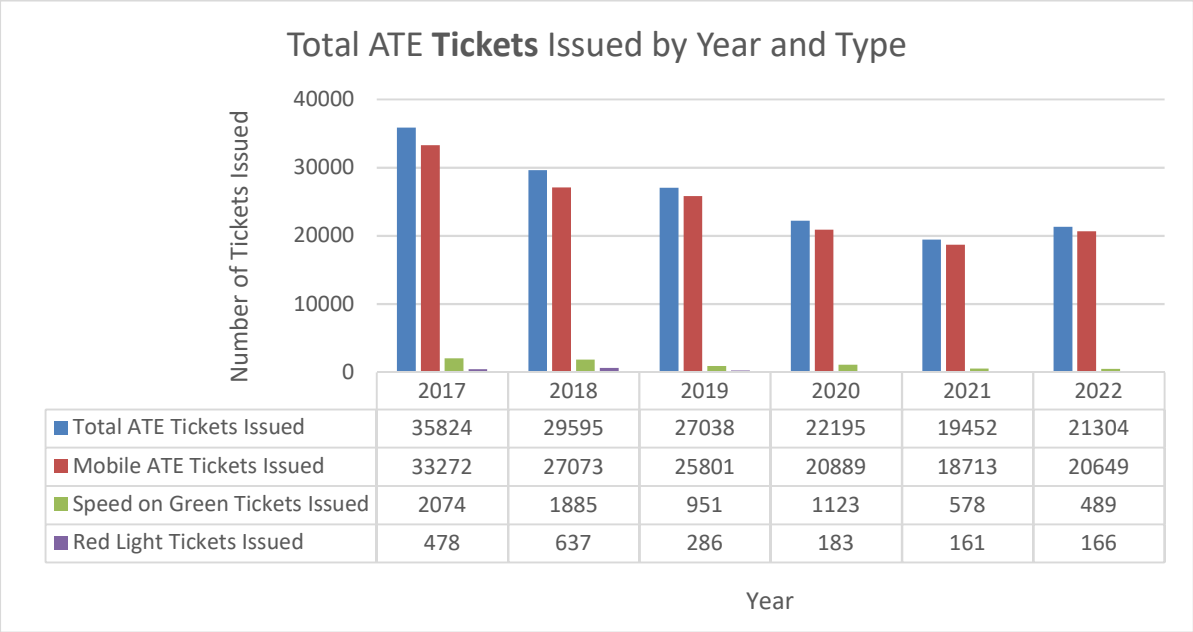
For more information about the broader Traffic Safety programs and initiatives in St. Albert please visit the following Traffic Safety Webpage

STATISTICAL INFORMATION

Automated Enforcement Program Data

This section outlines a number of 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.*

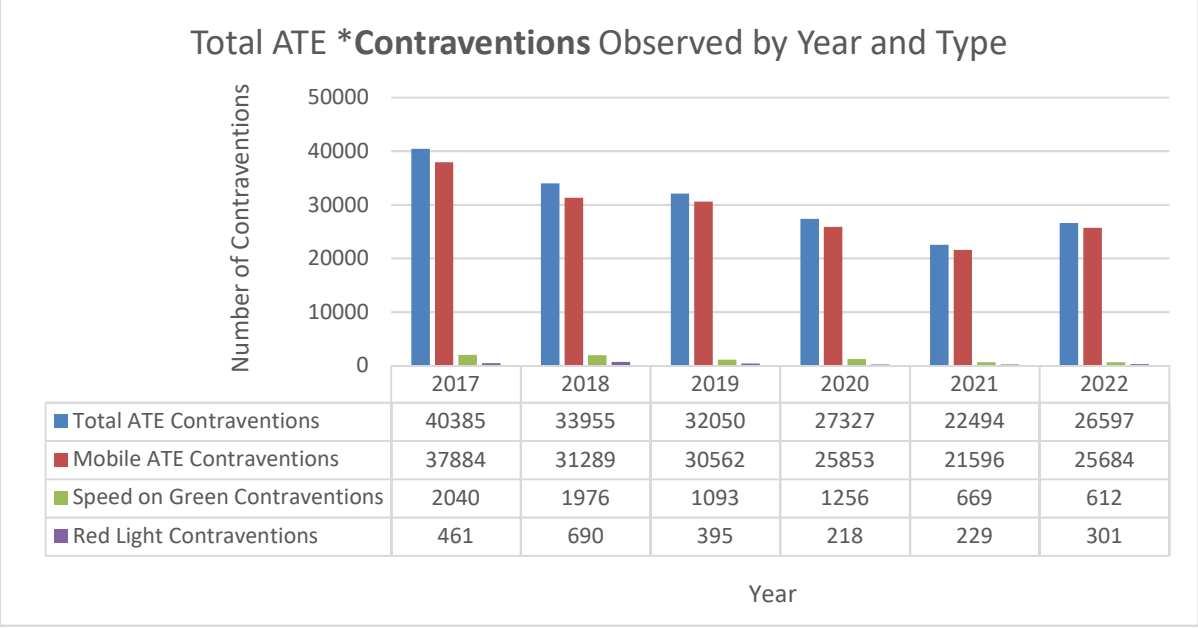
ATE Tickets Issued



	2017	2018	2019	2020	2021	2022
Total ATE Tickets Issued	35824	29595	27038	22195	19452	21304
Mobile ATE Tickets Issued	33272	27073	25801	20889	18713	20649
Speed on Green Tickets Issued	2074	1885	951	1123	578	489
Red Light Tickets Issued	478	637	286	183	161	166

There has been a decline in the total number of ATE tickets issued since 2017. In 2022 there was a slight increase in the total tickets issued from 2021.

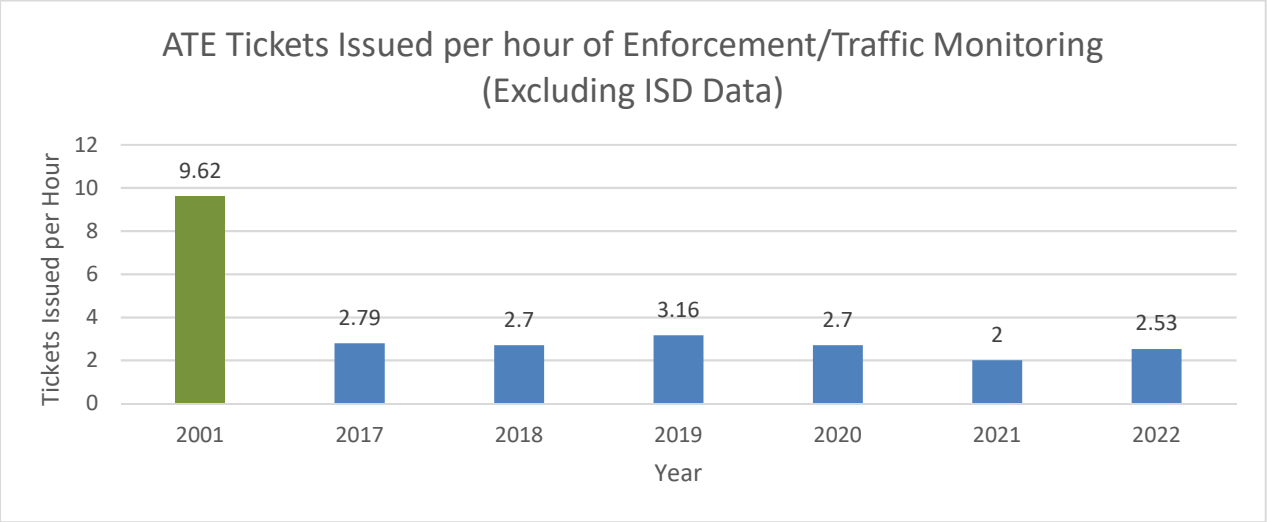
ATE Contraventions Observed



	2017	2018	2019	2020	2021	2022
Total ATE Contraventions	40385	33955	32050	27327	22494	26597
Mobile ATE Contraventions	37884	31289	30562	25853	21596	25684
Speed on Green Contraventions	2040	1976	1093	1256	669	612
Red Light Contraventions	461	690	395	218	229	301

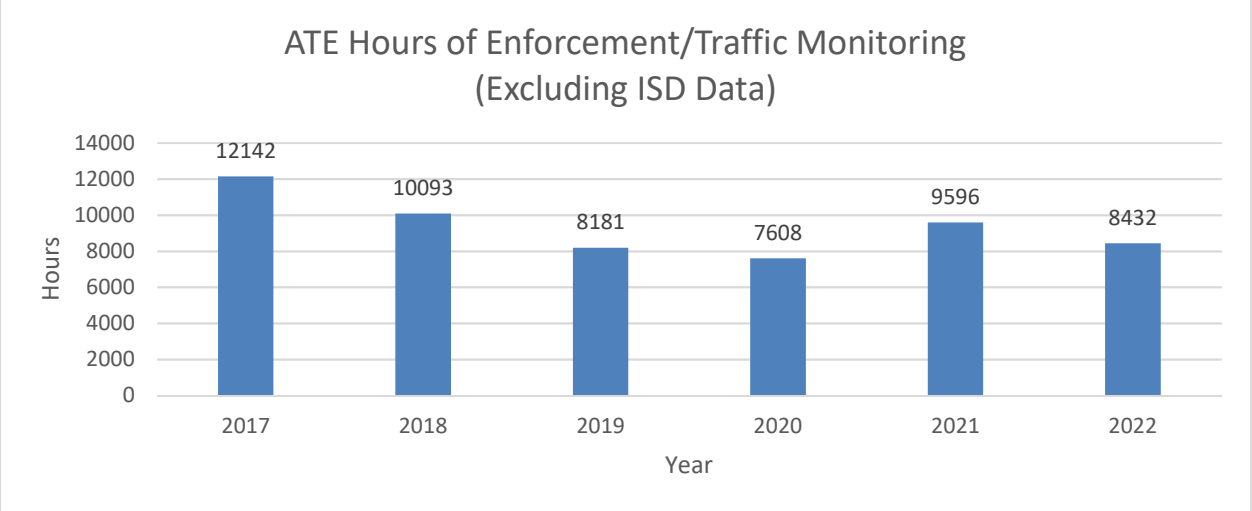
**Total contraventions reflect all offences that were observed but for policy reasons, tickets were not issued. Reasons for tickets not being issued include licence plates not being visible, vehicle registration not being traceable, or same day multiple ticket policy.*

ATE Tickets Issued per Hour of Enforcement



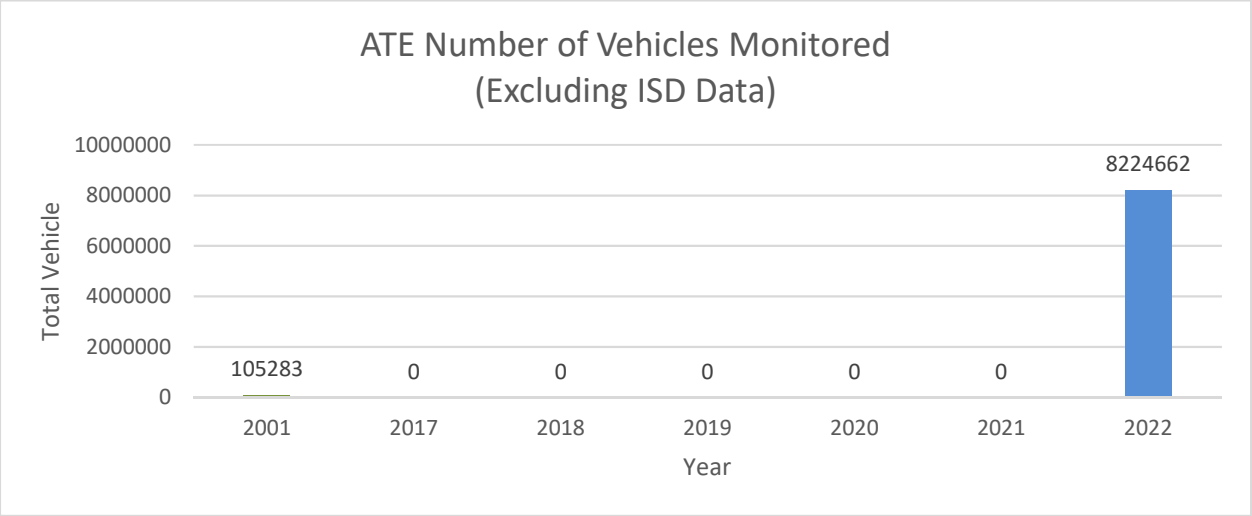
The total number of tickets issued per hour of enforcement tends to be between 2 and 3 tickets per hour over the last 6 years with a slight increase from 2021 to 2022. It is important to note that when St. Albert first introduced ATE technology to the community in 2001 the total number of violations per hour of enforcement was 9.62. This represents a 73% decrease over the last 21 years.

ATE Hours of Enforcement



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

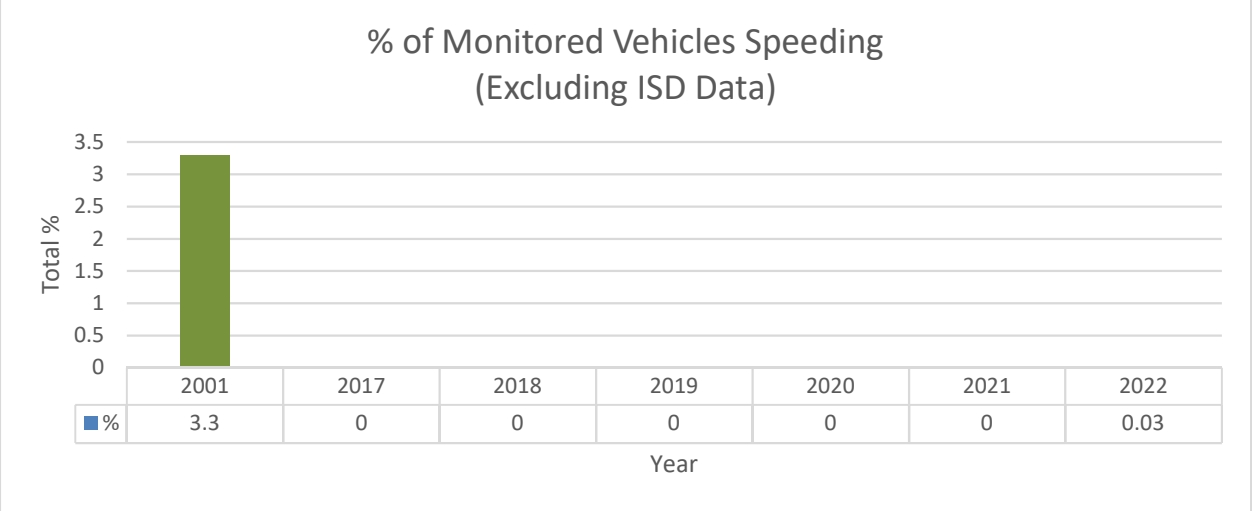
ATE Number of Vehicles Monitored



**The total number of vehicles monitored for years 2017 to 2021 is not available.*

The total number of vehicles going through ATE zones has increased significantly since the onset of the program in 2001.

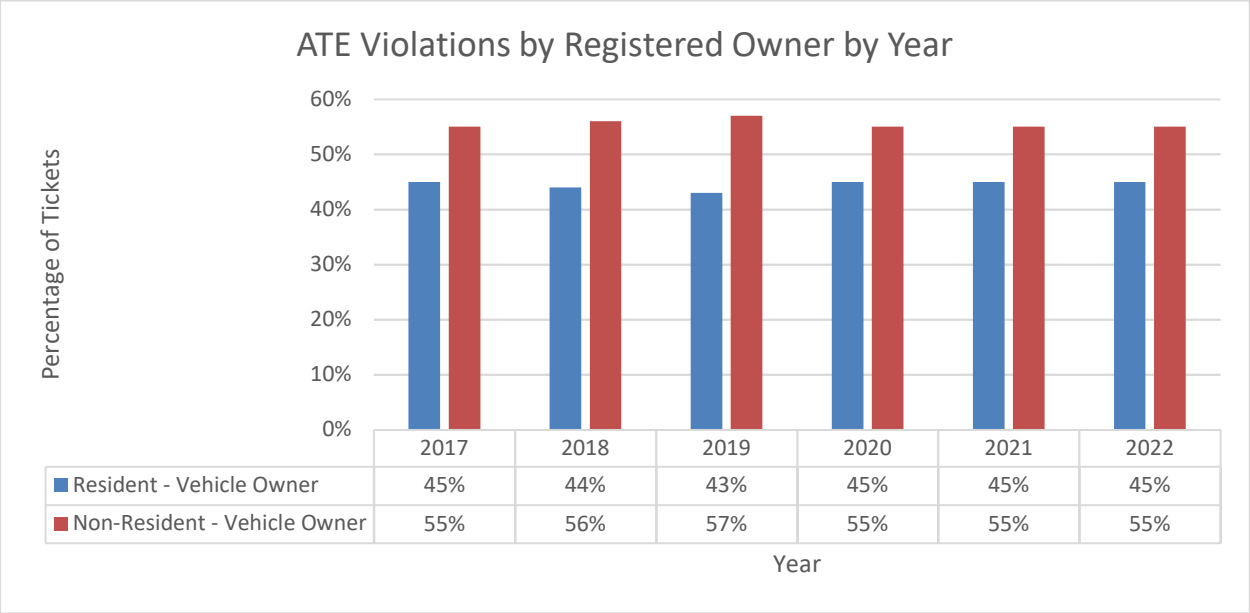
ATE Percentage of Vehicle Violations



**data not available for years 2017 to 2021.*

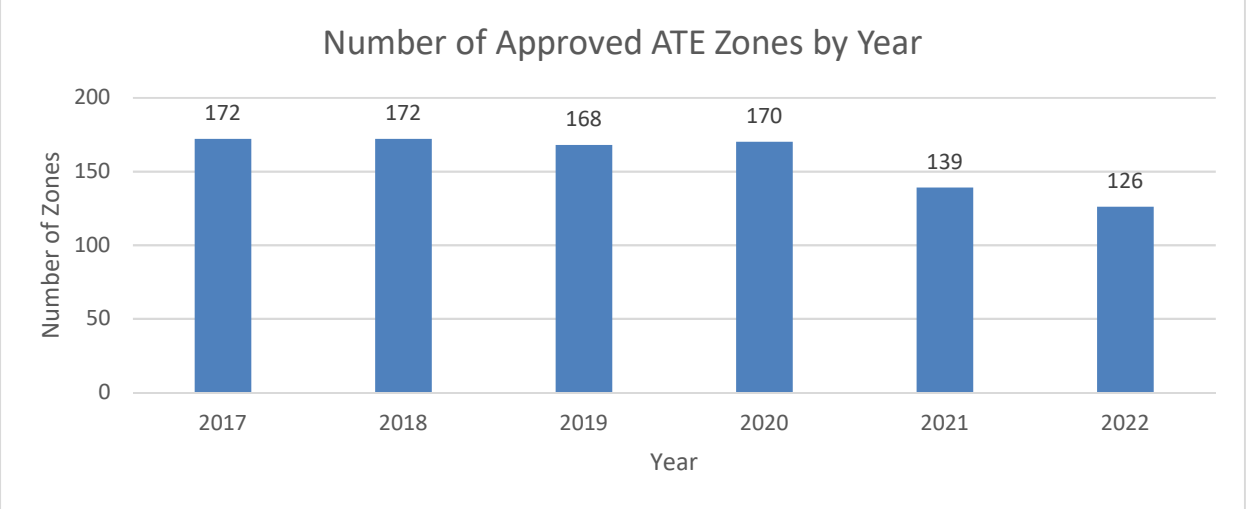
This graph represents the total percentage of vehicles that were caught speeding beyond the set threshold of the system. In 2001 when the program was introduced in St. Albert the rate was 3.3%. In 2022, 21 years later it was .03. This statistically represents a 99% decrease.

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

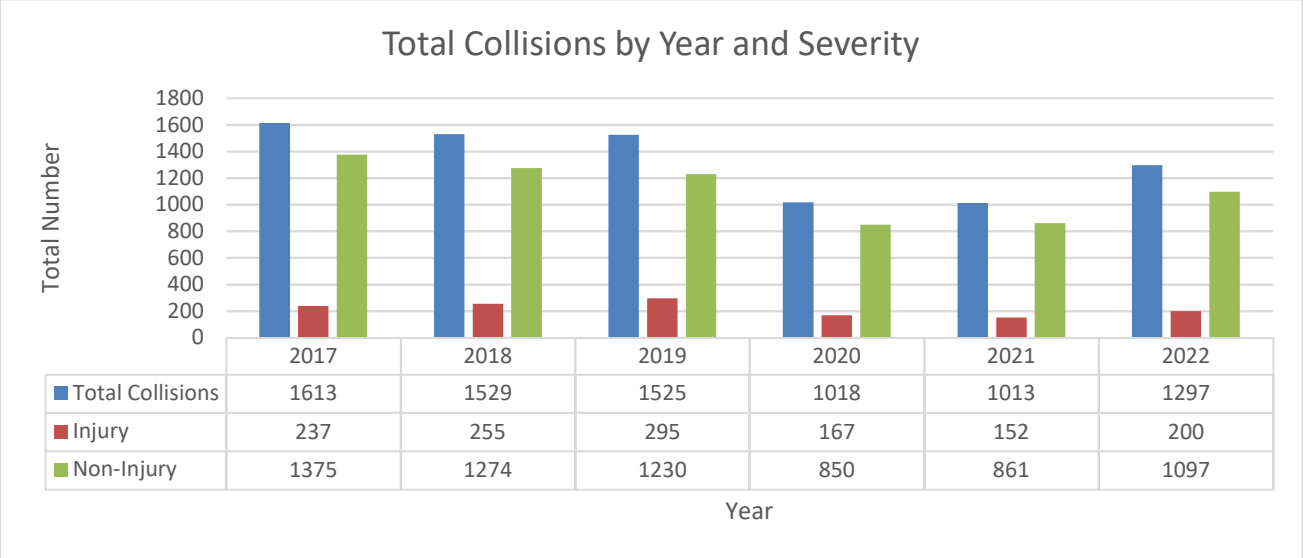


The total number of zones approved for use by the RCMP decreased in 2022 from 2021. Its important to note that each site will typically have 2 zones (1 in each direction of travel). In some areas each site will have 4 zones indicating zones for each direction of travel as well as different times such 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. Further analysis and collision data information can be found on the City of St. Albert Transportation webpages.

Total Collisions



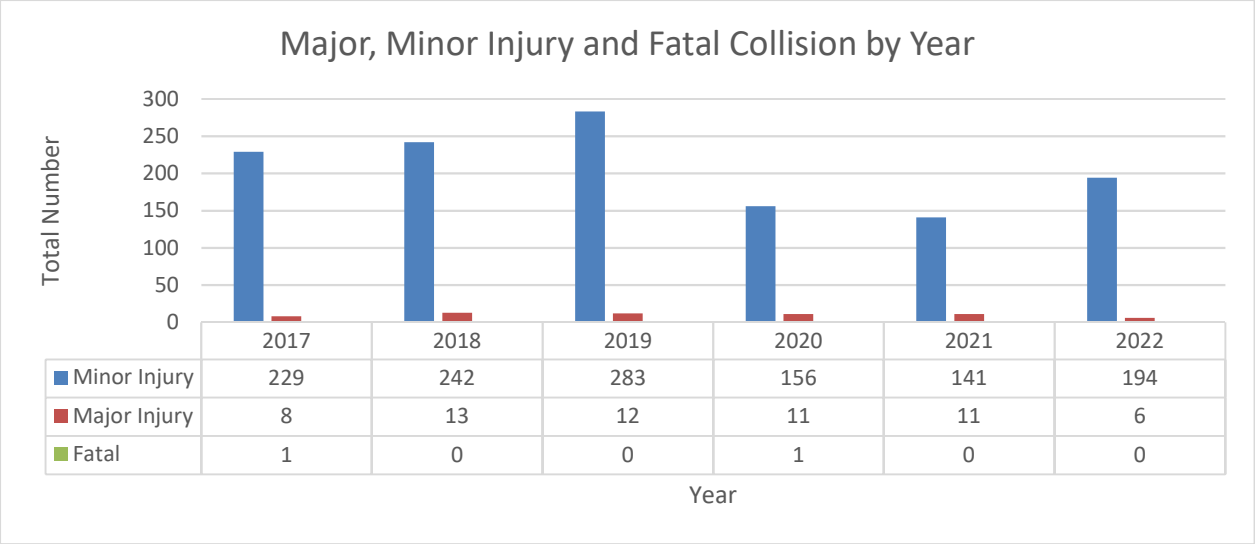
	2017	2018	2019	2020	2021	2022
Total Collisions	1613	1529	1525	1018	1013	1297
Injury	237	255	295	167	152	200
Non-Injury	1375	1274	1230	850	861	1097

The average **total collisions** for the last 3 years (2019 to 2021) was 1185. The 2022 total of 1297 represents a **9% increase**.

There was a slight increase in the total injury collision from 2021 to 2022, however the average total **injury collisions** for the last 3 years (2019 to 2021) was 204. The 2022 total of 200 represents a **2% decrease**.

The average total **non-injury collision** for the last 3 years (2019 to 2021) was 980. The 2022 total of 1097 represents a **12% increase**.

Major, Minor Injury and Fatal Collisions



	2017	2018	2019	2020	2021	2022
Minor Injury	229	242	283	156	141	194
Major Injury	8	13	12	11	11	6
Fatal	1	0	0	1	0	0

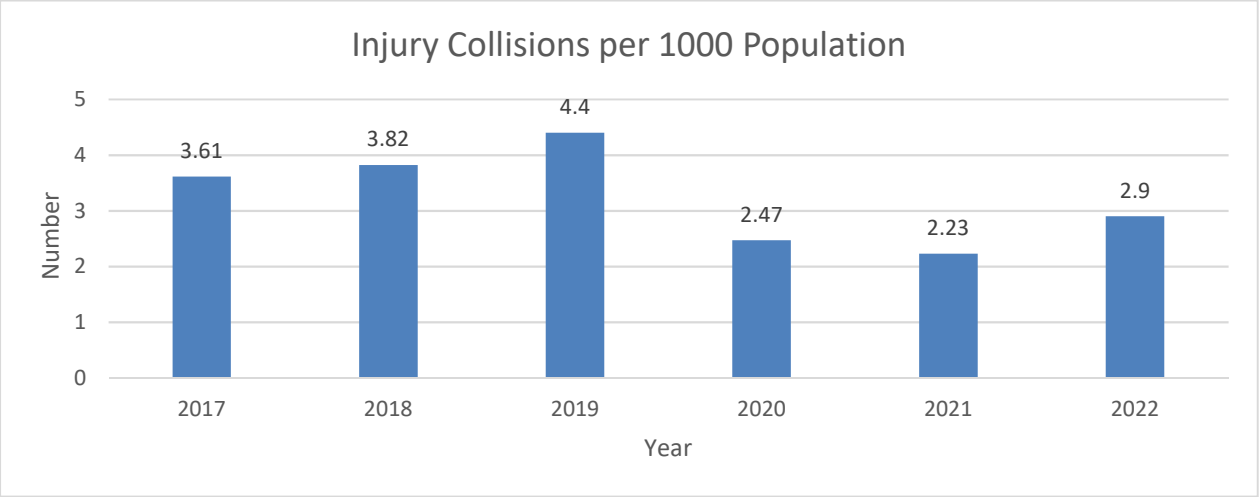
**Major Injury collisions are those where it is reported that 1 or more person have been admitted to the hospital.*

The average **minor collisions** for the last 3 years (2019 to 2021) was 193. The 2022 total of 194 represents an **0.5% increase**.

The average total **major collisions** for the last 3 years (2019 to 2021) was 11. The 2022 total of 6 represents a **45% decrease**.

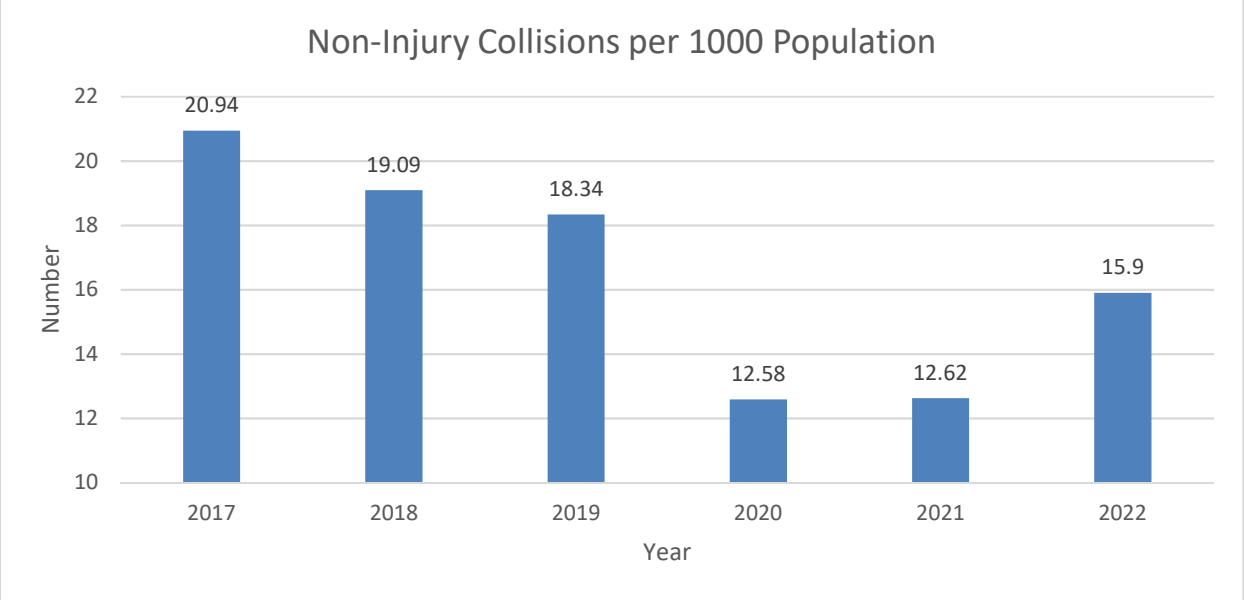
The average **fatal collisions** for the last 3 years (2019 to 2021) was 0.33. The 2022 total of 0 statistically represents a **100% decrease**.

Injury Collisions per 1000 Population



Although there was a slight increase from 2021 to 2022, Injury collisions per population historically has seen decreases starting in 2020. Injury collision is defined as a collision where at least 1 party involved reported that they were injured.

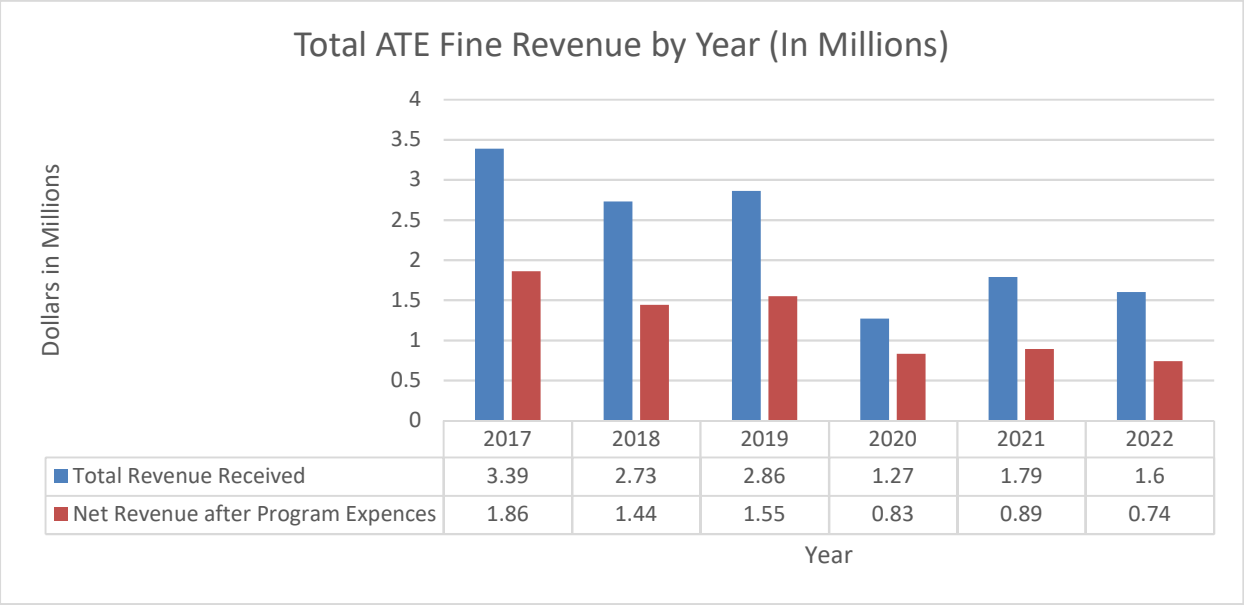
Non- Injury Collisions per 1000 Population



Total non-injury collisions per 1000 population in St. Albert saw a significant decrease in 2020 believed to be attributed to the global pandemic. Although there has been in an increase from 2021 to 2022, the rates continue to show a decreases trend from 2017.

Fine Revenue

Total Automated Enforcement Fine Revenue by year



	2017	2018	2019	2020	2021	2022
Total Revenue Received	3.39	2.73	2.86	1.27	1.79	1.6
Net Revenue after Program Expences	1.86	1.44	1.55	0.83	0.89	0.74

From a Department finance and accounting perspective all fine revenue received from traffic violations within the Policing Services Branch (including automated enforcement) rolls down to the bottom line of the Emergency Services Department net expenses. The Emergency Services Department funds the RCMP Contract as well as the Municipal Enforcement/Community Peace Officer program. This includes expenses related to the RCMP's 6-person Traffic Unit as well as the City's 2 person Community Peace Officer Traffic section of Municipal Enforcement.

From broader Corporation perspective, the Transportation Branch of the Engineering Services Department invests in a number of annual traffic and transportation safety related items. In 2022 the City of St. Albert spent approximately $804,000 in specific transportation and traffic safety initiatives. This includes things such as Traffic Calming Program, In Service Safety Reviews, Intersection Safety Improvement Designs, Pedestrian Crossing Improvements and Driver Feedback (speed sign) supply and installations. The above noted expense does not include larger projects such as road widening or traffic flow redesigns even though we know that they also have incidental influences in transportation and traffic safety design.

Overall the City's corporate investment in transportation and traffic safety continues to exceed any net revenue that is received from the automated enforcement program.

Program Performance Targets

Traffic Safety Plan Strategic Goals

1. **20% reduction in Major Injury Collisions by 2023 (5% reduction each year)**

   *Using average injury rate from 2017-2019 as a base line
   **Major injury collision means at least 1 person was reported to be admitted to the hospital

2. **Zero Fatal Collisions**

	2017 - 2019 Average	2020 Target	2020 Actual	2021 Target	2021 Actual	2022 Target	2022 Actual	2023 Target	2023 Actual
Major Injury Collisions	11	10.5	11	10	11	9.5	6	9	TBD
Fatal Collisions	.33	0	1	0	0	0	0	0	TBD

Based on the Strategic Targets set out in the Policing Services Traffic Safety Plan, the rates are on track to meet the 2023 target. From the 2017 to 2019 baseline rate to 2022, there has been a **18% decrease** in Major Injury collisions.

CONCLUSION

In 2022, 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 2023.

CONTACTS

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