

ADMINISTRATIVE REPORT

TO: Horacio Galanti, City Manager	DATE: August 17, 2021
FROM: Shawn Hibbert, Operational Support Supervisor, Enforcement Services	MEETING: Protective and Social Services Committee
SUBJECT: Automated Traffic Enforcement Update – 2020/2021	

RECOMMENDATIONS

Committee accepts the report for information.

PREVIOUS COUNCIL / COMMITTEE DIRECTIONS

In the May 25, 2021 Protective and Social Services Committee meeting, Committee directed Administration to provide an update on Automated Traffic Enforcement for 2021/2022.

BACKGROUND

The City of Grande Prairie is committed to reducing both the number of motor vehicle collisions (MVC) that occur in our community and the severity of such collisions. Actions taken by the City to accomplish these goals are guided by the Traffic Safety Plan (TSP). The TSP recognizes that a multi-pronged approach is necessary to achieve our desired outcomes. This includes focus on Data Analytics, Integrated Enforcement, Education, and Engineering.

Automated Traffic Enforcement (ATE) is a component of Integrated Enforcement. ATE has been deployed in the City as a compliment to Conventional Enforcement for over two decades. The existing operational model for ATE was initiated in 2015 and includes the following:

- Mobile Speed Enforcement (Photo Laser)
- Mobile Intersection (Stop Signs)
- Intersection Safety Devices (Red Light Cameras / Speed on Green)

In the summer of 2020, the following changes to the ATE program were made:

- 25% reduction in Enforcement Hours
- Inclusion of an education component with all ticket mailouts
- Requirement to provide overt enforcement for a percentage of the deployment hours

ANALYSIS

Location selection for ATE requires careful planning using a combination of traffic safety programs and information resources. Regular ongoing meetings with Engineering and Traffic Services are held to consider engineering changes where appropriate in reducing or eliminating accidents and infractions.

In June 2021, all location sites were review by Global Traffic Group, Enforcement Services and the RCMP. Upon conclusion of those assessments the total number of sites was reduced by 30.

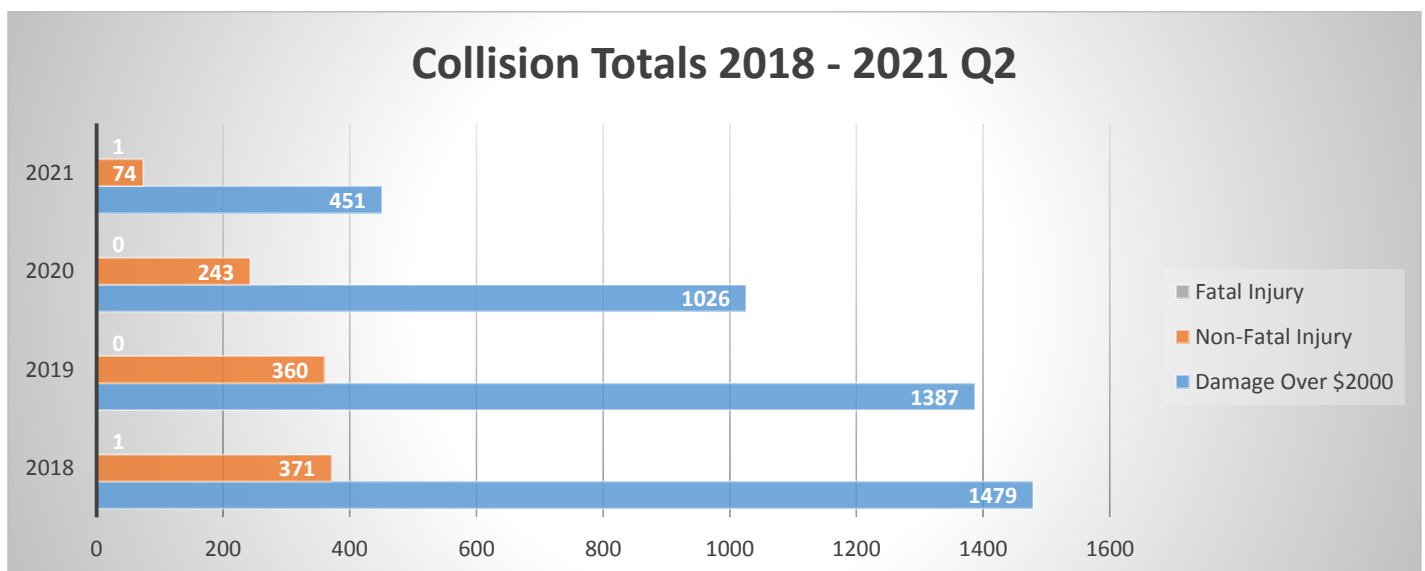
Sites	2020	2021
Speed	110	91
Speed (Prescribed Times)	72	64
Stop Signs	6	4
Red Lights	41	40
Intersection Safety Devices	5	5
TOTAL SITES:	234	204

These reductions were deemed based on the following factors:

- Minimal infraction rates,
- Proximity to intersections no longer deemed dangerous,
- Low public demand; complaints of chronic dangerous driving habits, and
- Changes to landscape or infrastructure that did not facilitate proper ATE operations.

Collisions

Data collected from the City of Grande Prairie RCMP Police Occurrence Reporting System (PROS) indicate the following trends between 2018 and our most recent statistics as of second quarter 2021:



ATE Violations

While a reduction in the volume and severity of collisions is present in the PROS data. This does not seem to be the case for the volume of traffic violations being recorded by GTG. In the past three years for example, the City appears to have plateaued around 40,000 to 45,000 violations per year, despite significantly reduced operations during the height of the pandemic.

	Speed Offences Photo Radar	Speed Offences ISD	Red Light Violations	Stop Sign Offences	Total Violations
2018	23,213	11,765	2,527	3,157	40,662
2019	29,268	10,537	3,005	3,606	46,416
2020	30,150	11,250	2,406	1,478	45,284

Relationship to City Council's Focus Areas / Strategic Directions

This initiative aligns with Council's Strategic Direction regarding: Infrastructure, Service and Safety.

Environmental Impact

There are no significant environmental impacts.

Economic Impact

A Collision Cost Study (attached) prepared for the Capital Region Intersection Safety Partnership (2010) identified the average cost associated to fatal/injury/property collisions in the Edmonton area. The total direct cost of each collision by type broke down as follows:

- Fatal Collision: \$181,335
- Injury Collision: \$39,524
- Property Collision: \$10,902

Social Impact

Promoting an environment in which citizens can be and feel safe improve overall citizen satisfaction and quality of life.

Relevant Statutes / Master Plans / City Documents

Traffic Safety Act
Alberta Automated Traffic Enforcement Guidelines
GPES Traffic Plan 2021

Risk

- ATE can capture and address extreme speeds that pose significant risks to public safety. These offenders rarely stop for enforcement officers and are not pursued due to public risk. Investigations conducted after the fact allow for safe enforcement while addressing the event. (50 km/h over the posted speed limit)
- Many locations throughout the City are not suitable for or pose significant risk to conduct conventional enforcement operations.

STAKEHOLDER ENGAGEMENT

Over the past several years Administration has conducted significant engagement regarding ATE. This has included public information sessions, social media, web posts, media articles, radio call-in shows, service club presentations and written reports.

BUDGET / FINANCIAL IMPLICATIONS

ATE contract expenses are paid for successfully prosecuted violations and only once the funds are received by the City.

The City's portion of fine revenue is accounted for within the Enforcement budget and helps reduce the overall tax burden on residents for the expenses associated to policing the community including the RCMP contract costs.

Following Alberta Budget 2020, the Government of Alberta now retains 58.01% of all traffic fine revenue.

SUMMARY / CONCLUSION

The City of Grande Prairie is committed to reducing the number of collisions that result in injury and fatalities through a comprehensive approach to traffic safety. This includes conventional enforcement as well as ATE, utilizing all authorized technologies at our disposal. Speed and failure to obey traffic control devices are two consistent variables contributing to the most devastating collisions seen on the City's roadways.

We have recorded two fatal collisions within the City from 2018 to 2021. The primary focus for the Traffic Plan is to reduce this to zero. Utilizing new technologies and analytics to better focus our resources to achieve optimal results. Increasing the safety on the municipality's roadways for all motorists and pedestrians is paramount. Exploring new technologies and approaches to utilize ATE in other capacities, is an essential part of this plan to ensure safe roadways.

Regular ongoing meetings with Engineering and Traffic Services will be held to consider engineering changes where appropriate in reducing or eliminating accidents and infractions. Locations and deployments are reviewed on a continual basis by the local manager of Global Traffic Group and reported to the Manager of Enforcement Services. All sites are reviewed formally every three years in consultation with the RCMP.

ATTACHMENTS

No attachments.