	<b>CORPORATE POLICY</b>  AUTOMATED TRAFFIC ENFORCEMENT	<b>Policy No:</b> CP-1014-19
		<b>Approved By:</b> Council
		<b>Effective Date:</b> April 23, 2019
		<b>Resolution No.:</b> 115-19
		<b>Division:</b> Community and Protective Services – Protective Services

## AUTOMATED TRAFFIC ENFORCEMENT POLICY

### POLICY STATEMENT


This policy outlines a framework for the City's commitment to ensuring that Automated Traffic Enforcement (ATE) meets provincial guidelines and principles, the City's own traffic safety priorities, and the needs of the community.

### 1. PURPOSE

- 1.1 To provide Council's direction for the use of Automated Traffic Enforcement to ensure public awareness, fairness and consistency to residents and visitors within Spruce Grove's corporate limits.
- 1.2 To ensure the use of Automated Traffic Enforcement is for the purpose of traffic safety and is in compliance with the Province of Alberta's Automated Traffic Enforcement Technology Guideline and Guiding Principles.
- 1.3 To ensure that the use of Automated Traffic Enforcement is for the purpose of enhancing existing enforcement operations for the improvement of traffic and pedestrian safety in Spruce Grove.
- 1.4 To support the values, principles, goals, and strategies of the City in areas of Leadership, Accountability, Honesty and Integrity, Affordable Quality Service Delivery, Community Safety and Prudent Fiscal Management.

### 2. DEFINITIONS


- 2.1 "Automated Traffic Enforcement" means the use of intersection safety cameras, laser and photo radar to manage traffic enforcement.
- 2.2 "Automated Traffic Enforcement Technology" means photo-technology specifically designed to capture a photo of a traffic related violation in conjunction with radar, laser equipment or other existing or new enforcement technology for the issuance of a traffic violation ticket and deployed in a method where a conventional traffic stop by a Peace Officer was not applied.

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- 2.3 “City” means the City of Spruce Grove.
- 2.4 "Data Collection" means information that has been recorded either through observation of a Peace Officer, received through traffic gathering technology, Information recorded through Provincial record systems (i.e. accident reports) or general information that is support through formal studies or surveys.
- 2.5 "Peace Officer" means a member of the Royal Canadian Mounted Police (RCMP) or a member of a police force as outlined through the Provincial Police Act, RSA, 2000, cP-17, as well as, Sheriffs, Community Peace Officers as outlined through the Alberta Peace Officer Act, SA, 2006, cP-3.5. A Peace Officer in accordance to this policy is an officer who has been authorized by the Province of Alberta to enforce traffic laws in Spruce Grove.
- 2.6 "Traffic Violation" means an act or omission that constitutes a contravention of a Municipal, Provincial or a Federal law pertaining to traffic that results in the issuance of a traffic ticket by a Peace Officer.

### 3. RESPONSIBILITIES

- 3.1 Council is responsible for reviewing this policy on an annual basis and requesting and approving changes as required, subject to provincial legislation and/or regulation. Additionally, Council will appoint members of the public to an advisory committee that has ATE under its purview.
- 3.2 The City Manager, or designate, is responsible for implementing the policy as outlined.
- 3.3 In accordance with Provincial Regulations the Police of Jurisdiction, the Spruce Grove RCMP, will be responsible for overseeing the operation of the Automated Enforcement program which will include:
  - (a) Delegating the overall management of the program to the City’s Protective Services Department.
  - (b) Ensuring enforcement is conducted in accordance with the local Traffic Safety Plan.

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- (c) Reviewing and approving site locations for ATE use.
- (d) Directing at which sites Automated Traffic Enforcement Technology can be used.
- (e) Setting the periods of operation and duration of enforcement to ensure appropriate distribution of enforcement is being applied throughout Spruce Grove.

#### 4. GENERAL REGULATIONS


- 4.1 The use of Automated Traffic Enforcement for the purpose of traffic safety shall include:
- (a) The issuance of a Traffic Violation to vehicle operators violating traffic regulations.
  - (b) Data Collection for the purpose of road and traffic evaluations, for road safety improvement and over-all program monitoring.
  - (c) Compliance with the Province of Alberta's Automated Enforcement Technology Guideline and Guiding Principles.
  - (d) A maximum of 54 mobile ATE hours weekly.
  - (e) A consideration of school and playground zones for mobile ATE.

#### 5. PUBLIC AWARENESS AND REPORTING

- 5.1 The City will enhance the Provincial requirements for reporting and public awareness.
- 5.2 The City will produce an annual report on the ATE program including the following:

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- (a) Overarching safety and guiding principles.
  - (b) Provincial Guideline adherence.
  - (c) Provincial audit results and recommendations (if applicable).
  - (d) Financial information and considerations.
  - (e) Additional Traffic Safety initiatives.
  - (f) Statistics on collisions, violations, site rationale, complaints, hours of enforcement per site, violations witnessed vs. tickets issued.
  - (g) Comparison of ATE and manned enforcement.
  - (h) Definitions of and comparison of overt and covert operations.
  - (i) Additional traffic safety education initiatives.
  - (j) Important changes and/or successes.
  - (k) Comments from the public advisory committee.
  - (l) Recommendations for improvement.
- 5.3 The City will provide Council with an annual communications plan on traffic safety initiatives and education.
- 5.4 The City will supplement its ATE program with the use of non-ticket issuing speed signs to alert drivers and collect data.
- 5.5 The City will develop and implement an interactive mapping program to include the following:
- (a) Opportunity for the public to view approved fixed and mobile locations to see whether sites are currently active in real-time.
  - (b) Rationale for each approved site.

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- (c) Statistics for each site (collisions, violations).
- (d) Number of hours for each site.
- (e) Similar data for other non-ATE locations (i.e. speed signs) or specific monitoring.

## 6. PUBLIC ADVISORY COMMITTEE

- 6.1 Council will establish a committee, with public participation, that includes ATE as part of their purview. The committee will advise on traffic safety matters and serve as a liaison with the public on awareness initiatives in accordance with their Terms of Reference.

## 7. FINANCIAL INFORMATION

- 7.1 Spruce Grove City Council acknowledges that ATE, in addition to being a traffic safety tool, does have a likelihood of generating revenue.
- 7.2 The City's traffic safety program will at minimum be self-funding.
- 7.3 The City will demonstrate on an annual basis a reduced dependency of net ATE revenue in relation to overall City expenses and taxes.
- 7.4 Administration will provide Council and the community with an annual report detailing the revenue and expenses generated from ATE along with expenditures on enforcement, education, engineering, and other traffic and community safety initiatives.

### Approval

Mayor: Original signed by Stuart Houston      Date: April 23, 2019