CALL TO ORDER

1. ADOPTION OF AGENDA

2. MINUTES
   a. March 9, 2022 Regular Committee Meeting Minutes

3. DELEGATIONS

4. ADMINISTRATIVE UPDATES
   a. Updates: C-1198-22 Traffic Bylaw Amendment
      Automated Traffic Enforcement Map – Wolanski

5. BUSINESS ITEMS
   a. DRAFT Automated Traffic Enforcement 2021 Annual Report – Adamitz

6. INFORMATION ITEMS
   a. Community Road Safety Advisory Committee 2022 Work Plan Progress

7. CLOSED SESSION

8. ADJOURNMENT
REQUEST FOR DECISION

**ITEM DESCRIPTION:**

1. **ADOPTION OF AGENDA**

**PROPOSED MOTION:**

That the agenda be approved as presented.

**BACKGROUND/ANALYSIS:**


**FINANCIAL IMPLICATIONS:**


**ATTACHMENTS:**


<table>
<thead>
<tr>
<th>ITEM DESCRIPTION:</th>
<th>2. MINUTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Regular Committee Meeting Minutes of March 9, 2022</td>
<td></td>
</tr>
</tbody>
</table>

**PROPOSED MOTION:**
That the minutes of the March 9, 2022 Regular Committee Meeting be approved as presented.

**BACKGROUND/ANALYSIS:**

**FINANCIAL IMPLICATIONS:**

**ATTACHMENTS:**
Regular Committee Meeting Minutes of March 9, 2022
COMMUNITY ROAD SAFETY ADVISORY COMMITTEE (CRSAC)

Minutes of the Regular Meeting
held March 9, 2022
City Hall

Committee Members Present:

Ken Mark – Chair
Denise Walker – Vice Chair
Lorne Corbett
Nadia Geschke
Steve Hayward
Jeff Tokar
Councillor Dave Oldham
Councillor Danielle Carter

Committee Members Absent:

Melissa Johnson

Also In Attendance:

David Wolanski, General Manager, Community & Protective Services
Robert Kosterman, Fire Chief
Celeste Kremzar, Recording Secretary

CALL TO ORDER

Chairperson Mark called the meeting to order at 6:18 pm.

1. ADOPTION OF AGENDA

The following amendments were made to the agenda:

Chairperson Mark   External Resources – Item 5.c.

2022-11   Moved by Steve Hayward that the agenda be adopted as amended.

Unanimously Carried

2. MINUTES

a. February 2, 2022 Special Committee Meeting Minutes

2022-12   Moved by Jeff Tokar to adopt the Special Committee Meeting minutes of February 2, 2022 as presented.

Unanimously Carried
3. **DELEGATIONS**

There were no Delegations on the agenda.

4. **ADMINISTRATIVE UPDATES**

   a. **Safety Week Recognitions**

      Committee member, Steve Hayward, requested that it be considered by Council to make proclamations in support of various safety recognition weeks (i.e. Canada’s National Road Safety Week).

      Administration informed the Committee the City does not currently have a process and criteria in place; however, will be developing this.

   b. **Public Input Process**

      Committee member, Steve Hayward, inquired if there is a procedure for the general public to bring items forward to the Committee.

      Administration clarified that the Committee members are the representatives of the general public.

   c. **Update: City of Spruce Grove’s COVID-19 Vaccination Policy**

      Administration made the Committee aware that the City’s COVID-19 Vaccination Policy has been suspended.

5. **BUSINESS ITEMS**

   a. **Update: CRSAC 2022 Work Plan Presentation to Council**

      Chairperson Mark provided the Committee with a summary of his presentation to Council on February 14, 2022.
b. Automated Traffic Enforcement Traffic Map

Mr. Stuart Wilson from Conduent presented the automated traffic enforcement mapping tool to the Committee to receive feedback to ensure the tool is user friendly for the public.

c. Development Standards discussion for future meeting

The Committee discussed what should and should not be in a future report in purview of the Committee. These considerations will be brought back to the City’s Director of Planning for the creation of a report to be presented to the Committee at a future meeting.

d. External Resources

The Committee discussed researching and potentially utilizing other resources available from similar committees in other municipalities as well as associations throughout Canada.

6. INFORMATION ITEMS

There were no Information Items on the agenda.

7. CLOSED SESSION

Community Road Safety Advisory Committee did not go into Closed Session.

8. ADJOURNMENT

2022-13 Moved by Steve Hayward to adjourn the meeting at 8:49 pm.

Unanimously Carried

________________________________________
CHAIRPERSON – KEN MARK

________________________________________
RECORDING SECRETARY
4. **ADMINISTRATIVE UPDATES**

a. **Updates: C-1198-22 Traffic Bylaw Amendment**
   - Automated Traffic Enforcement Map

**PROPOSED MOTION:**

A motion is not required.

**BACKGROUND/ANALYSIS:**

**C-1198-22 Traffic Bylaw Amendment**

Council directed Administration to review the feasibility of enforcing noise restrictions related to the operation of motor vehicles in Spruce Grove, specifically related to mufflers and that the report be provided to the Community Road Safety Advisory Committee (CRSAC) prior to coming to Council.

At the January 12, 2022 CRSAC meeting, the Committee supported and recommended to Council the purchase of a Decibel Meter as well as develop a communication plan for public distribution in advance of implementation.

Administration brought Bylaw C-1198-22 – Traffic Bylaw Amendment forward to Council for consideration. The amendments included the establishment of decibel levels for motor vehicles, the testing and calibration requirements of the decibel device, and establishment of penalties for exceeding set levels. Decibel devices would reside within Enforcement Services and be assigned to the newly created Traffic Safety Division. When on patrol these officers would pull over any vehicles which appear to be in violation of the bylaw and then take a decibel reading to establish if a violation is in fact occurring and then either issue a warning or a fine based on officer discretion. Officers also, from time-to-time, establish check stops for the purpose of enforcing the *Traffic Safety Act* including Vehicle Equipment Regulations, at which time they may also enforce the City’s Traffic Bylaw in relation to vehicle noise.

Corporate Communications has also been engaged to provide communications to the residents and visitors of Spruce Grove in relation to the enhanced enforcement of these provincial and municipal regulations.

First and Second Reading were completed at the April 25, 2022 Council Meeting. Third Reading was completed at the May 9, 2022 Council Meeting. The Bylaw Amendment was passed and the amendments have been consolidated into C-1123-20 – Traffic Bylaw.

**Automated Traffic Enforcement Map**

Committee member, Steve Hayward, requested that a status update on the Automated Traffic Enforcement Map and the planned rollout be provided.

At the March 9, 2022 CRSAC meeting, Administration asked the Committee to review the map tool, the data available on the tool for recommendations related to the presentation of the data, and the level of data viewable.
The mapping tool is currently being worked on, and the rollout plan and a release date has not yet been determined.

**FINANCIAL IMPLICATIONS:**

n/a

**ATTACHMENTS:**

n/a
ITEM DESCRIPTION:

5. BUSINESS ITEMS

a. DRAFT Automated Traffic Enforcement 2021 Annual Report

PROPOSED MOTION:

That the Community Road Safety Advisory Committee review and provide comments to be incorporated into the Automated Traffic Enforcement 2021 Annual Report being presented to City Council on July 18, 2022.

BACKGROUND/ANALYSIS:

Automated Traffic Enforcement (ATE) refers to those traffic law enforcement operations which are performed by either a fixed or mobile system in which the violator is not immediately stopped, but instead the registered owner is issued a violation notice in the mail. Although the fixed systems do not have an operator present at the time of infraction, like the mobile systems, every infraction is reviewed and approved by a community peace officer.

The intent of this report is to increase the amount of analyzed data that is released through annual public reporting, thus enabling the public to make informed opinions on the effectiveness of the ATE program in Spruce Grove. In analyzing the 2021 data, protective services was mindful of the recommendations contained in the 2020 report.

This report is being brought forward to the Committee for review and comment prior to being submitted to City Council.

FINANCIAL IMPLICATIONS:

Financial information is included in the attached report.

ATTACHMENTS:

DRAFT Automated Traffic Enforcement 2021 Annual Report
DRAFT Automated Traffic Enforcement Presentation
PROTECTIVE SERVICES
AUTOMATED TRAFFIC ENFORCEMENT
2021 ANNUAL REPORT

Your City, Your Family, Our duty
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Introduction

Automated Traffic Enforcement (ATE) refers to those traffic law enforcement operations which are performed by either a fixed (ISD) or mobile system in which the violator is not immediately stopped, but instead the registered owner is issued a violation notice in the mail. Although the fixed systems do not have an operator present at the time of infraction, like the mobile systems, every infraction is reviewed and approved by a community peace officer.

The intent of this report is to increase the amount of analyzed data that is released through annual public reporting, thus enabling public to make informed opinions on the effectiveness of the ATE program in Spruce Grove. In analyzing the 2021 data, protective services was mindful of the recommendations contained in the 2020 report. Once again, this report took a considerable amount of time to prepare, and the data is reviewed for accuracy.

2021 saw a pilot project being operated whereby two Community Peace Officers were dedicated to traffic enforcement for most of the year resulting in an increase in traffic enforcement from a staffed or traditional perspective. In 2021 the Community Road Safety Advisory Committee recommended that these positions be made permanent, and the 2022 budget was approved with this pilot becoming permanent. With these positions now in place Protective Services is recommending a shift from mobile ATE to more ISD systems.
Stop Signs

Frequency of Enforcement

In 2021 there were eight stop sign locations (sites) approved for monitoring. Seven of these sites were monitored by ATE peace officers for a total of 184 hours and 50 minutes of enforcement. Stopping at a stop sign is required 24/7 therefore the maximum potential enforcement time at these sites was 70,080 hours. This means the sampling of driver behaviour was on average 0.26% of vehicles, based on time.
Violations Observed vs Tickets Issued

In 2021 there were 549 violations observed and 297 tickets issued. In 2020 there were 715 violations observed and 535 tickets issued.

The reasons for observed violations not being ticketed vary from obscured license plates to officer discretion. There are no fixed systems related to stop sign violations and an officer is present to observe every violation. If, in the officer’s opinion, given all circumstances witnessed at the time of the offence, they form the opinion that a ticket is not warranted, then no ticket is issued.

Tickets per Hour per Site

In 2021 Site 1269 generated the most violations per hour at 2.45 violations per hour.

This is a lower number of tickets per hour than 2019 but higher than 2020 numbers. It appears that violations are trending upwards.
Mobile Red Light

Frequency of Enforcement

In 2021 there were 30 mobile red light sites that could be monitored in either an overt or covert manner. Of the 30 sites only 15 sites were monitored in an overt manner and 4 sites monitored in a covert manner. Site 293 received the most hours of overt and covert monitoring time at 66 hours and 42 minutes in overt monitoring time and 31 hours 6 minutes in covert monitoring time.

Tickets Issued

Mobile Red Light enforcement produced a total of 754 tickets in 2021 with an average of 1.71 tickets per hour. Site 2930 had the highest number of tickets per hour, at 4.47 tickets per hour, while the sites 282, 1227, 1231 had no tickets issued in 2021.
Violations Observed vs Tickets Issued

2021 Mobile Red Light, failing to stop violations observed for all sites combined totaled 1,079, with 754 tickets issued.

The reasons for not issuing a ticket range from obscured licence plates, to officer discretion. In most cases the reason is officer discretion, based on all the circumstances present when the offence was observed.

Time on Site vs Tickets per Hour

This chart shows the amount of time spent during the year on any particular site compared to the number of tickets generated per hour.
Mobile Speed

Frequency of Enforcement

In 2021 there were a total of 56 sites that could be monitored for speed with ATE mobile enforcement. Many of these sites are duplicated sites. This is due to reporting requirements of overt\(^1\) vs covert\(^2\). As an example, site 245 and 2450 are actually the same location but 245 is overt enforcement while 2450 is covert enforcement. There were 18 sites used covertly for speed enforcement in 2021 and 21 sites used for overt speed enforcement. Therefore, of the possible 56 mobile speed monitoring sites only 39 sites were actively enforced in 2021. There was a total of 1,187.28 hours of Mobile Speed enforcement with 510.98 hours being covert and 676.30 hours being overt.

Site 243 had the highest amount of enforcement time at 146 hours and 54 minutes or with 12.37% of the total time.

The following chart shows the amount of time spent at each Mobile Speed location that was enforced in 2021.

---

1 Overt is defined in section titled Overt vs Covert found on page 13.
2 Covert is defined in section titled Overt vs Covert found on page 13.
Tickets Issued

There were 3,294 tickets issued in 2021 from Mobile Speed enforcement. With regards to tickets issued per hour, Site 2430 had the highest number of tickets per hour at 8.49 tickets per hour, while 15 sites resulted in no tickets being issued.

Sites where tickets were issued are shown in the following chart.

Violation Observed vs Tickets Issued

In 2021 there were 4,400 Mobile Speed Violations observed with 3,294 tickets issued.
Fixed (ISD)

Frequency of Enforcement

In 2021 there were 10 Intersection Safety Devices (ISD) or Fixed Systems. These devices are designed for use 24 hours a day, 365 days a year, and monitor both speed and red light infractions. In total the sites were operational for 86,568 hours out of a potential 87,600 hours. The service interruption is attributed to resurfacing operations along Grove Drive and a camera servicing requirement on one camera on Highway 16A at Jennifer Heil Way.

Number of Vehicles Monitored - ISD

In 2021 there were a total of 19,572,378 vehicles movements monitored at the ISD sites. Site 90277 had the most vehicles monitored at 3,043,327.
Tickets Issued

In 2021 there were 30,689 speeding tickets issued and 2,149 red light tickets issued at the ISD sites.

Tickets Issued Versus Total Traffic Volume

In 2021 there were 19,572,378 vehicles monitored at ISD sites and a total of 32,838 tickets issued, or 0.1678% of vehicles ticketed.
Tickets Issued - Per Hour of Operation

In 2021 Site 90278 had the most speeding tickets issued per hour with 1.1033 tickets issued per hour.

Failing to stop at the ISD sites remains very low, Site 90270 having the most tickets issued per hour at 0.0123.

Violation Observed vs Tickets Issued

In 2021 the ISD system observed 45,821 speeding violations resulting in 30,689 speeding tickets being issued. There were 13,223 red light failing to stop violations observed with 2,149 tickets being issued.
Fines

Fine revenue is divided between the provincial Victims of Crime Fund (VOC), the Province of Alberta Fine Retention, and the City of Spruce Grove (COSG). For clarity, the VOC fund is a 20% surcharge on top of a fine. So, a $100.00 fine would be written as $120.00.

The $120.00 ticket would then be divided as follows: $20.00 for VOC, $40.00 for Provincial Fine Retention, and $60.00 for the COSG.

Fines Paid

Fines may be paid by the court date identified or after the finding of guilt. Once there is a finding of guilt, the fine then gets registered into the provincial system and may be paid when one goes to register a vehicle or renew a driver’s license, move to provincial enforcement, written off by the province, or alternate measures such as community
services. The City has no control over when or if a fine is paid; that authority rests with the court and the province.

In 2021 the COSG received $1,290,392.34 in fine revenue from ATE. As the Fine Retention and VOC surcharge percentages have changed, and these changes only affect tickets written after the change date, it is nearly impossible to determine actual amounts paid to VOC and Fine Retention. However, with the changes the simple “go forward” formula is that for every dollar paid to the City of Spruce Grove the province receives one dollar too. Of that dollar 1/3 goes to VOC and 2/3 goes to the province.

Use of ATE Funds

In 2021 the City received $2,171,001.25 in ATE fines. Where are these funds used? The funds are allocated to general revenues as are all revenues received within Protective Services. General revenue is used to fund Protective Services which in 2021 had a net cost of almost eleven and a half million dollars. The net cost of operating each area of Protective Services in 2021 were as follows:

<table>
<thead>
<tr>
<th>Service</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fire Services</td>
<td>$6,218,470</td>
</tr>
<tr>
<td>Police Services</td>
<td>$5,156,684</td>
</tr>
<tr>
<td>Enforcement Services</td>
<td>$1,058,728</td>
</tr>
<tr>
<td>Safe City (includes ATE)</td>
<td>-$938,761</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$11,495,121</strong></td>
</tr>
</tbody>
</table>

ATE is not the only source of revenue generated by Protective Services. In 2020 each separate area of Protective Services generated the following revenues with ATE being the majority of revenue in Safe City:

<table>
<thead>
<tr>
<th>Service</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fire Services</td>
<td>$3,931,773</td>
</tr>
<tr>
<td>Police Services</td>
<td>$1,293,430</td>
</tr>
<tr>
<td>Enforcement Services</td>
<td>$158,875</td>
</tr>
<tr>
<td>Safe City (includes ATE)</td>
<td>$2,284,001</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$7,668,079</strong></td>
</tr>
</tbody>
</table>
Overt vs Covert

ATE is most effective when motorists are reminded of its existence via visual reminders such as signage and visible enforcement. In order to remind motorists of the existence of ATE in Spruce Grove both signage and overt ATE enforcement have been deployed with a goal of 50/50 between overt and covert mobile ATE.

Overt is achieved when the ATE vehicle is clearly marked and visible to motorists prior to the possibility of a violation occurring. An example of this is the clearly marked ATE peace officer vehicle being parked on the side of the road monitoring speeds, red lights, or stop signs. The motorist can clearly see the ATE vehicle prior to passing it and entering the area of enforcement. In theory this visual reminder should result in no violations as the motorist is instantly reminded to obey the traffic laws.

Covert however occurs when an unmarked vehicle is used, the ATE vehicle is hidden, or when using remote devices. In this case the motorist does not see the ATE vehicle and is expected to obey red lights, speed limits, or stop signs as a matter of practice. The overt (visible) system reminds motorists of the ATE existence and that it may also be covert (hidden) so to obey the rules of the road all the time.

The City has created an interactive map which allows citizens to view in real time where mobile ATE is being conducted, regardless of whether the operation was overt or overt. The hours dedicated to Mobile Automated Traffic Speed Enforcement was 510.98 hours covert and 676.30 overt for a total of 1,187.28 hours.
This means that 43.04% of the Mobile ATE enforcement hours for speeding was conducted covertly and 56.96% overtly or visibly.

The respective mobile enforcement hours and percentage for red light enforcement was 96.22 covert hours and 333.93 hours overt for a total of 430.15 hours; or 22.37% of the time covert enforcement and 77.63% of the time overt enforcement.

The hours for mobile automated traffic stop sign enforcement was 49.13 hours covert and 135.70 hours overt or 26.58% of the time covert enforcement and 73.42% of the time overt enforcement.

This equates to a total of 656.35 hours covert enforcement and 1,145.93 hrs overt enforcement for a total of 1,802.28 hours or 36.42% covert and 63.58% overt. This is above the 50/50 ratio with more overt enforcement conducted than covert.
ATE Citizen Inquires

The City of Spruce Grove tracks inquires, and concerns received from the public respecting the operation of the Automated Traffic Enforcement program. In 2020 the City of Spruce Grove changed its service provider and therefore the Automated Traffic Enforcement program was not operational for approximately a 7 month period (April - October 2020). Prior to the change in provider the fixed Intersection Safety Devices (I.S.D) did not use a flash system. The more overt nature of the I.S.D. flash system prompted several inquiries from the public.

<table>
<thead>
<tr>
<th>ATE COMPLAINT TYPE / CATEGORY</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Disagree where ATE is Parked</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>Wish to Learn more / understand the ATE Program /Justify the Program</td>
<td>10</td>
<td>12</td>
</tr>
<tr>
<td>Stolen License Plate / Stolen Vehicle</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>Dislikes program / cash cow / private company/Ticket Too Expensive</td>
<td>4</td>
<td>6</td>
</tr>
<tr>
<td>Request for ATE to be enforced in area / Praised Program</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Should not be enforced during inclement weather</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Speed Limit / Tolerance Inquiry</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Request Video / Program inquiry from Law Enforcement</td>
<td>4</td>
<td>8</td>
</tr>
<tr>
<td>Request Video/ Collision Program Inquiry - non law enforcement</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>ATE Flash System - Equipment Testing - malfunction Concerns / Training</td>
<td>25</td>
<td>17</td>
</tr>
<tr>
<td>Request to Withdraw ticket as Staffed Enforcement and ATE captured same offence</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>ATE Vehicle Obstruction - Founded</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Complaint against ATE Operator</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Ticket Inquiry - did they receive one, misplaced same, how to pay, how to dispute, how to obtain disclosure</td>
<td>11</td>
<td>36</td>
</tr>
<tr>
<td>Law Enforcement in the execution of their duties</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Compassionate reasons cited</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>67</strong></td>
<td><strong>102</strong></td>
</tr>
</tbody>
</table>

The top three ATE citizen inquiries were: Ticket Inquiry, at 36 inquires; ATE Flash system inquiry, at 17; and people wishing to understand how the ATE program operates, at 12 inquires.
Provincial Guideline Adherence

The City of Spruce Grove communicates regularly with the Solicitor General’s office to ensure all ATE operations adhere to provincial guidelines. Quarterly and year end reports are submitted as well as traffic safety plans, site rationales and other documentation.

Effective December 1st, 2019 the provincial government instituted a “freeze”, to any new ATE sites or technologies. This freeze was in place throughout 2021 and is expected to be lifted December 2022. Furthermore, on December 3, 2021 the Province released new Automated Traffic Enforcement Technology Guidelines which will significantly impact Automated Traffic Enforcement Operations within the province. Operations within Spruce Grove will minimally be impacted as Spruce Grove’s program already subscribed to most of the operational components announced. However, there is significant impact to the reporting and analysis components. These are still being worked through.

Other Traffic Safety Initiatives

Staffed Enforcement

In an effort to maximize visibility, enforcement services conducted high visibility operations in 2021:

- 30 joint forces traffic safety operations were conducted.
- 400 School Zone and School Area patrols were completed in 2021.
- 1,228 dedicated traffic operations and roving traffic patrols were conducted which resulted in 3,750.58 hours devoted to staffed traffic enforcement.
- 27 Violations were issued in relation to vehicles contributing to excessive vehicle noise.
- 100 tickets were issued for distracted driving.
Data Collection

Data collection occurs via the Houston Radar boxes, speed display monitoring signs, and a Vermac speed display sign. These devices are rotated throughout the city.

The speed display signs are designed to instantly remind traffic of the correct speed limit and advise motorists that they are speeding, while the Houston Radar boxes are covert and designed to identify areas of the city where speeding is an issue.

Once data is analyzed, a corrective action is implemented that best suits the situation.

Collision Statistics (2021)

A total of 632 collisions were reported into the system with seven being duplicated files, five were not in Spruce Grove, and five were not collisions at all. Therefore, the correct total is 615. This is an 8.65% increase over 2020. It should be noted that during 2020 the province instituted COVID restrictions / closures which in turn impacted traffic volume. The number of collisions in 2021 represents a decrease of 12.9% when compared to 2019 collision statistics.

- Parking lot and driveway .......... 214
- Vulnerable\(^3\) road user .......... 13
- Intersection .......... 117
- Rear end collisions .......... 125
- Other causes .......... 146

\(^3\) Cyclists, pedestrians, wheel chairs.
There were no fatal collisions in 2021 and there were 89 collisions with injuries. This is a 25.21% decrease over 2020. Of the 89 injury collisions, they may be broken down as follows:

- Intersection ............ 32
- Rear End ............ 23
- Pedestrian ............ 11
- Driveway/Parking Lot ............ 9
- Other ............ 14

Primary collision routes were:

1. Hwy 16A ............ 96
2. Jennifer Heil Way ............ 92
3. Grove DR. Corridor ............ 58
4. Century RD. ............ 55
5. McLeod Avenue ............ 52
6. Calahoo RD. Corridor ............ 41
Top ten collision intersections

1. Hwy 16A at Jennifer Heil Way/Campsite RD. ............ 39
2. Grove DR. at Jennifer Heil Way .................. 22
3. Hwy 16A at Century RD. .................. 17
4. McLeod Avenue at Calahoo RD ............... 16
6. Grove DR. at Century RD. .................. 11
7. Hwy 16A at Calahoo RD. / Golden Spike RD ............... 9
8. Century RD. at Kings Link / Vanderbilt Common ............. 9
9. Hwy 16A at Pioneer RD. .................. 8
10. Jennifer Heil Way at Spruce Ridge Drive / Hawthorne Gate / McLeod Avenue at Nelson Drive ............. 7

Site Rational
All sites with rational are listed on the City web page


The provincial review and pursuant release of the new Automated Traffic Enforcement Technology Guidelines modified the criteria for site rational. In particular areas where the public or community has expressed concerns related to speeding; and high-risk locations where the safety of citizens or police officers would be at risk through conventional enforcement, have been removed.

Staffed Enforcement versus ATE Balance

The City continues to explore methods to improve the tracking and reporting of hours devoted to staffed or traditional traffic enforcement against those expended on Automated Traffic Enforcement. It is unrealistic for staffed enforcement to compete against the efficiency of an automated system. A more appropriate comparison and the intent of this comparison is to achieve a more equitable balance of hours between the two traffic enforcement methods. In 2021 Enforcement Services not only tracked the hours dedicated to specific targeted traffic enforcement operations but also those which

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4 Table excludes collisions in parking lots, alleys or in a driveway (If backing onto street the collision was included).
may be attributed to roving traffic patrols. Roving traffic patrols are patrols where officers drive throughout the city, thereby enhancing their visible presence, and search out traffic violations. Although Spruce Grove Enforcement Services tracks its staffed traffic enforcement hours, it does not have access to RCMP data associated to their traffic enforcement hours.

In March of 2021 the City commenced a 12 month pilot project whereby two Community Peace Officers were removed from conducting their regular duties in order to focus specifically on traffic enforcement. The allocation of two traffic officers would make Spruce Grove equal to Edmonton on a per capita basis for staffed traffic enforcement.

In 2021 Spruce Grove Enforcement Services devoted 3,750.58 hours towards staffed traffic enforcement operations. During the period of March 2021 to December 2021, a 10 month period, the two dedicated traffic enforcement positions issued 1,186 traffic tickets and 79 warnings. The total number of hours expended on mobile Automated Traffic Enforcement in 2021 was 1,802.27 hours. During this period a total of 4,286 tickets were issued.

The City exceeded its goal of achieving an equitable ratio, 50/50 split, between staffed traffic enforcement hours with that of mobile ATE hours. In fact, the ratio is 2.18 to 1 staffed enforcement versus mobile Automated Traffic Enforcement hours. This number excludes any staffed enforcement hours conducted on the City’s behalf by the RCMP.

**Education Initiatives**

The 2021 year presented many challenges with the continuing impact of the COVID pandemic. The provincial government announced changes to the Automated Traffic Enforcement Technology Guidelines, as well as a potential shift from the conventional issuance of violation tickets to an electronic administrative penalty contravention process. The latter was eventually dismissed in early 2022. The 2021 year also established the first full year of Spruce Grove’s Community Road Safety Advisory Committee. The ensuing impact of the aforementioned, necessitated educational information sharing with those who impact policy development.

The Community Road Safety Advisory Committee is a Council Committee comprised of community members and council members. Presentations were made to the committee on various road safety topics which included:

- A history of Automated Traffic Enforcement
- Regulations and standards concerning School and Playground zones and areas, including authorities under the Traffic Safety Act and Municipal Bylaws. This also included exposure to the Manual of Uniform Traffic Control Devices for Canada
(MUTCDC) which sets uniform guidelines for signage and markings in these zones and areas.

- Crosswalk standards and practices
- Municipal / Urban Speed Limit Reduction.
- The role of Community Peace Officers and Bylaw Officers
- The Spruce Grove City Centre Redevelopment Plan
- Review of the 2019-2022 City of Spruce Grove Traffic Safety Plan
- High Load Corridors
- City of Spruce Grove Community Peace Officer Pilot Program
- Traffic Light Signal Change for Protected Left Turn Lanes
- RCMP Role in Traffic Safety
- Century Road, Westwind Drive Access

Further information may be located at https://www.sprucegrove.org/government/city-council/boards-and-committees/community-road-safety-advisory-committee/

The City continues its involvement with the Capital Region Integrated Safety Partnership (CRISP) which provides education to motorists, engineers, and government officials. More on CRISP may be found at https://drivetolive.ca/what-we-do/strategic-plan-2017-2021/

The City’s communications department helps with traffic safety messaging via the City’s website and social media. The website information may be found at https://www.sprucegrove.org/services/emergency-protective-services/safe-city/traffic-safety/ for more information.

Community Road Safety Advisory Committee Comments
Provincial Changes to the ATE Program

The City abides by all legislative requirements in its management and operation of the Automated Traffic Enforcement Program. Previous audits and reviews have stated that the City of Spruce Grove’s ATE program was well run, professional and dedicated in ensuring it is run in accordance with the underlying principles of the Provincial ATE Program. In December 2021 the Province released the updated Automated Traffic Enforcement Technology Guidelines. These guidelines provide standards that must be adhered to when using Automated Traffic Enforcement. Some notable changes are within the following three areas: 1. New Location Selection Criteria; 2. Automated Traffic Enforcement vehicle markings; 3. Enhanced data collection.

1. **New Location Selection Criteria.** (Where ATE may be deployed)
   - The Location Selection Criteria was modified, with the removal of selection criteria such as: areas where the public has raised a concern, or where conventional enforcement was ineffective or unsafe.
   - Specification of data requirements, to support location selection criteria rationale.
   - A new standardized location selection form.
   - That locations must be reassessed every two years.
   - The identification of specific requirements necessary to initiate a new automated traffic enforcement location.

2. **Automated Traffic Enforcement Vehicle Markings.**
   - Mobile units must be clearly identifiable by the public

3. **Enhanced Data Collection**
   - Traffic Safety Plans are required to be provided to the Director of Law Enforcement and Audits every two years or upon request.
   - Traffic Safety Plans must be reviewed annually and updated as necessary.
   - The identification of specific Traffic Safety Plan criteria which are required to support ATE performance and traffic safety outcomes.

These changes are to be phased in to allow municipalities to adjust their programs to meet the new requirements.
Protective Services Recommendations

- The recommendation for 2021 builds upon the 2020 recommendation of

  “Based on the effectiveness of new technologies review the enforcement ratios of
  staffed to automated enforcement with the goal of utilizing new technologies and
  needs assessments to:
  - Eliminate ATE,
  - Modify ATE,
  - Maintain ATE, or
  - Reduce ATE.”

The following recommendation is being made:

That the Corporate Policy Automated Traffic Enforcement – CP-1014-19 be amended to:

- Eliminate all forms of mobile ATE.
- Require ISD (Fixed Systems) to be utilized, where possible, at any intersection
  that makes the top ten list of collision intersections.
- Maintain, as feasible, ISD (Fixed Systems) once installed at any intersections.
Appendix A (Site Identifiers)

NOTES: Sites in Red are covert sites, while all sites that start with a “9” are ISD (fixed) sites.

211   HWY 16A west bound at Nelson DR.
2110  HWY 16A west bound at Nelson DR
212   HWY 16A east bound at Nelson DR.
2120  HWY 16A east bound at Nelson DR.
213   Nelson DR. south bound at HWY 16A
2130  Nelson DR. south bound at HWY 16A
216   Century RD. north bound at or near Grove Meadow DR.
2160  Century RD. north bound at or near Grove Meadow DR.
218   Century RD. south bound at or near Kings Link
2180  Century RD. south bound at or near Kings Link
223   Grove DR. east bound at or near Fieldstone DR.
2230  Grove DR. east bound at or near Fieldstone DR.
230   Grove DR. east bound at or near Hilldowns DR.
2300  Grove DR. east bound at or near Hilldowns DR.
234   Jennifer Heil Way south bound at or near Tri Leisure Centre
2340  Jennifer Heil Way south bound at or near Tri Leisure Centre
241   Grove DR. east bound at or near Jubilee Park
2410  Grove DR. east bound at or near Jubilee Park
242   Grove DR. west bound at or near Jubilee Park
2420  Grove DR. west bound at or near Jubilee Park
243   HWY 16A west bound at or near King Street
2430  HWY 16A west bound at or near King Street
245   Golden Spike RD. south bound at or near Diamond Avenue
2450  Golden Spike RD. south bound at or near Diamond Avenue
259   Brookwood DR. east bound at Century RD.
2590  Brookwood DR. east bound at Century RD.
260   Grove Meadow DR. west bound at Century RD.
2600  Grove Meadow DR. west bound at Century RD
265   McLeod Avenue east bound at Century RD.
2650  McLeod Avenue east bound at Century RD.
271   HWY 16A west bound at or near Jennifer Heil Way
272   HWY 16A east bound at or near Campsite Road
277   HWY 16A east bound at Century RD.
<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>278</td>
<td>HWY 16A west bound at Century RD.</td>
</tr>
<tr>
<td>2780</td>
<td>HWY 16A west bound at Century RD.</td>
</tr>
<tr>
<td>281</td>
<td>Calahoo RD. north bound at Grove DR.</td>
</tr>
<tr>
<td>2810</td>
<td>Calahoo RD. north bound at Grove DR.</td>
</tr>
<tr>
<td>282</td>
<td>Calahoo RD. south bound at Grove DR.</td>
</tr>
<tr>
<td>2820</td>
<td>Calahoo RD. south bound at Grove DR.</td>
</tr>
<tr>
<td>291</td>
<td>HWY 16A west bound at or near Calahoo Road</td>
</tr>
<tr>
<td>2910</td>
<td>HWY 16A west bound at or near Calahoo Road</td>
</tr>
<tr>
<td>292</td>
<td>HWY 16A east bound at or near Campsite Road</td>
</tr>
<tr>
<td>2920</td>
<td>HWY 16A east bound at or near Campsite Road</td>
</tr>
<tr>
<td>293</td>
<td>Calahoo RD. south bound at HWY 16A</td>
</tr>
<tr>
<td>2930</td>
<td>Calahoo RD. south bound at HWY 16A</td>
</tr>
<tr>
<td>298</td>
<td>McLeod Avenue west bound at Jennifer Heil Way</td>
</tr>
<tr>
<td>2980</td>
<td>McLeod Avenue west bound at Jennifer Heil Way</td>
</tr>
<tr>
<td>1210</td>
<td>Jennifer Heil Way north bound at Grove DR.</td>
</tr>
<tr>
<td>12100</td>
<td>Jennifer Heil Way north bound at Grove DR.</td>
</tr>
<tr>
<td>1211</td>
<td>Jennifer Heil Way south bound at Grove DR</td>
</tr>
<tr>
<td>12110</td>
<td>Jennifer Heil Way south bound at Grove DR</td>
</tr>
<tr>
<td>1212</td>
<td>Grove DR. east bound at Jennifer Heil Way</td>
</tr>
<tr>
<td>12120</td>
<td>Grove DR. east bound at Jennifer Heil Way</td>
</tr>
<tr>
<td>1213</td>
<td>Grove DR west bound at Jennifer Heil Way</td>
</tr>
<tr>
<td>12130</td>
<td>Grove DR west bound at Jennifer Heil Way</td>
</tr>
<tr>
<td>1214</td>
<td>Harvest Ridge DR. east bound at Heron Crescent</td>
</tr>
<tr>
<td>12140</td>
<td>Harvest Ridge DR. east bound at Heron Crescent</td>
</tr>
<tr>
<td>1215</td>
<td>Harvest Ridge DR. west bound at Heron Crescent</td>
</tr>
<tr>
<td>12150</td>
<td>Harvest Ridge DR. west bound at Heron Crescent</td>
</tr>
<tr>
<td>1216</td>
<td>Grove DR. east bound at Spring Gate</td>
</tr>
<tr>
<td>12160</td>
<td>Grove DR. east bound at Spring Gate</td>
</tr>
<tr>
<td>1217</td>
<td>Grove DR. west bound at Hartwick Way</td>
</tr>
<tr>
<td>12170</td>
<td>Grove DR. west bound at Hartwick Way</td>
</tr>
<tr>
<td>1218</td>
<td>Grove DR. east bound at Calahoo RD</td>
</tr>
<tr>
<td>12180</td>
<td>Grove DR. east bound at Calahoo RD.</td>
</tr>
<tr>
<td>1220</td>
<td>Jennifer Heil Way north bound at or near Grove Drive</td>
</tr>
<tr>
<td>1221</td>
<td>Jennifer Heil Way south bound at or near Grove Drive</td>
</tr>
<tr>
<td>1222</td>
<td>Grove Drive east bound at or near Grove DR</td>
</tr>
<tr>
<td>1223</td>
<td>Grove Drive west bound at or near Grove DR</td>
</tr>
<tr>
<td>1224</td>
<td>Calahoo Road north bound at or near Woodhaven Drive</td>
</tr>
<tr>
<td>12240</td>
<td>Calahoo Road north bound at or near Woodhaven Drive</td>
</tr>
<tr>
<td>1225</td>
<td>Calahoo Road south bound at or near Millgrove Drive</td>
</tr>
<tr>
<td>12250</td>
<td>Calahoo Road south bound at or near Millgrove Drive</td>
</tr>
<tr>
<td>1226</td>
<td>Millgrove DR. east bound at Calahoo RD</td>
</tr>
</tbody>
</table>
12260  Millgrove DR. east bound at Calahoo RD.
1227  Woodhaven DR. west bound at Calahoo RD.
12270  Woodhaven DR. west bound at Calahoo RD.
1228  Spruce Ridge DR. at Jennifer Heil Way
12280  Spruce Ridge DR. at Jennifer Heil Way
1229  Hawthorne Gate west bound at Calahoo RD.
12290  Hawthorne Gate west bound at Calahoo RD
1230  Grove DR. east bound at Calahoo RD.
12300  Grove DR. east bound at Calahoo RD.
1231  Grove DR. westbound at Calahoo RD.
12310  Grove DR. westbound at Calahoo RD.
1232  Grove DR. east bound at Grove Senior Village
12320  Grove DR. east bound at Grove Senior Village
1233  Grove DR. west bound at Grove Senior Village
12330  Grove DR. west bound at Grove Senior Village
1239  Calahoo Road north bound at or near Woodhaven Drive
12390  Calahoo Road north bound at or near Woodhaven Drive
1240  Calahoo Road south bound at or near Millgrove Drive
12400  Calahoo Road south bound at or near Millgrove Drive
1251  Diamond Avenue east bound at Golden Spike RD.
12510  Diamond Avenue east bound at Golden Spike RD.
1252  Diamond Avenue west bound at Golden Spike RD.
12520  Diamond Avenue west bound at Golden Spike RD.
1262  south Avenue east bound at Century RD.
12620  south Avenue east bound at Century RD.
1269  Madison Crescent west bound at Campsite RD
12690  Madison Crescent west bound at Campsite RD.
1279  Spruce Ridge DR. west bound at Spruce Ridge RD.
12790  Spruce Ridge DR. west bound at Spruce Ridge RD.
1280  Spruce Ridge DR. east bound at Spruce Ridge RD.
12800  Spruce Ridge DR. east bound at Spruce Ridge RD.
1285  Harvest Ridge Drive south bound at Grove DR
12850  Harvest Ridge Drive south bound at Grove DR
1286  Spruce Ridge RD. north bound at Grove DR
12860  Spruce Ridge RD. north bound at Grove DR.
1287  Jennifer Heil Way north bound at Tri Leisure Centre
12870  Jennifer Heil Way north bound at Tri Leisure Centre
1288  Grove DR. west bound at or near Hilldowns DR.
12880  Grove DR. west bound at or near Hilldowns DR.
1289  Grove DR. west bound at or near Fieldstone DR.
12890  Grove DR. west bound at or near Fieldstone DR.
1291  HWY 16A at or near Nelson DR.
12910 HWY 16A at or near Nelson DR.
1292  HWY 16A east bound at or near Westgrove DR.
12920 HWY 16A east bound at or near Westgrove DR.
1293  HWY 16A east bound at or near King Street
12930 HWY 16A east bound at or near King Street
1296  Spruce Ridge RD. north bound at Spruce Ridge DR.
12960 Spruce Ridge RD. north bound at Spruce Ridge DR.
1297  Spruce Ridge RD. south bound at Spruce Ridge DR.
12970 Spruce Ridge RD. south bound at Spruce Ridge DR.
90269 Century RD. north bound at or near Grove DR.
90270 Century RD. south bound at or near Grove DR.
90271 HWY 16A west bound at or near Jennifer Heil Way
90272 HWY 16A east bound at or near Campsite RD.
90277 HWY 16A at or near Century RD.
90278 HWY 16A east bound at or near Century RD.
90279 Jennifer Heil Way north bound at Grove DR.
90280 Jennifer Heil Way south bound at Grove DR.
90283 Grove DR. east bound at Calahoo RD.
90284 Grove DR. west bound at Calahoo RD.
### 2021 MOBILE ENFORCEMENT HOURS

<table>
<thead>
<tr>
<th>TYPE</th>
<th>TOTAL HOURS</th>
<th>OVERT HOURS</th>
<th>COVERT HOURS</th>
<th>% OVERT</th>
<th>% COVERT</th>
</tr>
</thead>
<tbody>
<tr>
<td>STOP</td>
<td>184.83</td>
<td>135.70</td>
<td>49.13</td>
<td>73.42%</td>
<td>26.58%</td>
</tr>
<tr>
<td>Traffic Light</td>
<td>430.15</td>
<td>333.93</td>
<td>96.22</td>
<td>77.63%</td>
<td>22.37%</td>
</tr>
<tr>
<td>Vehicles</td>
<td>1,187.28</td>
<td>676.30</td>
<td>510.98</td>
<td>56.96%</td>
<td>43.04%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,802.26</td>
<td>1,145.93</td>
<td>656.33</td>
<td>63.58%</td>
<td>36.42%</td>
</tr>
</tbody>
</table>
## 2021 MOBILE ENFORCEMENT – Violations vs TICKETS

<table>
<thead>
<tr>
<th>TYPE</th>
<th>Violations Observed</th>
<th>Tickets Issued</th>
<th>Percent Issued</th>
<th>Percent Not Issued</th>
</tr>
</thead>
<tbody>
<tr>
<td>STOP</td>
<td>549</td>
<td>297</td>
<td>54.10%</td>
<td>45.90%</td>
</tr>
<tr>
<td>Traffic Light</td>
<td>1,079</td>
<td>754</td>
<td>69.88%</td>
<td>30.12%</td>
</tr>
<tr>
<td>Parking Sign</td>
<td>4,400</td>
<td>3,294</td>
<td>74.86%</td>
<td>25.14%</td>
</tr>
</tbody>
</table>
2021 MOBILE SPEED TIME VS TICKETS PER HOUR

2021 Mobile Speed Total Time Per Site

2021 Mobile Speed Tickets Per Hour
(only sites were tickets issued)
2021 - FIXED ISD – VEHICLES MONITORED

- Vehicle Monitored Per Year – ISD = 19,572,378
- Site 90277 – Century Road W/B = 3,043,327 Vehicles
- Potential Hours per Site = 8,760 hours / Year
- Road Construction Grove Drive – Jenn Heil Way – Calahoo Road
2021 – FIXED ISD – VIOLATIONS OBSERVED VS TICKETS

- TOTAL SPEEDING VIOLATIONS OBSERVED = 45,821
- TOTAL SPEEDING TICKETS ISSUED = 30,689
2021 – FIXED ISD – VIOLATIONS OBSERVED VS TICKETS

- **TOTAL RED LIGHT VIOLATIONS OBSERVED = 13,233**
- **TOTAL RED LIGHT TICKETS ISSUED = 2,149**
## ATE Complaints - 2020 vs 2021

<table>
<thead>
<tr>
<th>ATE Complaint Type / Category</th>
<th>2020</th>
<th>2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>Disagree where ATE is Parked</td>
<td>4</td>
<td>2</td>
</tr>
<tr>
<td>Wish to Learn more / understand the ATE Program / Justify the Program</td>
<td>10</td>
<td>12</td>
</tr>
<tr>
<td>Stolen License Plate / Stolen Vehicle</td>
<td>1</td>
<td>4</td>
</tr>
<tr>
<td>Dislikes program / cash cow / private company / Ticket Too Expensive</td>
<td>4</td>
<td>6</td>
</tr>
<tr>
<td>Request for ATE to be enforced in area / Praised Program</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Should not be enforced during inclement weather</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Speed Limit / Tolerance Inquiry</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Request Video / Program inquiry from Law Enforcement</td>
<td>4</td>
<td>8</td>
</tr>
<tr>
<td>Request Video / Collision Program Inquiry - non law enforcement</td>
<td>3</td>
<td>5</td>
</tr>
<tr>
<td>ATE Flash System - Equipment Testing - malfunction Concerns / Training</td>
<td>25</td>
<td>17</td>
</tr>
<tr>
<td>Request to Withdraw ticket as Staffed Enforcement and ATE captured same offence</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>ATE Vehicle Obstruction - Founded</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Complaint against ATE Operator</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Ticket Inquiry - did they receive one, misplaced same, how to pay, how to dispute, how to obtain disclosure</td>
<td>11</td>
<td>36</td>
</tr>
<tr>
<td>Law Enforcement in the execution of their duties</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Compassionate reasons cited</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>67</strong></td>
<td><strong>102</strong></td>
</tr>
</tbody>
</table>
2021 - COLLISIONS

- **632 Reported 615 Actual**
- **8.7% Increase over 2020 - (566)**
- **12.9% Decrease over 2019 – (706)**
- **19.8% Decrease over 2018 - (768)**
- **25.21 % Decrease Injury Collisions – Over 2020**
Intersection Collisions 2017-2021

- 16A & Jenn Heil/Campsite Rd
- Grove Dr. & Jenn Heil Way
- Hwy 16A & Century Rd
- McLeod Avenue at Calahoo Rd
- Jennifer Heil & Tri-Leisure Way / Nelson Dr.
- Grove Dr. & Century Rd
- Hwy 16A & Calahoo Rd / Golden Spike Rd
- Century Rd & Kings Link / Vanderbilt Common
- Hwy 16A & Pioneer Rd
- Jenn Heil & Spruce Ridge Dr / Hawthorne Gate
- McLeod Ave. & Nelson Dr.

NEW 2020
2021 – Staffed Enforcement Efforts

- Pilot Project Conducted
- 1,228 Dedicated Traffic Operations
- 400 School Zone Patrols
- 100 Distracted Driving Tickets
- 30 Joint Force Operations – Initiatives
- 27 Tickets for Excessive Vehicle Noise
- Total Staffed Hours 3,750.58 hours vs Mobile ATE 1,802.27 hours.
ALBERTA GOVERNMENT CHANGES

• Freeze Dec. 1, 2019 to Nov. 30, 2022
• New ATE Guidelines Issued – Dec. 2021

1. New Selection Criteria
   o Removal of Public Concern and Staffed Enforcement Unsafe
   o Site reassessment every 2 years (was 3-5 with more data req.)
   o New restricted criteria prior to utilizing ATE.

2. Mobile Automated Traffic Enforcement Visibility

3. Enhanced Data Collection
   o Traffic Safety Plans submitted every 2 years – reviewed yearly
   o Need to prove and support ATE performance and Traffic Safety Outcomes – comparison sites.
PROTECTIVE SERVICES RECOMMENDATIONS

• Amend Corporate Policy Automated Traffic Enforcement – CP-1014-19:
  o Eliminate all forms of mobile ATE.
  o Require I.S.D. (Fixed Systems) to be utilized where possible which makes the top 10 list of collisions.
  o Maintain, as feasible, ISD (Fixed Systems) once installed at any intersections.
Questions?

PROTECTIVE SERVICES
AUTOMATED TRAFFIC ENFORCEMENT
2021 ANNUAL REPORT

Your City, Your Family, Our duty
ITEM DESCRIPTION:

   6. INFORMATION ITEMS

   a. Community Road Safety Advisory Committee 2022 Work Plan Progress

PROPOSED MOTION:

A motion is not required.

BACKGROUND/ANALYSIS:

The Committee establishes an annual work plan that identifies key priorities and goals based on its mandate and the Community Road Safety Advisory Committee Bylaw C-1098-19.

Chairperson Mark requested the Committee’s work plan be included in all meeting agenda packages in order for the Committee to remain updated on its progress.

FINANCIAL IMPLICATIONS:

n/a

ATTACHMENTS:

Community Road Safety Advisory 2022 Work Plan (red line completions)
Community Road Safety Advisory Committee
2022 Work Plan

Awareness and Understanding

During the first year of the CRSAC, the committee spent a significant portion of its time reviewing documents and presentations from administration to gain a better understanding of how certain programs, processes, standards, and initiatives relate to the mandate of the committee. This included, but was not limited to:

1. Automated Traffic Enforcement
2. Crosswalk standards and practices
3. City of Spruce Grove Traffic Safety Plan
4. Roles and Responsibilities of RCMP and Peace Officers
5. School and playground standards and practices

For 2022 the committee will continue to receive additional information where appropriate and applicable to its work plan or items that come before them; however, are not formalizing a list outside of those parameters.

The only specific item in this category that has been identified by the committee is an annual presentation by the RCMP and Spruce Grove Enforcement Services related to their plans, priorities, and actions related to community road safety.

Review and Analysis

This section of the work plan lays out the items that will be reviewed and analyzed for possible recommendations and/or considerations. This was formulated with suggestions from administration (things they have heard from Council, the community, or desire input on themselves), Committee Council member(s), and the Committee members.

1. Automated Traffic Enforcement
   - Review and comment on annual report
   - Review/recommend education and awareness opportunities
   - Review Council policy
   - Review Government of Alberta changes and impacts to the City’s program

2. Speed Limits
   - Review of the study to be completed in early 2022 related to speed limits in residential areas and across the city
   - Review of administrative recommendations related to the study and support, amend, or add to them where necessary

3. Pedestrian Safety
   - Discussion and analysis on trail safety
   - Trail connections
   - Crosswalk standards and review
4. Development Standards
   • Review of safety components in approval processes
   • Possible recommendations related to safety enhancements

5. Communications
   • Discussion on promotion of existing processes, information, and initiatives
   • Recommendations on Public Relations (response to top community concerns and sharing successes)
   • Exploration of the role of committee members in regards to communications

6. Other Ad Hoc Work

   As issues arise, and where the Committee has time, there will be additional input and feedback sought where necessary as it relates to the mandate of the Committee. Items may include, but are not limited to:
   • Snow and Ice Control policy changes
   • Visibility as it relates to overall policy decisions (i.e. shrubs, trees)
   • Other applicable bylaw changes (i.e. Traffic Bylaw)
   • Other major projects (i.e. City Centre ARP, Municipal Development Plan)

   • March 9, 2022 CRSAC Meeting
     o Committee requested it be considered by Council to make proclamations in support of various safety recognition weeks that take place throughout the year. The City does not currently have a detailed or identified philosophy when it comes to proclamations or recognitions; however, this is currently being established.
     o Administration asked the Committee to review the Automated Traffic Enforcement Traffic Map tool, the data available on the tool for recommendations related to the presentation of the data, and the level of data viewable.
     o Development Standards is an item included in the Committee’s 2022 work plan and to ensure the Committee is receiving comprehensive information, Administration led a discussion to determine what should and/or shouldn’t be in a future report in purview of the Committee.