

Camrose Police Service

AUTOMATED TRAFFIC ENFORCEMENT



ANNUAL REPORT 2023

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April 25th, 2024



Introduction

Camrose is a city of nearly 20,000 residents, serving a business population of over 150,000 people. There are four highways providing access into the municipality, and numerous roadways within the city, which contain several school and playground zones, with speed limits ranging from 20 km/h to 100 km/h.

The Camrose Police Service has been operating Automated Traffic Enforcement (ATE) since 1995 with the implementation of one (1) mobile ATE unit. In January 2020, two (2) Intersection Safety Devices were also employed monitoring traffic at the intersection of 68th Street and 48th Avenue (one for westbound traffic, and one for eastbound traffic).

This technology, in conjunction with transportation engineering, traffic signage, education programs, and conventional traffic enforcement all contribute to the city's overall strategic traffic safety plan.



Sites

- There are 42 approved sites in the City of Camrose where mobile photo radar enforcement is conducted.
- Each location was reassessed to ensure that the site met the appropriate criteria per the ATE Provincial Guidelines

AUTOMATED TRAFFIC ENFORCEMENT SITE ASSESSMENT – ACTIVE SITES

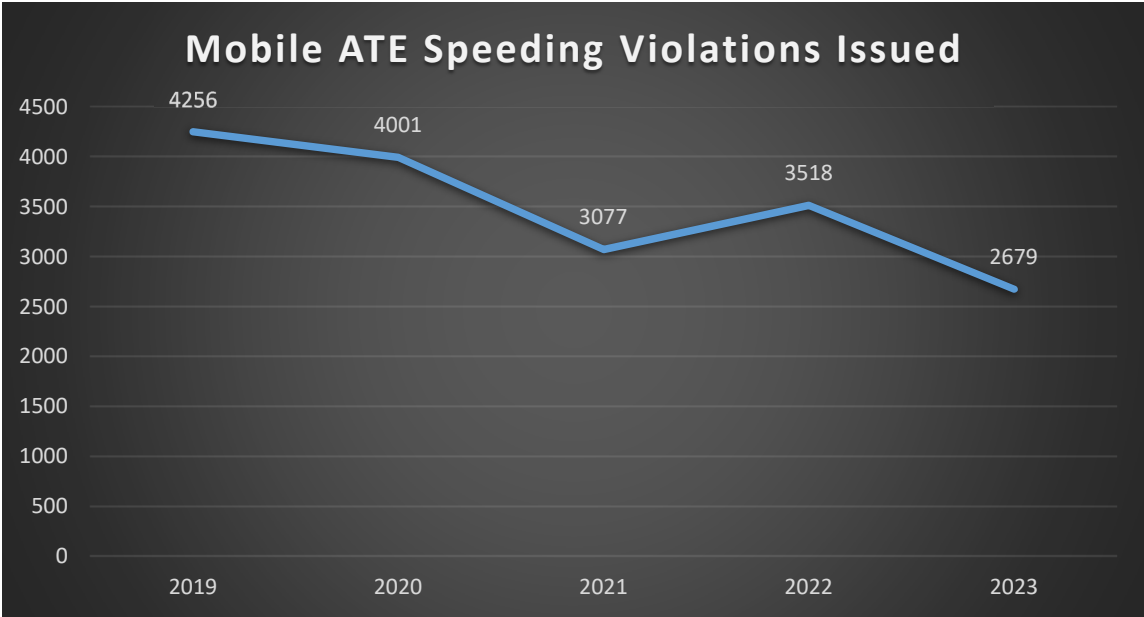
ZONE	SITE CODE	LOCATION DESCRIPTION	SITE SELECTION CRITERIA
A1	201	50 Ave – 53 St to Grand Dr	<i>Higher Frequency of Speeding</i>
	202	Grand Drive – 48 Ave to 50 Ave	<i>Higher Frequency of Speeding</i>
	203	48 Ave – 53 St to Grand Dr (wb)	<i>Higher Frequency of Collisions</i>
	204	48 Ave – Grand Dr to 6800 blk (wb)	<i>Higher Frequency of Collisions</i>
A2	101	54 Ave – 53 St to 62 St.	<i>Higher Frequency of Speeding</i>
	102	54 Ave – 6200 blk	<i>Designated Zone - Playground</i>
	103	53 Ave – 5300 blk	<i>Designated Zone - Playground</i>
	104	68 St – 5400 blk	<i>Higher Frequency of Speeding</i>
	105	53 St – 5200 blk (southbound)	<i>Designated Zone - School</i>
	106	53 St – 55 Ave to 53 Ave (sb)	<i>Higher Frequency of Speeding</i>
A3	350	48 Ave – 6800 blk to 7300 blk (westbound)	<i>Higher Frequency of Speeding</i>
B1	301	51 Ave – 4100 blk to 48 St	<i>Higher Frequency of Speeding</i>
	302	49 Ave – 43 St to 45 St	<i>Designated Zone – School</i>
	303	48 Ave - 43 St to 50 St (westbound)	<i>Higher Frequency of Speeding</i>
	304	46 St - 48 Ave to 49 Ave	<i>Designated Zone - School</i>
B2	402	53 Ave - 4800 blk	<i>Designated Zone - School</i>
	403	53 St - 5200 blk (northbound)	<i>Designated Zone - School</i>
	404	53 St - 53 Ave to 55 Ave (northbound)	<i>Higher Frequency of Speeding</i>

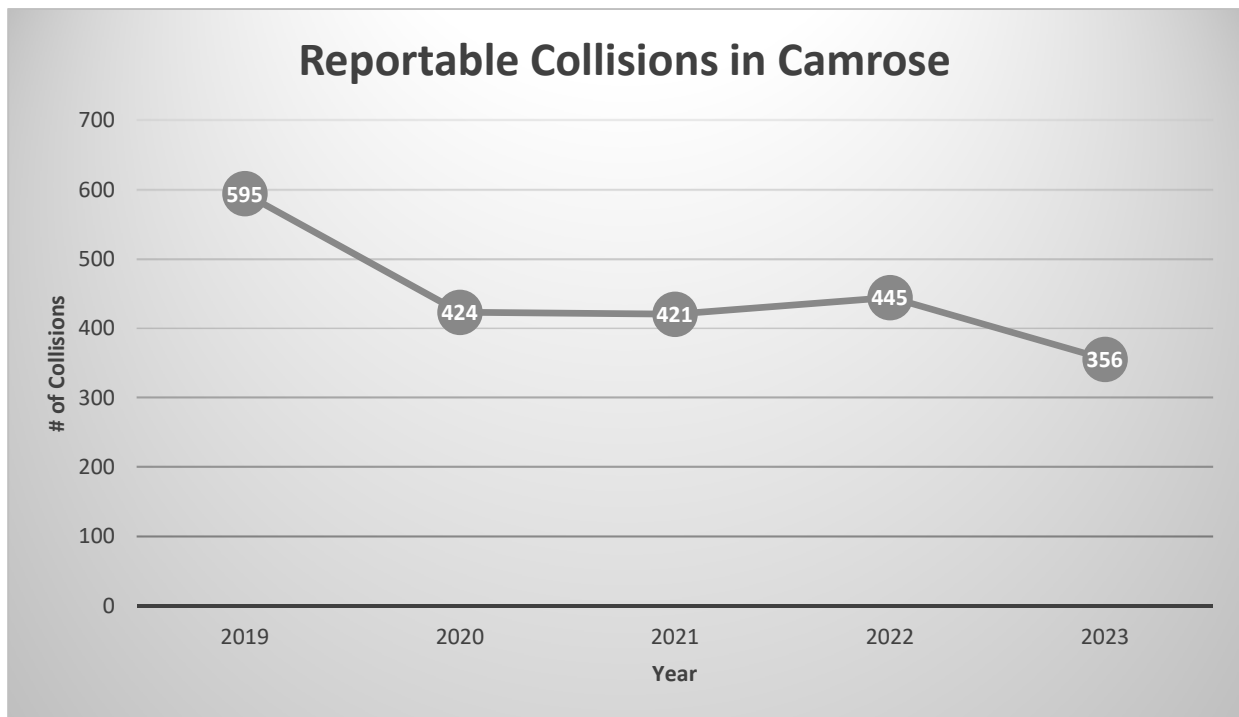
ZONE	SITE CODE	LOCATION DESCRIPTION	SITE SELECTION CRITERIA
B3	901	48 Ave - 39 St to 4100 blk (westbound)	<i>Higher Frequency of Speeding</i>
	913	48 Ave – 3700 blk to 3900 blk (westbound)	<i>Higher Frequency of Speeding</i>
	914	48 Ave – Exhibition Drive to 3700 blk	<i>Higher Frequency of Speeding</i>
C1	601	Mt Pl Dr – 4500 blk (northbound)	<i>Designated Zone - School</i>
	602	48 Ave - Mt. Pleas. Dr. to 53 St (eastbound)	<i>Higher Frequency of Collisions</i>
	603	53 St. - 44 Ave to 42 Ave (southbound)	<i>Higher Frequency of Speeding</i>
	605	Marler Dr – Parkview to Mt Pl (westbound)	<i>Higher Frequency of Speeding</i>
	606	42 Ave – 59 St to 60 St	<i>Designated Zone – Playground</i>
	608	43 Ave – 5700 blk to 5800 blk	<i>Designated Zone - Playground</i>
C2	501	68 St – Marler Dr to 48 Ave (northbound)	<i>Higher Frequency of Collisions</i>
	501 (ISD)	48 Ave / 68 Street (eastbound)	<i>Higher Frequency of Collisions</i>
	502	43 Ave - 6200 blk	<i>Designated Zone - School</i>
	502 (ISD)	48 Ave / 68 Street (westbound)	<i>Higher Frequency of Collisions</i>
	505	Comp. Rd. - 45 Ave to 48 Ave	<i>Designated Zone - School</i>
	506	48 Ave -65 St to Mt. Pleas. Dr. (eb)	<i>Higher Frequency of Collisions</i>
	509	Mt. Pl. Dr. - 4500 blk (southbound)	<i>Designated Zone - School</i>
C3	150	Mt. Pl. Dr.- Jack Stuart (eastbound)	<i>Designated Zone - School</i>
	153	Enevold Dr - 6300 blk	<i>Designated Zone - Playground</i>
	155	Marler Dr - 68 St to Mt. Pleas. Dr. (eb)	<i>Higher Frequency of Speeding</i>
C4	001	Marler Dr. - 71St to 73 St	<i>Designated Zone - Playground</i>
D1	701	50 St - 48 Ave to 44 Ave (southbound)	<i>Higher Frequency of Speeding</i>
	704	53 St - 44 Ave to 48 Ave (northbound)	<i>Higher Frequency of Speeding</i>
	706	Parkview Dr – Mt Pl Dr to 39 Ave	<i>Higher Frequency of Speeding</i>

ZONE	SITE CODE	LOCATION DESCRIPTION	SITE SELECTION CRITERIA
D2	801	50 St – 44 Ave to 48 Ave (northbound)	<i>Higher Frequency of Speeding</i>
D3	911	48 Ave - 41 St to 39 St (eastbound)	<i>Higher Frequency of Speeding</i>
D6	850	Camrose Dr Bridge to 50 St (eastbound)	<i>Higher Frequency of Speeding</i>

Outcomes

- In 2023 – 2,035 hours of mobile photo speed enforcement was performed with a total of 705,967 vehicles being monitored.
- 2,679 mobile ATE speeding violations were issued in 2023. This represents a 24% decrease in violations from the previous year and the lowest in the past five years. One variable that did change between these two years, is the provincial requirement to post “Drive Safe” signage on the mobile vehicle in December 2022. This variable is very likely to have contributed to this decrease in violations, and is indicative of an increase in driver awareness and a positive change in driving behavior when in the vicinity of the ATE vehicle.





- There were 356 total reportable collisions in 2023. This represents a decrease of 20% compared to the previous year, a decrease of 13% compared to the three year average, and a decrease of 21% compared to the past five years.

Severity of Collision	2019	2020	2021	2022	2023
Fatal	1	0	0	0	1
Injury	28	13	24	19	19
Property Damage	566	411	397	426	336
TOTAL REPORTABLE COLLISIONS¹	595	424	421	445	356

- There were 19 injury collisions in 2023, which represents the same number as the previous year. We continue to experience a general downward trend in the number of injury collisions compared to previous years as 2023's figures are 8% below the three and five year average.

- There was 1 fatal collision in 2023 compared to 0 fatal collisions the previous three years. Despite this being an increase, due to the small sample size, it is difficult to categorize this increase as a trend. The number of fatal collisions in Camrose continues to be very low.

Intersection Safety Device (ISD)

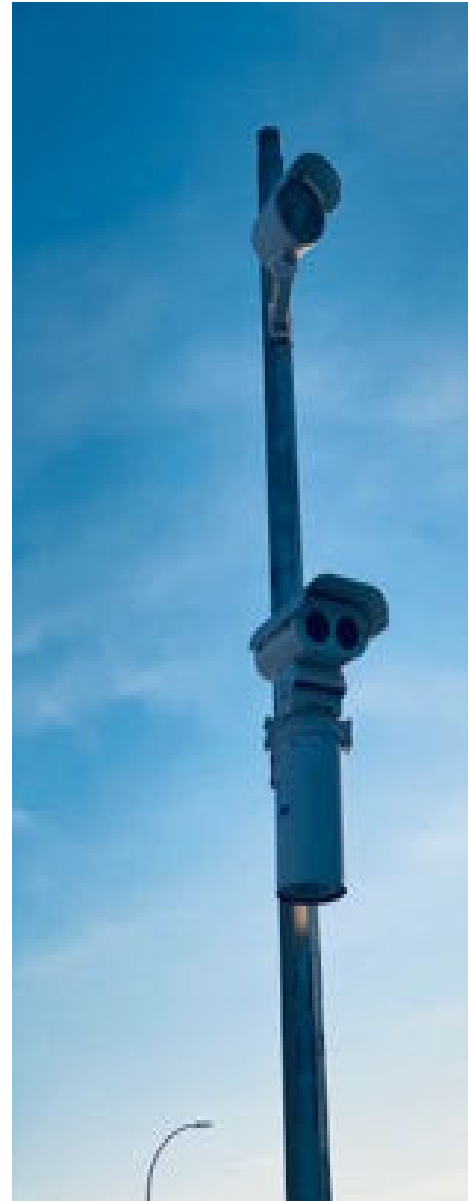
The intersection of 68 Street and 48 Avenue has historically been identified as the most prolific intersection collision location in Camrose year over year.

The Annual Traffic Analysis, in conjunction with an independent traffic study conducted in the summer of 2018, supported the use of an ISD at this location in an effort to reduce the number and severity of collisions.

A business case was presented and passed through city council in the summer of 2019, and installation of the device was completed in November 2019.

During the public education phase, violators were issued “warning notices” from December 1st, 2019 to January 31st, 2020. After this point, speeding and red light violators were issued violation tickets.

In addition to the consistently high number of collisions, an ISD was implemented at this location due to significant challenges associated with mobile and conventional radar deployment.



The intersection of 68th Street and 48th Avenue continued to be the top intersection for collisions in Camrose with 11 in 2023. This represents a 39% decrease in the number of collisions compared to the previous year. Additionally there were 3 more collisions at this intersection than the next highest, and 5 more than the third highest site. There were 20% less collisions at this intersection in 2023 compared to the three year average.

Injury collisions remained relatively low (3) at this intersection, although this does represent an increase from the previous year (0).

This intersection continues to be a high collision location due to it being situated in the middle of four high-volume daytime shopping sectors, and consists of traffic flow and pedestrian movement in all four directions. The presence of the ISD at this location, in conjunction with signage, is believed to reduce the severity of collisions at this location.

Intersection Location	2019		2020		2021		2022		2023	
	Collisions	Injury	Collisions	Injury	Collisions	Injury	Collisions	Injury	Collisions	Injury
48 Ave./ 68 St.	15	2	11	1	12	1	18	0	11	3
48 Ave./ 66 St.	9	0	4	0	6	1	13	2	8	2
48 Ave./ 50 St.	6	1	2	0	*	*	9	0	3	0
48 Ave./ Gr. Drive	4	0	5	1	2	0	9	0	*	*
48 Ave./ 53 St.	3	0	*	*	4	0	6	0	6	1
48 Ave./ 73 St.	5	1	5	0	4	1	6	1	6	0
54 Ave./ 53 St.	*	*	*	*	*	*	4	3	2	0

In 2023, the ISD was operational for 17,520 hours registering the following data:

- 4,030,593 vehicles monitored
- 3,222 total notices issued (510 red light / 2,712 speeding violations)
- 13% more total violations in 2023 compared to three year average

Fine Revenue

Traffic violations are issued with the prescribed fine amounts for each offence set by the Province of Alberta with 40% of fine payments being distributed to the Province.

In 2023, the fine revenue collected relating to ATE violations in Camrose was \$472,259.43.

Funds generated by ATE enforcement are reinvested back into Camrose Police Service Traffic Safety capital and operating costs including:

- ATE employee salary & benefits
- Contracted vendor contract fees
- ATE vehicle and associated maintenance and operating costs
- Traffic Safety equipment and maintenance

Performance Indicators

The 2023 Traffic Plan set the following road safety targets for the year – with the following results:

	Target	Result
Speeding Contraventions	↓ 5%	↓ 10%
Red Light Contraventions	↓ 2%	↑ 32%
Casualty Collisions	0	1
Injury Collisions	< 24	19
Total Collisions	↓ 2%	↓ 20%
Fatalities	0	1

Conclusion

Automated Traffic Enforcement has been in effect in the City of Camrose since 1995, and through its deployment, in concert with other road safety measures, has demonstrated our municipality's commitment to traffic safety for all users of our roadways, and changed driver behavior in a positive way.

This has been evidenced by the following:

- ❖ Continued downward trend in speeding violations being issued (10% reduction and performance target met)
- ❖ A significant decrease (20%) in reportable collisions, and lower than the provincial average from available data (performance target met)
- ❖ A continued low number of casualty collisions (and although performance target not met, the 1 casualty collision did not involve a speed or red light infraction)
- ❖ A continued low volume of injury collisions (performance target met), and half the provincial average from available data.

With the Intersection Safety Device only being in place for the past three years, we have a lot less data to rely upon to make various inferences. Thus far, however, it is believed that violations issued at this intersection increased modestly from 2020 and 2021 to 2022 due to the impact of the global pandemic on the first two years, and the reduced volume of non-local traffic during this time. As traffic behavior returned to normal, we have seen an increase in red light and speeding infractions at this intersection from 2022 to 2023, but also a 39% decrease in the number of collisions at this intersection. The number of fatal and injury collisions at this location has also been very low, especially given this area being the most dense for traffic volume in the City.

We look forward to continuing the tradition of deploying ATE technologies in our community in a very transparent, reasonable way, in partnership with conventional enforcement, education, and visibility.

Road safety remains one of the top priorities and expectations from our citizens, and we will continue to support this critical function within our community to uphold our overall community safety strategy.