

City of Beaumont
Automated Traffic
Enforcement
Annual Report



2019

General Principles

Automated traffic enforcement technology (photo radar) has been conducted within the City of Beaumont since 1998 to deter speeding, as well as to improve traffic and officer safety. These General Principles are designed to ensure fairness and consistency in the use of automated traffic enforcement (ATE) technology in the City of Beaumont.

Citizens of Beaumont value the safety and security of their community. They expect that drivers who endanger the lives and wellbeing of others will be detected and charged. They want to know their children will be safe when crossing the road. Commuters want to drive to and from work safely. Law Enforcement personnel need protection while conducting traffic enforcement in high hazard areas. Automated traffic enforcement technology is a tool that can be used to enforce traffic laws. Beaumont's *Automated Traffic Enforcement Technology Program*, under the direction of Beaumont Protective Services and the Beaumont RCMP, is aimed to ensure compliance with existing standards and consistent enforcement practices, geared towards traffic safety.

Local residents and visitors expect automated traffic enforcement technology to be used fairly and with consistency. Public advisories, standard and consistent use of signage and clear site selection criteria promote the appropriate application of these tools. As per the February 2019 *Alberta Automated Traffic Enforcement Technology Guidelines*, communities like Beaumont, which are policed by the RCMP under a municipal policing contract or have their own police service, can use automated traffic enforcement technology within their municipal boundaries.

It is essential that automated traffic enforcement technology be used in conjunction with existing conventional enforcement and not a replacement for officer contact. Automated traffic enforcement technology, combined with other conventional speed enforcement methods, education and awareness can help reduce the number and severity of collisions on our roads.

The use of this technology includes ongoing evaluation to measure the effectiveness of automated traffic enforcement technology on lowering speeds and reducing collisions. This evaluation process is invaluable in educating the public on the effectiveness of automated traffic enforcement technology for enhancing traffic safety.

Provincial Guidelines

Use of Automated Traffic Enforcement Technology

Traffic safety data must determine if and where automated traffic technology will be used. These criteria include, but are not restricted to: high-risk, high frequency, high-collision and high-pedestrian volume locations.

- High-risk locations are those where the safety of citizens or police officers or peace officers would be at risk through conventional enforcement methods;
- High-frequency locations are those where data indicates drivers are ignoring or breaking transportation laws on an ongoing basis;
- High-collision locations are those where data indicates a greater frequency of property damage, injury, or fatal collisions; and
- High-pedestrian volume locations are those where data indicates a high volume of pedestrian traffic.

In accordance with the 2019 *Alberta Automated Traffic Enforcement Technology Guidelines*, an Automated Traffic Enforcement Program may be established:

- Within a police service
- Within a municipality
- As a contracted service to either of the above

Regardless of which option is selected or in place, responsibility for the operation of the automated traffic enforcement program shall rest with the police service of jurisdiction, which will provide direction in the following areas:

- Ensuring enforcement is conducted in accordance with local Traffic Safety Plans;
- Reviewing and approving site locations for ATE use;
- Directing at which sites automated traffic enforcement technology is to be used; and
- Setting periods of operation and duration of enforcement.

Automated traffic enforcement technology sites will not be selected randomly. One or more of the following criteria must be met before automated traffic enforcement technology is deployed at a specific site:

- Areas or intersections where conventional enforcement is unsafe or ineffective;
- Areas or intersections with an identifiable, documented history of collisions;
- Areas or intersections with an identifiable, documented history of speeding problems;
- Intersections with an identifiable, documented history of offences;
- Intersections near schools, post-secondary institutions, or other areas with high pedestrian volumes;
- School and playground zones or areas;
- Construction zones; or
- Areas where the public or a community has expressed concerns related to speeding.

Public Awareness and Transparency

A key element to the success of any enforcement practice, including the use of Automated Traffic Enforcement Technology, is public awareness and transparency. In accordance with the 2019 *Alberta Automated Traffic Enforcement Technology Guidelines*, permanent awareness signs are posted on:

- Primary access roadways entering Beaumont;
- Major thoroughfares;
- School zones; and
- Any roads, intersections or locations that are monitored regularly by Automated Traffic Enforcement.

Public awareness signs clearly advise motorists that speed is monitored using this technology. The goal of which is to increase compliance from motorists, and therefore reducing vehicle speeding at these high-risk locations.

Temporary signs advising that speed is monitored by automated traffic technology are used where the technology is used infrequently or for a specific purpose (i.e.: construction zones). Temporary signs are posted a reasonable distance before these locations. This achieves the goal of gaining immediate compliance from motorists in reducing their speed at these high-risk locations.

Automated traffic enforcement technology sites are regularly advertised in the local newspaper and on the City of Beaumont web site. In addition, Beaumont provides residents with an interactive map which displays locations, the type of technology used and the rationale for each area selected within the City.

The City of Beaumont currently meets or exceeds all automated traffic enforcement technology communication requirements.

City of Beaumont Automated Traffic Enforcement – Current Program

The City of Beaumont currently employs mobile ATE units to complete all automated traffic enforcement technology in 35 locations within municipal boundaries. Locations may be inclusive of up to four zones, based on direction of travel.

Example: Intersections may have up to four zones, for Northbound, Eastbound Southbound and Westbound traffic entering the intersection.

Following the guidelines identified above, these locations are categorized as:

- 3 Red lights
- 11 Speed Enforcement (Parks, green spaces, other)
- 10 Speed Enforcement- Prescribed Times (School zones)
- 11 Stop Signs

Evaluation

In efforts to verify the need for using automated traffic enforcement technology, statistical data is collected from the RCMP, in addition to enforcement technology and electronic data counters. Further to these data collection methods, Beaumont is provided monthly summaries which outline the number of violations issued, locations and the rationale used for issuing a fine (i.e. speeding). Collectively, these methods provide valuable data for the evaluation of each location.

Location(s)

Appendix A to this document outlines each zone, by location, where automated traffic enforcement technology is used in Beaumont.

Communications

As outlined in the February 2019 *Automated Traffic Enforcement Technology Guidelines*, the City of Beaumont will continue to meet or exceed provincial communication requirements through all existing avenues. **Appendix B** shows a sample of the monthly communication posted on the City of Beaumont website and in the La Nouvelle Beaumont newspaper, identifying locations/zones being monitored.

Further, considerations are being given to identifying automated traffic enforcement technology vehicles and locations while active within the City. This may include unit decals and portable signage however operator safety must remain paramount.

City of Beaumont Automated Traffic Enforcement- Annual Report Data for 2019

The information in this section contains data currently available through reports issued by the ATE Service Provider used by the City of Beaumont, in addition to data collected from the Alberta eCollision system. The required format for submitting data is currently being considered by the government of Alberta; should a specific format be determined, the information provided in this report will follow a different format for future submissions.

ATE Ticket Data

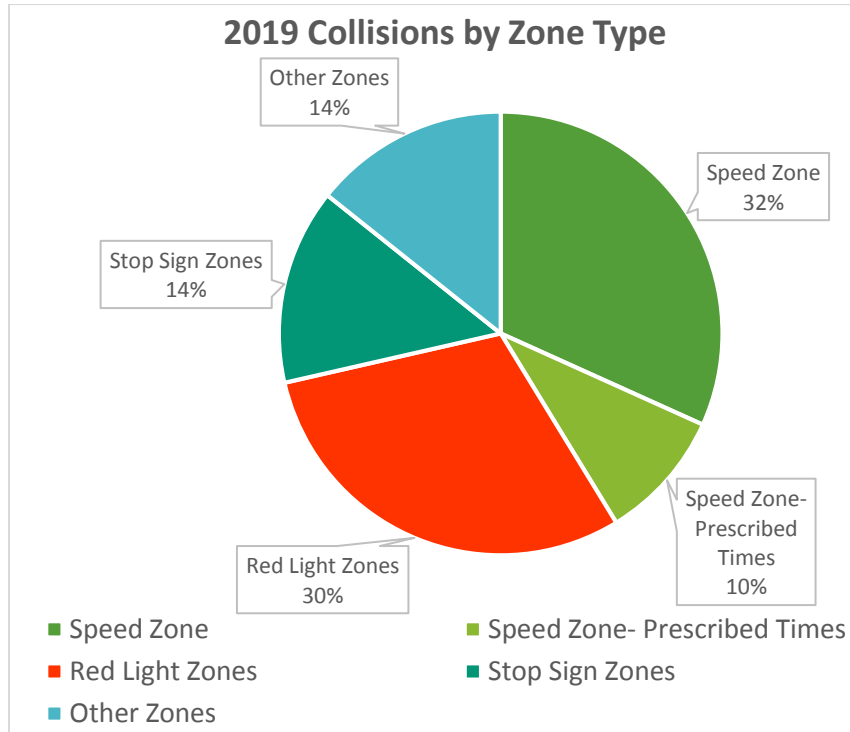
Comparing year end data from 2017 to 2019 shows that the number of ATE zones within Beaumont municipal boundaries has been reduced from 87 to 76 and there has been a downward trend in the total

number of tickets issued annually in the same time frame. This observation indicates that the use of ATE technology in Beaumont has been effective. The table below shows year over year data from 2017 to 2019.

	2017	+/-	2018	+/-	2019
Total number of photo radar locations within the municipality.	87	-11	76	0	76
Total number of speed offenses committed within the municipality (captured using photo radar only).	5926	-12.3%	5193	-1.6%	5112
Total number of speeding tickets issued within the municipality (captured using photo radar only).	4046	+0.4%	4062	-3.5%	3919
Total number of red light offenses committed within the municipality	213	+38.5%	295	-25%	221
Total number of red light tickets issued within the municipality.	106	+45%	154	-31%	106
Total number of stop sign offenses committed within the municipality.	1822	+1.6%	1851	-7%	1723
Total number of stop sign tickets issued within the municipality.	1293	+14%	1476	-15%	1256

Collision Data

Using data collected from the Alberta eCollision System, it has been determined that there were 59 collisions at/near ATE zones within Beaumont municipal boundaries in 2019. The following chart identifies the percentage of collisions in each zone type.



Appendix C shows detailed collision data for 2019. Each location where ATE technology is employed has been summarized to show the number and severity of collisions, based on eCollision data available.

Appendix D shows a summary of 2019 collisions at/nearest ATE zones within Beaumont municipal boundaries, by zone type and severity.

APPENDIX A

Zone	Description	Direction	Category	Speed Limit
950	50 Street at/near Coloniale Way	NB	Red Light	50 km/h
951	50 Street at/near Rue Montalet	SB	Red Light	50 km/h
952	50 Street at/near 55 Avenue	NB	Red Light	50 km/h
953	55 Avenue at/near 50 Street	EB	Red Light	40 km/h
954	50 Street at/near 55 Avenue	SB	Red Light	40 km/h
955	50 Street at/near 55 Avenue	SB	Red Light	50 km/h
958	50 Street at/near 43 Avenue	NB	Red Light	50 km/h
959	43 Avenue at/near 50 Street	WB	Red Light	40 km/h
960	50 Street at/near 43 Avenue	SB	Red Light	50 km/h
961	43 Avenue at/near 50 Street	EB	Red Light	40 km/h
911	50 Street at/near Sobey's Crosswalk	SB	Speed	50 km/h
912	50 Street at/near Sobey's Crosswalk	NB	Speed	50 km/h
913	50 Street at/near Lion's RV Park	SB	Speed	50 km/h
914	50 Street at/near Lion's RV Park	NB	Speed	50 km/h
919	50 Street at/near Township Rd 510	SB	Speed	80 km/h
920	50 Street at/near Township Rd 510	NB	Speed	80 km/h
921	55 Avenue at/near 54 Street	WB	Speed	40 km/h
922	55 Avenue at/near 54 Street	EB	Speed	40 km/h
923	44 Street at/near 52 Avenue	NB	Speed	40 km/h
924	44 Street at/near 52 Avenue	SB	Speed	40 km/h
925	57 Street at/near Boulevard Park	SB	Speed	40 km/h
926	57 Street at/near Boulevard Park	NB	Speed	40 km/h
927	57 Street at/near Reservoir Park	SB	Speed	40 km/h
928	57 Street at/near Reservoir Park	NB	Speed	40 km/h
929	43 Avenue at/near Parc Des Arbres	WB	Speed	40 km/h
930	43 Avenue at/near Parc Des Arbres	EB	Speed	40 km/h
933	50 Avenue at/near 62 Street	EB	Speed	50 km/h
934	50 Avenue at/near 62 Street	WB	Speed	50 km/h
945	56A Street at/near Rue Moreau	SB	Speed	40 km/h
946	56A Street at/near Rue Moreau	NB	Speed	40 km/h
947	Rue Bouchard at/near Bonin Cres	SB	Speed	40 km/h
948	Rue Bouchard at/near Bonin Cres	NB	Speed	40 km/h
901	43 Avenue at/near Beaumont High School	WB	Speed- Prescribed Times	30 km/h or 40 km/h
902	43 Avenue at/near Beaumont High School	EB	Speed- Prescribed Times	30 km/h or 40 km/h
903	50 Avenue at/near Bellevue School	WB	Speed- Prescribed Times	30 km/h or 40 km/h
904	50 Avenue at/near Bellevue School	EB	Speed- Prescribed Times	30 km/h or 40 km/h
905	55 Avenue at/near JE Lapointe School	WB	Speed- Prescribed Times	30 km/h or 40 km/h
906	55 Avenue at/near JE Lapointe School	EB	Speed- Prescribed Times	30 km/h or 40 km/h
907	44 Street at/near Beau Meadow School	SB	Speed- Prescribed Times	30km/h or 40km/h
908	44 Street at/near Beau Meadow School	NB	Speed- Prescribed Times	30km/h or 40km/h

Zone	Description	Direction	Category	Speed Limit
909	Coloniale Way at/near Coloniale School	WB	Speed- Prescribed Times	30km/h or 40km/h
910	Coloniale Way at/near Coloniale School	EB	Speed- Prescribed Times	30km/h or 40km/h
917	Eaglemont Street at/near Dansereau School	SB	Speed- Prescribed Times	30km/h or 40km/h
918	Eaglemont Street at/near Dansereau School	NB	Speed- Prescribed Times	30km/h or 40km/h
931	Rue Parc Street at/near D'Youville School	NB	Speed- Prescribed Times	30km/h or 40km/h
932	Rue Parc Street at/near D'Youville School	SB	Speed- Prescribed Times	30km/h or 40km/h
937	Soleil Boulevard at/near D'Youville School	EB	Speed- Prescribed Times	30km/h or 40km/h
938	Soleil Boulevard at/near D'Youville School	WB	Speed- Prescribed Times	30km/h or 40km/h
3900	30 Avenue at/near Ecole Champs Vallee School	EB	Speed- Prescribed Times	30km/h or 40km/h
3901	30 Avenue at/near Ecole Champs Vallee School	WB	Speed- Prescribed Times	30km/h or 40km/h
3902	60 Street at/near Ecole Champs Vallee School	NB	Speed- Prescribed Times	30km/h or 40km/h
3903	60 Street at/near Ecole Champs Vallee School	SB	Speed- Prescribed Times	30km/h or 40km/h
965	45 Street at 41 Avenue	NB	Stop Sign	40 km/h
966	45 Street at 41 Avenue	SB	Stop Sign	40 km/h
967	Reichert Drive at Coloniale Way	SB	Stop Sign	40 km/h
968	Rue Bouchard Street at Coloniale Way	NB	Stop Sign	40 km/h
969	60 Avenue at Range Road 243	WB	Stop Sign	40 km/h
970	53 Avenue at Range Road 243	WB	Stop Sign	40 km/h
971	Country Club Drive at Range Road 241	EB	Stop Sign	40 km/h
974	50 Avenue at Range Road 243	WB	Stop Sign	50 km/h
975	Township Road 505 at Range Road 243	EB	Stop Sign	60 km/h
976	Range Road 243 at 50 Avenue	NB	Stop Sign	60 km/h
977	Range Road 243 at 50 Avenue	SB	Stop Sign	60 km/h
978	57 Street at 50 Avenue	NB	Stop Sign	40 km/h
979	50 Avenue at 57 Street	EB	Stop Sign	50 km/h
980	57 Street at 50 Avenue	SB	Stop Sign	40 km/h
981	50 Avenue at 57 Street	WB	Stop Sign	40 km/h
982	44 Street at 50 Avenue	NB	Stop Sign	40 km/h
983	50 Avenue at 44 Street	EB	Stop Sign	50 km/h
984	44 Street at 50 Avenue	SB	Stop Sign	40 km/h
985	50 Avenue at 44 Street	WB	Stop Sign	50 km/h
988	56A Street at Rue Montalet	NB	Stop Sign	40 km/h
994	Rue Montalet at 60 Avenue	SB	Stop Sign	40 km/h
995	Eaglemont Street at 60 Avenue	NB	Stop Sign	40 km/h
996	60 Avenue at Rue Montalet	WB	Stop Sign	40 km/h
997	60 Avenue at Eaglemont Street	EB	Stop Sign	40 km/h

APPENDIX B



Photo Enforcement Locations

December 2019

City of Beaumont

December 01	57 Street at/near Boulevard Park
December 02	50 Street at/near TWSP Road 510
December 03	30 Ave/60 St at/near Ecole Champs Vallee School
December 04	44 Street at/near 52 Avenue
December 05	43 Avenue at/near Beaumont High School
December 06	50 Avenue at/near 62 Street
December 07	57 Street at/near Reservoir Park
December 08	50 Street at/near Lions RV Park
December 09	55 Avenue at/near J.E. LaPointe School
December 10	44 Street at/near Beau Meadow School
December 11	50 Avenue at/near Bellevue School
December 12	Coloniale Way at/near Coloniale School
December 13	Rue Bouchard at/near Bonin Crescent
December 14	43 Avenue at/near Parc des Arbres
December 15	55 Avenue at/near 54 Street
December 16	Eaglemont Street at/near Dansereau School
December 17	Rue Park St/Soleil Blvd at/near D'Youville School
December 18	43 Avenue at/near Beaumont High School
December 19	30 Ave/60 St at/near Ecole Champs Vall School
December 20	55 Avenue at/near JE LaPointe School
December 21	50 Avenue at/near 62 Street
December 22	44 Street at/near 52 Avenue
December 23	57 Street at/near Reservoir Park
December 24	50 Street at/near TWSP Road 510
December 25	56A Street at/near Rue Moreau
December 26	57 Street at/near Boulevard Park
December 27	50 Street at/near Lions RV Park
December 28	55 Avenue at/near 54 Street
December 29	43 Avenue at/near Parc des Arbres
December 30	Rue Bouchard at/near Bonin Crescent
December 31	44 Street at/near 52 Avenue

*Additional locations may be added for photo enforcement on any of the above dates

** Photo enforcement may not operate on all the dates listed above

APPENDIX C- Detailed 2019 Collision Data

Zone	# of Collisions	Severity	
950	6	Property Damage	5
951		Injury	1
952 953	10	Property Damage	8
954 955		Injury	2
958 959	3	Property Damage	2
960 961		Injury	1
911	2	Property Damage	2
912		Injury	0
913	3	Property Damage	2
914		Injury	1
919	6	Property Damage	5
920		Injury	1
921	1	Property Damage	1
922		Injury	0
923	1	Property Damage	1
924		Injury	0
925	0	Property Damage	0
926		Injury	0
927	0	Property Damage	0
928		Injury	0
929	2	Property Damage	2
930		Injury	0
933	5	Property Damage	5
934		Injury	0
945	0	Property Damage	0
946		Injury	0
947	0	Property Damage	0
948		Injury	0
901	0	Property Damage	0
902		Injury	0
903	2	Property Damage	2
904		Injury	0
905	1	Property Damage	1
906		Injury	0

Zone	# of Collisions	Severity	
907	0	Property Damage	0
908		Injury	0
909	0	Property Damage	0
910		Injury	0
917	0	Property Damage	0
918		Injury	0
931	1	Property Damage	1
932		Injury	0
937	0	Property Damage	0
938		Injury	0
3900	1	Property Damage	1
3901		Injury	0
3902	1	Property Damage	1
3903		Injury	0
965	1	Property Damage	1
966		Injury	0
967	0	Property Damage	0
		Injury	0
968	0	Property Damage	0
		Injury	0
969	1	Property Damage	1
		Injury	0
970	0	Property Damage	0
		Injury	0
971	0	Property Damage	0
		Injury	0
974 975	0	Property Damage	0
976 977		Injury	0
978 979	2	Property Damage	1
980 981		Injury	1
982 983	1	Property Damage	1
984 985		Injury	0
988	4	Property Damage	4
		Injury	0
994	0	Property Damage	0

995		Injury	0
996	0	Property Damage	0
997		Injury	0
Other Zones			
PZ03	4 (Potential Zone)	Property Damage	3
PZ04		Injury	1
939	1 (Former Zone)	Property Damage	1
940		Injury	0

APPENDIX D

Summary of 2019 Collisions by Zone Type/Severity

Speed Zones	Property Damage	18
	Injury	2
	Total	20
Speed Zones- Prescribed Times	Property Damage	6
	Injury	0
	Total	6
Red Light Zones	Property Damage	15
	Injury	4
	Total	19
Stop Sign Zones	Property Damage	8
	Injury	1
	Total	9
Other Zones	Property Damage	4
	Injury	1
	Total	5
TOTALS	Property Damage	51
	Injury	8
	TOTAL	59