

City of Beaumont  
Automated Traffic  
Enforcement  
Annual Report



2020

## General Principles

Automated traffic enforcement technology has been conducted within the City of Beaumont since 1998 to deter speeding, and 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 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 alternate means of conducting traffic enforcement in high hazard areas. ATE technology is a tool that aids in enforcing the Traffic Safety Act. Beaumont's *Automated Traffic Enforcement Technology Program*, under the direction of Beaumont's Protective Services Department, is aimed to ensure compliance with existing standards and consistent enforcement practices, geared towards traffic safety.

Local residents and visitors expect ATE technology to be used fairly and with consistency. Public advisories, set standards, 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 ATE technology be used in conjunction with existing conventional enforcement and not be a replacement for officer contact. ATE, combined with other conventional speed enforcement methods such as 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 the program on lowering speeds and reducing collisions. This evaluation process is invaluable in educating the public on the effectiveness of ATE technology for enhancing traffic safety.

## Provincial Guidelines

### **Use of Automated Traffic Enforcement Technology**

Traffic safety data must determine if and where ATE 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, Police services, in collaboration with municipalities, are accountable for ensuring ATE programs are used to improve transportation safety outcomes.

The police service of jurisdiction (RCMP) provides 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.

ATE sites are not 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 ATE 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 are intended to advise motorists that speed and stopping procedures are monitored using this technology. The goal of which is to increase compliance from motorists, therefore reducing vehicles speeding at these high-risk locations.

Temporary signs, advising that speed is monitored by ATE, 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.

ATE technology sites are regularly advertised in the local newspaper and on the City of Beaumont web site. 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 uses Automated Traffic Enforcement in 35 locations, within municipal boundaries. Each locations may be inclusive of up to four zones, based on direction of travel and the type of enforcement being conducted.

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

- 3 Red lights
- 11 Speed Enforcement
- 10 School Zones, Parks and Playgrounds
- 11 Stop Signs

### **Evaluation**

In efforts to verify the need for using ATE technology, statistical data is collected from the RCMP and electronic data counters. Further to these data collection methods, the City of Beaumont is provided monthly summaries which outline violations issued, time spent at each location, 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 ATE technology is used in Beaumont.

## **Communications**

As outlined in the Province of Alberta's February 2019 *Automated Traffic Enforcement Technology Guidelines*, the City of Beaumont continues to meet or exceed provincial communication requirements through existing avenues. **Appendix B** provides 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.

Furthermore, residents or the motoring public who have questions or concerns, are able to reach the City of Beaumont and/or the Automated Traffic Enforcement Service provider, during normal business hours.

The City of Beaumont has considered marking Automated Traffic Enforcement vehicles to aid in easy identification; however, due to operator safety concerns, no markings have been applied to any vehicles.

## **Change in Service Provider**

During Q3 of 2019, the City of Beaumont released a Request for Proposal (RFP) seeking bids from eligible Proponents for the provision of providing automated traffic enforcement services. The RFP was released as the existing contractual agreement was set to expire on December 31<sup>st</sup>, 2019.

## **COVID-19 Impacts to ATE Enforcement**

In Q1 of 2020, the Novel Corona Virus was declared a Global Pandemic. Following this declaration, the Province of Alberta, along with other Provinces and Territories, implemented immediate Public Health Orders (PHO) requiring all non-essential residents to remain at home, free of contact with others. Due to these orders, vehicle traffic in many municipalities became nearly non-existent. The decline in traffic activity will be demonstrated in Beaumont's 2020 annual totals.

## **City of Beaumont Automated Traffic Enforcement Annual Report Data for 2020**

The information in this section contains data provided through reports issued by the City of Beaumont's ATE Service Provider, as well as data collected from the Alberta eCollision system, via the RCMP. 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**

The following table compares data from 2017 to 2020, captured using ATE Technology. The number of ATE zones has declined from 87 to 76 and overall, there is a downward trend in the number of tickets being issued. It is important to note that the number of tickets issued in 2020 was impacted by COVID-19 and a change in ATE Service Provider.

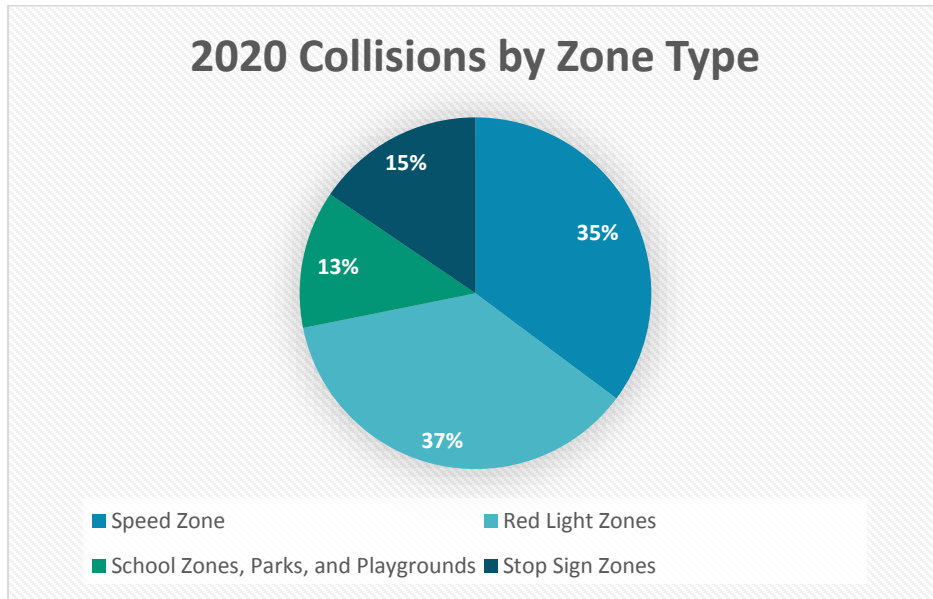
	2017	+/-	2018	+/-	2019	+/-	2020
Total number of photo radar zones within the municipality.	87	-11	76	0	76	0	76
Total number of speed offenses committed within the municipality (captured using photo radar only).	5926	-12.3%	5193	-1.6%	5112	-68%	1621
Total number of speeding tickets <b>issued</b> within the municipality (captured using photo radar only).	4046	+0.4%	4062	-3.5%	3919	-73%	1060
Total number of red light offenses committed within the municipality	213	+38.5%	295	-25%	221	-77%	51
Total number of red light tickets <b>issued</b> within the municipality.	106	+45%	154	-31%	106	-75%	26
Total number of stop sign offenses committed within the municipality.	1822	+1.6%	1851	-7%	1723	-74%	455
Total number of stop sign tickets <b>issued</b> within the municipality.	1293	+14%	1476	-15%	1256	-83%	212

**\*\* The above data does not include tickets issued by the RCMP or Beaumont Municipal Enforcement**

### Collision Data

Using data collected from the Alberta eCollision System, it has been determined there were 72 collisions at or near ATE zones within the City of Beaumont’s municipal boundaries in 2020. This is up 22% from the 59 collisions in 2019.

The following chart identifies the percentage of collisions in each zone type.



**Appendix C** shows detailed collision data for 2020. Each location where ATE technology is employed has been summarized to show the number and severity of collisions, based on eCollision data provided by the RCMP.

**Appendix D** shows a summary of 2020 collisions at/near 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 Sobeys's Crosswalk	SB	Speed	50 km/h
912	50 Street at/near Sobeys'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	School, Parks and Playgrounds	30 km/h or 40 km/h
902	43 Avenue at/near Beaumont High School	EB	School, Parks and Playgrounds	30 km/h or 40 km/h
903	50 Avenue at/near Bellevue School	WB	School, Parks and Playgrounds	30 km/h or 40 km/h
904	50 Avenue at/near Bellevue School	EB	School, Parks and Playgrounds	30 km/h or 40 km/h
905	55 Avenue at/near JE Lapointe School	WB	School, Parks and Playgrounds	30 km/h or 40 km/h
906	55 Avenue at/near JE Lapointe School	EB	School, Parks and Playgrounds	30 km/h or 40 km/h
907	44 Street at/near Beau Meadow School	SB	School, Parks and Playgrounds	30km/h or 40km/h
908	44 Street at/near Beau Meadow School	NB	School, Parks and Playgrounds	30km/h or 40km/h



Zone	Description	Direction	Category	Speed Limit
909	Coloniale Way at/near Coloniale School	WB	School, Parks and Playgrounds	30km/h or 40km/h
910	Coloniale Way at/near Coloniale School	EB	School, Parks and Playgrounds	30km/h or 40km/h
917	Eaglemont Street at/near Dansereau School	SB	School, Parks and Playgrounds	30km/h or 40km/h
918	Eaglemont Street at/near Dansereau School	NB	School, Parks and Playgrounds	30km/h or 40km/h
931	Rue Parc Street at/near D'Youville School	NB	School, Parks and Playgrounds	30km/h or 40km/h
932	Rue Parc Street at/near D'Youville School	SB	School, Parks and Playgrounds	30km/h or 40km/h
937	Soleil Boulevard at/near D'Youville School	EB	School, Parks and Playgrounds	30km/h or 40km/h
938	Soleil Boulevard at/near D'Youville School	WB	School, Parks and Playgrounds	30km/h or 40km/h
3900	30 Avenue at/near Ecole Champs Vallee School	EB	School, Parks and Playgrounds	30km/h or 40km/h
3901	30 Avenue at/near Ecole Champs Vallee School	WB	School, Parks and Playgrounds	30km/h or 40km/h
3902	60 Street at/near Ecole Champs Vallee School	NB	School, Parks and Playgrounds	30km/h or 40km/h
3903	60 Street at/near Ecole Champs Vallee School	SB	School, Parks and Playgrounds	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



### Automated Traffic Enforcement Locations January 2021

<u>DATE:</u>	<u>LOCATION:</u>	<u>LOCATION TYPE:</u>
January 4	50 ST NB at/near TWP 510	SPEED
January 5	50 ST SB at/near LIONS RV PARK	SPEED/PARK
January 6	57 ST NB at 50 AVE	STOP SIGN
January 7	50 ST NB at/near LIONS RV PARK	SPEED/PARK
January 8	43 AVE WB at/near BEAUMONT HIGH SCHOOL	SPEED/PARK
January 9	50 ST NB at COLONIALE WAY	RED LIGHT
January 12	57 ST SB at/near BOULEVARD PARK	SPEED/PARK
January 13	57 ST SB at 50 AVE	STOP SIGN
January 14	55 AVE EB at/near J.E. LAPOINTE SCHOOL	SPEED/SCHOOL
January 15	EAGLEMONT ST NB at/near DANSEREAU SCHOOL	SPEED/SCHOOL
January 16	50 ST SB at 43 AVE	RED LIGHT
January 18	30 AVE EB at/NEAR ECOLE CHAMPS VALLEE SCHOOL	SPEED/SCHOOL
January 19	56A ST SB at/near RUE MOREAU	SPEED
January 20	COLONIALE WAY EB at/near COLONIALE ESTATES	SPEED/SCHOOL
January 21	43 AVE EB at/near 50 ST	RED LIGHT
January 22	30 AVE WB at/near ECOLE CHAMPS VALLEE SCHOOL	SPEED/SCHOOL
January 23	50 ST at/near SOBEYS CROSSWALK	SPEED
January 26	50 ST SB at/near 55 AVE	RED LIGHT
January 27	60 AVE WB at RUE MONTALET	STOP SIGN
January 28	44 ST NB at/near BEAU MEADOW SCHOOL	SPEED/SCHOOL
January 29	55 AVE WB at 50 ST	RED LIGHT
January 30	50 ST SB at/near TWP 510	SPEED

**Disclaimer:**

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	16	Property Damage	15
951		Injury	1
952 953	5	Property Damage	5
954 955		Injury	0
958 959	5	Property Damage	4
960 961		Injury	1
911	8	Property Damage	8
912		Injury	0
913	4	Property Damage	4
914		Injury	0
919	6	Property Damage	6
920		Injury	0
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	3	Property Damage	1
930		Injury	2
933	1	Property Damage	0
934		Injury	1
945	1	Property Damage	1
946		Injury	0
947	0	Property Damage	0
948		Injury	0
901	1	Property Damage	2
902		Injury	0
903	0	Property Damage	0
904		Injury	0
905	0	Property Damage	0
906		Injury	0

Zone	# of Collisions	Severity	
907	1	Property Damage	1
908		Injury	0
909	0	Property Damage	0
910		Injury	0
917	4	Property Damage	4
918		Injury	0
931	0	Property Damage	0
932		Injury	0
937	2	Property Damage	2
938		Injury	0
3900	1	Property Damage	1
3901		Injury	0
3902	0	Property Damage	0
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	4	Property Damage	4
		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	3	Property Damage	3
980 981		Injury	0
982 983	1	Property Damage	1
984 985		Injury	0
988	1	Property Damage	1
		Injury	0
994	1	Property Damage	1

995		Injury	0
996	0	Property Damage	0
997		Injury	0

**APPENDIX D**

Summary of 2019 Collisions by Zone Type/Severity

Speed Zones	Property Damage	24
	Injury	2
	<b>Total</b>	<b>26</b>
Speed Zones- Prescribed Times	Property Damage	9
	Injury	0
	<b>Total</b>	<b>9</b>
Red Light Zones	Property Damage	24
	Injury	2
	<b>Total</b>	<b>26</b>
Stop Sign Zones	Property Damage	11
	Injury	0
	<b>Total</b>	<b>11</b>
<b>TOTALS</b>	Property Damage	66
	Injury	5
	<b>TOTAL</b>	<b>72</b>