City of Grande Prairie Enforcement Services (GPES)
Automated Traffic Enforcement
2022 Annual Report

INTRODUCTION:

Grande Prairie Enforcement Services (GPES) is committed to road safety through the development of a viable Traffic Safety Plan that encompasses education, commercial vehicle inspections, vehicle defects, and general traffic enforcement, both moving and non-moving. The Traffic Safety Plan is meant to be a living document, which will give the plan room to adjust to emerging trends and needs as they arise. Automated Traffic Enforcement (ATE) is an important component of the Traffic Safety Plan and is one of the technologies deployed to reduce the occurrence of serious collisions and increase public safety on the road within the community.

OVERVIEW:

The City of Grande Prairie's Automated Traffic Enforcement (ATE) Program includes photo laser, red light mobile video cameras, stop sign mobile video cameras and intersection safety devices. The City has four trucks and two SUV's which are utilized seven days of the week, providing 180 hours of ATE enforcement to cover the following site locations;

Sites	2020	2021	2022	2023
Speed	110	91	66	67
Speed (Prescribed Zones)	72	64	64	66
Stop Signs	6	4	4	4
Red Lights	41	40	39	39
Intersection Safety Devices	5	5	5	5
TOTAL SITES:	234	204	178	181

All locations have oversight and approval from the Grande Prairie RCMP. Along with the mobile sites, the City has 5 permanently affixed Intersection Safety Device cameras. The ATE program supports education and enforcement with a balanced and transparent approach, while working in conjunction with conventional traffic enforcement. High collision locations are annually assessed and ATE operations adjusted to help bring about improved traffic safety centered on collision and injury reduction.

COORDINATED TRAFFIC SAFETY:

Four focus areas have been identified as key areas of the City's coordinated traffic safety strategy:

1.   **INTELIGENCE LED ENFORCEMENT**

- GPES continues to acquire raw data to determine contributing factors to collisions. Analysis of this data allows us to apply it to the department's overarching traffic safety strategies. The Grande Prairie Collision Reporting Centre generates

informative reports that are utilized to deploy conventional and ATE enforcement. These reports are also applied to strategies related to engineering of intersections and are cross referenced with specific intersection details.

- The top 20 intersections in Grande Prairie for collision occurrences are reviewed monthly. Intersections change in ranking based on traffic flow, engineering changes and enforcement activities which are continually occurring. This allows GPES to quickly modify and reallocate resources as new collision hotspots are identified.

- Report and map enforcement actions to determine correlations between enforcement and collision reduction.

- Obtaining information on prolific offenders with conventional and ATE enforcement efforts. Reports are generated and reviewed to develop a strategy to reduce the impact prolific offenders have on safe driving and the safety of the community.

2. INTEGRATED ENFORCEMENT

- The City utilizes all authorized traffic enforcement technologies at our disposal including; intersection safety devices, automated traffic enforcement, and conventional enforcement technologies (Radar/Lidar).

- Integrate RCMP Municipal Traffic and Peace Officer Traffic on major initiatives (Check Stop campaigns).

- Take a strategic approach to Enforcement by targeting offenses that are leading contributors to injury collisions. These include impaired driving, distracted driving, speeding, occupant restraints and intersection related offences.

- Continue dedicating resources to strengthen Commercial Vehicle Enforcement.

3. EDUCATION

A greater emphasis on education is a top priority. Communication and awareness regarding the enforcement approaches employed by the City is essential to impart the importance of traffic safety to the community. This will allow us to identify the results we expect to achieve through the strategies utilized.

Strategies to achieve these goals include:

- Enhancing our local social media and web presence regarding traffic safety.

- Transparency in reporting ATE sites, statistics, revenue and outcomes via City website and Traffic Safety Plan.

- Engage area high schools by hosting a youth symposium on traffic safety.

- Continuing to provide youth pedestrian safety presentations.

- Provide enforcement updates to area media.

- Attend Alberta Motor Transport Association (AMTA) meetings to deliver safety messages and develop professional relationships with local trucking companies.

- Attend and deliver presentations to other local groups such as the Chamber of Commerce, AMA, Grande Prairie Downtown Association, and Neighbourhood Forum Association.

4. ENGINEERING AND TECHNOLOGY

Through the collection of collision and violation data, monthly meetings between GPES and City Engineering is better equipped to identify any required alignment, maintenance, and capital upgrade concerns. The City is then able to collectively explore the utilization of traffic calming measures (i.e., flashing signs) or other engineering implementations that may be put in place to address an identified traffic safety concern.

<u>AUTOMATED TRAFFIC ENFORCEMENT:</u>

The City of Grande Prairie is committed to increasing the level of safety for City roadway users. The Automated Traffic Enforcement Program is a tool to achieve increased user safety by targeting an overall reduction in the number of collisions within our City. Reducing speed and managing intersection traffic compliance has a direct impact on collisions within Grande Prairie.

1. **Photo Radar**
   The primary focus of the mobile photo radar units is prescribed areas such as school, playground, and construction zones. The City also maintains other targeted locations specified as areas of public concern due to prior history of speeding or collisions. The City of Grande Prairie's ATE contractor reassesses all sites annually to maintain compliance with the ATE Technology Guidelines criteria (December 2021 version).

2. **Intersection Safety Devices**
   The primary focus of Intersection Safety Devices within Grande Prairie are intersections that have been identified as the highest risk locations for collisions where speed has been a contributing factor to the severity of the collision.

3. **Red Light Cameras**
   The primary focus of Red-Light Cameras throughout Grande Prairie is identical to the Intersection Safety Device's. Key intersections throughout the City identified as the highest risk for severe collisions.

4. **Stop Sign Offences**
   ATE assets cycle through key intersections controlled by stop signs within Grande Prairie that have been identified as key locations of public concern or have a history of collisions.

OUR COMMITMENT:

The City of Grande Prairie is committed to reducing the number of collisions that result in injury and fatalities through a comprehensive approach to traffic safety. This includes conventional enforcement as well as automated traffic enforcement, utilizing all authorized technologies at our disposal. Speed and failure to obey traffic control devices are two consistent variables contributing to the most devastating collisions seen on the City's roadways.

Although property damage collisions were technically higher in 2022 than both 2021 and 2020, it still marks the fourth consecutive year performance targets have been met. Removal of all COVID-19 restrictions represented a return to pre-pandemic normalcy. Employees returned to work, commerce resumed, and traffic volume increased exponentially. Removal of the skewed statistics of 2020 and 2021 reveals there were 9% less property damage collisions recorded in post-pandemic 2022 than pre-pandemic 2019 (1262 compared to 1387).

Aside from property damage collisions, non-fatal injury collisions saw the largest recorded drop in Grande Prairie since 2018. There were 184 non-fatal collisions reported during 2022. This represents a 2% decrease from 2021, a 24% decrease from 2020, and a major 49% reduction when compared to 2019. Although we do not anticipate more major drops in property damage or non-fatal collisions, our target for 2023 is a further reduction by at least 2% of property damage collisions, 2% for non-fatal injury collisions and 3% for ATE related infractions (speed / intersection).

Despite the major successes of Grande Prairie's Traffic Safety Plan in overall collision reduction, there were three fatalities recorded on City roadways in 2022. On average, Grande Prairie has approximately two fatal collisions per year (2014 – 2022). The primary goal for the Traffic Safety Plan into 2023 is to continue utilizing new technologies and analytics to guide and refine strategies that will deploy City resources effectively to achieve optimal results. The goal of GPES is to reduce the number of fatal collisions occurring on our roadways to as close to zero as possible. The likely outcome for 2023 will be a 67% reduction in fatal collisions from 3 to 1. Increasing the safety on the municipality's roadways for all motorists and pedestrians continues to be paramount.

ATE fine revenue for the City of Grande Prairie in 2022 was $1,025,615.30. This revenue has been reinvested into GPES' traffic safety initiatives through supporting department operations, specifically GPES operating expenses which are budgeted at $7,622,412 for 2023. A complete analysis of the ATE fine revenue for 2022 can be found at the end of this report.

Appendix "A"
2022 Enforcement Services Statistics

Collisions Occurring Within City of Grande Prairie

	Fatality	Injury	Damage Over $2000	Total Collisions	Percent +/-
2018	1	371	1479	1850	N/A
2019	0	360	1387	1747	-6%
2020	0	243	1026	1269	-27%
2021	1	188	961	1150	-9%
2022	3	184	1262	1449	+26%

	5 Year Average 2018 - 2022	2022 Totals	2022 Comparison to 5 Year Average
Fatality MVC	1	3	200%
Injury MVC	269	184	-32%
Damage over $2000	1223	1262	+3%

Data Collected via City of Grande Prairie RCMP Police Occurrence Reporting System (PROS)

Grande Prairie Automated Traffic Enforcement Contraventions and Violation Notices Recorded

YEAR	Speed Contravention Photo Radar/ISD	Speed Notice Photo Radar/ISD	Speed Notice Percent +/-	Red Light Contravention	Red Light Notice	Red Light Notice Percent +/-	Stop Sign Contravention	Stop Sign Notice	Stop Sign Notice Percent +/-	Total Contraventions Recorded	Total Notices Issued	Total Contravention Percent +/-	Total Notice Percent +/-
2015	11,993	6,654	N/A	4	1	N/A	1,124	619	N/A	13,121	7,274	N/A	N/A
2016	59,394	41,674	526%	2,362	1,560	155900%	7,348	4,767	670%	69,104	48,001	427%	560%
2017	43,146	31,771	-24%	3,239	2,255	45%	3,216	2,317	-51%	49,601	36,343	-28%	-24%
2018	34,978	29,008	-9%	2,527	1,994	-12%	3,157	2,675	15%	40,662	33,677	-18%	-7%
2019	39,805	30,274	4%	3,005	1,866	-6%	3,606	2,641	-1%	46,416	34,781	14%	3%
2020	41,400	30,977	2%	2,406	1,428	-23%	1,478	1,052	-60%	45,284	33,457	-2%	-4%
2021	43,236	29,873	-4%	4,200	2,808	97%	1,850	1,456	38%	49,286	34,137	9%	2%
2022	36,479	24,087	-19%	3,067	1,618	-42%	1,405	972	-33%	40,951	26,677	-17%	-22%

ATE data collected via Global Traffic Group

Automated Traffic Enforcement – Fines Generated and Collected - 2022

	Outstanding at December 31, 2022	Plus: Amounts Paid during 2022 (below)	Less: Outstanding at December 31, 2021	Fines Generated in 2022
Victim Surcharge	316,663.97	788,383.43	366,808.58	**738,238.82**
Provincial Fine Retention	583,003.52	1,542,254.27	672,233.42	**1,453,024.37**
To Global	631,153.81	1,340,577.15	788,946.06	**1,182,784.90**
To COGP	516,398.58	1,154,718.05	645,501.33	**1,025,615.30**
	2,047,219.88	**4,825,932.90**	**2,473,489.39**	**4,399,663.39**

2022 Amounts Collected

	January	February	March	April	May	June	July	August	September	October	November	December	Total 2022
Victim Surcharge	48,389.93	56,607.06	70,706.99	77,280.96	78,305.27	75,815.43	66,874.62	66,277.64	69,647.92	72,418.44	65,221.27	40,837.90	**788,383.43**
Provincial Fine Retention	94,645.67	110,702.35	136,704.54	151,160.01	153,940.99	148,035.36	129,800.95	129,756.08	136,616.83	142,375.00	128,689.99	79,826.50	**1,542,254.27**
To Global	82,280.55	97,352.75	122,609.85	131,936.75	132,947.10	128,763.25	112,845.70	112,479.40	117,524.55	122,305.70	110,319.00	69,212.55	**1,340,577.15**
To COGP	71,403.52	84,070.98	108,634.83	114,385.22	114,915.47	111,114.40	98,022.16	96,356.98	99,834.09	103,920.09	93,210.81	58,849.50	**1,154,718.05**
Total collected	**296,719.67**	**348,733.14**	**438,656.21**	**474,762.94**	**480,108.83**	**463,728.44**	**407,543.43**	**404,870.10**	**423,623.39**	**441,019.23**	**397,441.07**	**248,726.45**	**4,825,932.90**