City of Grande Prairie Enforcement Services (GPES)
Automated Traffic Enforcement
2023 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 radar, 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 up to 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 sites are reviewed annually and have oversight and approval from the Grande Prairie RCMP. The ATE program supports education and enforcement with a balanced and transparent approach to traffic safety. This technology is deployed to supplement conventional traffic enforcement within the municipality, and ATE operations are regularly adjusted to focus 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 data monthly that assists with identifying contributing factors to collisions on City roadways. Analysis of this data allows GPES 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 the engineering of intersections and are cross referenced with specific intersection details.

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

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

- Obtain information on prolific offenders with conventional and ATE enforcement activities. 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 which include stationary intersection safety devices, mobile automated traffic enforcement, and conventional enforcement technologies (Radar/Lidar).

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

- Employ 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 relationship with Commercial Vehicle Enforcement and department collaboration to put unsafe commercial vehicle's out of service.

3.   EDUCATION

Communication, awareness, and transparency regarding the Traffic Safety Plan employed by the City is essential for establishing community trust in how ATE technology is deployed and utilized. Identifying goals will allow us to measure the effectiveness of strategies utilized and report on the program's successes or shortcomings.

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 participating in traffic safety initiatives and events.

- 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. TRAFFIC ENGINEERING AND TECHNOLOGY

Through the collection of collision and violation data, GPES and Traffic Engineering are better equipped to identify any required alignment, maintenance, and capital upgrade concerns for municipal roadways. The City is then able to collectively explore the utilization of traffic calming measures such as flashing signs or other engineering solutions that may be implemented to address an identified traffic safety concern.

AUTOMATED TRAFFIC ENFORCEMENT:

GPES is committed to increasing safety on City roadways. The Automated Traffic Enforcement Program is one tool used to attempt to reduce driver speed and encourage safe driving habits. Reduction in speed has a direct impact on the volume and severity of collisions occurring within Grande Prairie.

1. **Photo Radar**
   The primary focus of mobile photo radar units is sensitive "prescribed speed" areas, such as school, playground, and construction zones. Other targeted locations include areas of concern identified by volume and severity of the collisions occurring there. The City of Grande Prairie's ATE contractor reassesses all sites annually with GPES and RCMP staff, to maintain compliance with the ATE Technology Guidelines criteria (December 2023 version).

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

3. **Red Light Cameras**
   The primary focus of Red-Light Cameras throughout Grande Prairie is identical to the Intersection Safety Devices. 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 locations with 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 both conventional and automated traffic enforcement, utilizing all authorized technologies at the department's 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.

Total collisions recorded in Grande Prairie in 2023 were 1,318. This is down 9% from the 2022 total which was 1,449. Collisions resulting in damages greater than $2,000 saw a 10% reduction from 1,262 in 2022 to 1,141 in 2023. Collisions resulting in a non-fatal injury saw a year-over-year reduction of an additional 4% from 184 injury collisions in 2022 compared to 176 injury collisions recorded in 2023. Although we do not anticipate major drops in property damage or non-fatal collisions, our target for 2024 is further reductions of 2% for property damage collisions, and 2% for non-fatal injury collisions.

Despite the successes of Grande Prairie's Traffic Safety Plan in overall collision reduction, there was one fatality recorded on City roadways in 2023. On average, Grande Prairie has approximately one fatal collision per year (2018 – 2023). The Traffic Safety Plan will continue utilizing analytics to guide and refine the department's strategy into 2024. Effective deployment of City resources will be essential to achieving 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. Increasing safety on municipal roadways for motorists and pedestrians continues to be paramount.

ATE fine revenue retained by the City of Grande Prairie in 2023 was $665,080.60. This is a 42% decrease from $1,154,718.05 retained in 2022. This revenue has been reinvested into GPES' traffic safety initiatives by supporting department operations, specifically GPES operating expenses which are budgeted at $3,710,903 for 2024. A complete analysis of the ATE fine revenue for 2023 can be found at the end of this report.

Appendix "A"
2023 Enforcement Services Statistics

Collisions Occurring Within City of Grande Prairie

	Fatality	Injury	Damage Over $2000	Total Collisions	Percent +/-
2018	1	371	1,479	1,851	
2019	0	360	1,387	1,747	-6%
2020	0	243	1,026	1,269	-27%
2021	1	188	961	1,150	-9%
2022	3	184	1,262	1,449	+26%
2023	1	176	1,141	1,318	-9%

	3 Year Average 2020 - 2023	2023 Totals	2023 Comparison to 3 Year Average
Fatality MVC	1.67	1	-40%
Injury MVC	182.67	176	-3.65%
Damage over $2000	1,121.33	1,141	1.75%

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

Grande Prairie Automated Traffic Enforcement Deployment Hours and Vehicles Monitored

Year	Hours Deployed	Vehicles Monitored
2022	6,736.56	9,778,343
2023	4,586.08	8,181,566

ATE data collected via Global Traffic Group

Grande Prairie Automated Traffic Enforcement Contraventions and Violation Notices

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%
2023	18,939	10,481	-56%	1,180	674	-58%	912	575	-41%	21,031	11,730	-49%	-56%

ATE data collected via Global Traffic Group

Automated Traffic Enforcement – Fines Generated and Collected - 2022

	Outstanding at December 31, 2023	Plus: Amounts Paid during 2023 (below)	Less: Outstanding at December 31, 2022	Fines Generated in 2023
Victim Surcharge	187,408.12	548,425.62	316,663.97	**419,169.77**
Provincial Fine Retention	366,706.15	1,069,124.44	583,003.52	**852,827.07**
To Global	342,775.24	779,248.28	631,153.81	**490,869.71**
To COGP	280,452.47	665,080.60	516,398.58	**429,134.49**
	1,177,341.98	**3,061,878.94**	**2,047,219.88**	**2,192,001.04**

2023 Amounts Collected

	January	February	March	April	May	June	July	August	September	October	November	December	Total 2023
Victim Surcharge	45,340.18	38,314.01	46,276.00	136,161.78	43,324.57	43,436.83	39,617.46	36,665.79	36,222.07	32,921.64	27,654.45	22,490.84	**548,425.62**
Provincial Fine Retention	88,114.47	73,986.06	89,251.38	261,592.94	83,537.13	83,422.53	77,178.84	73,146.37	72,599.61	66,040.81	55,180.49	45,073.81	**1,069,124.44**
To Global	76,643.05	65,029.25	81,087.60	73,170.35	73,604.85	74,102.60	68,518.45	61,879.95	64,738.33	55,360.80	46,226.40	38,886.65	**779,248.28**
To COGP	65,138.30	56,536.53	68,442.81	75,507.78	64,198.27	64,482.65	56,693.37	51,949.34	47,392.47	45,947.06	38,474.35	30,317.67	**665,080.60**
Total collected	**275,236.00**	**233,865.85**	**285,057.79**	**546,432.85**	**264,664.82**	**265,444.61**	**242,008.12**	**223,641.45**	**220,952.48**	**200,270.31**	**167,535.69**	**136,768.97**	**3,061,878.94**