

2022 Automated Traffic Enforcement Annual Report

2022 Annual Report

The Canmore Automated Traffic Enforcement (ATE) program plays an active role in supporting traffic safety for residents and visitors of the Town of Canmore. ATE is used in combination with conventional traffic enforcement conducted by the Canmore RCMP.

ATE Locations

All locations where speed is monitored by ATE are approved by the Detachment Commander of the Canmore RCMP and the Manager of Protective Services. There are no Intersection Safety Devices, also known as red light cameras, in Canmore. ATE supports initiatives contained within the RCMP Canmore traffic safety plan and has a positive impact on reducing speeding offences in the community.

All locations align with the criteria as set by the Alberta Solicitor General's ATE Technology Guidelines. For each location, a "site justification" is completed and is posted on the Town's website located at canmore.ca/photo-radar.

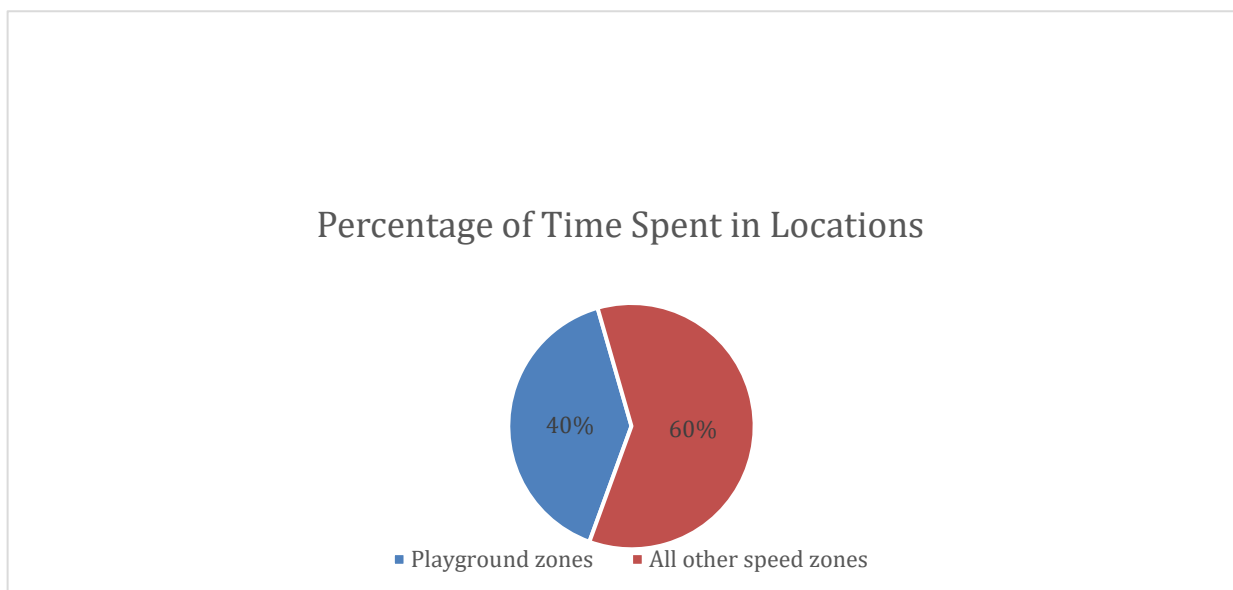
Throughout the year, the following ATE zones were archived:

- Palliser Trail – both directions (April)
- Bridge Road (April)
- 8th Ave at Industrial Place – both directions (December)

These zones either no longer met the criteria set out in the Alberta ATE Guidelines or no longer required enforcement due to Town of Canmore traffic calming measures and road design updates. The number of ATE zones currently approved is 33.

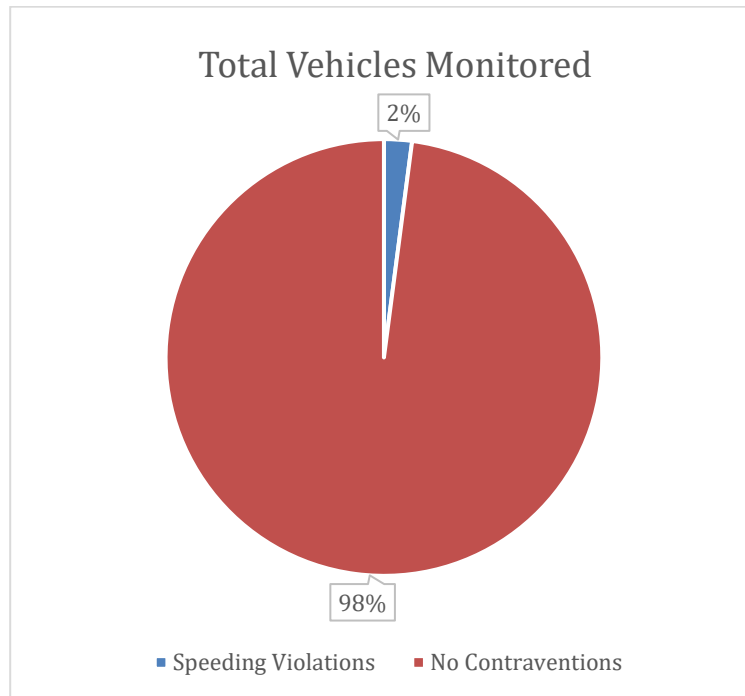
Enforcement Summary

In 2022, the ATE operations were deployed for 1,358 hours and the operator spent 40% of their time in playground/school zones. The other 60% of the time was spent in other speed zones.

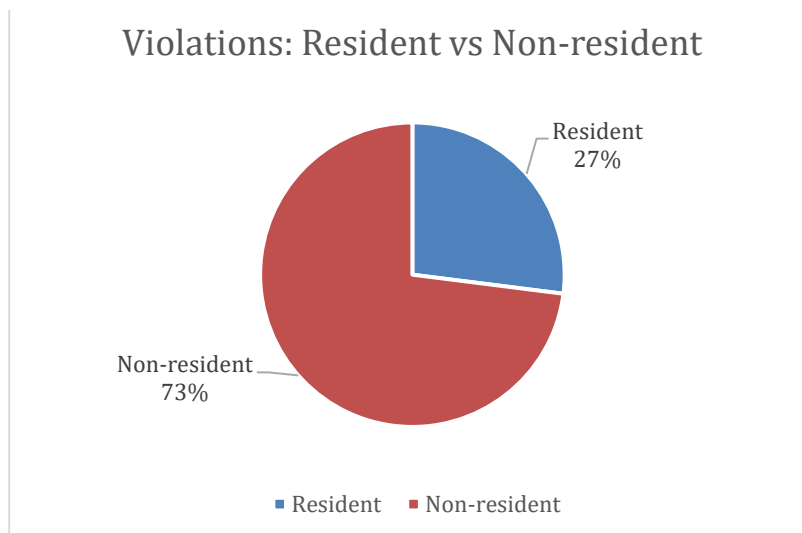


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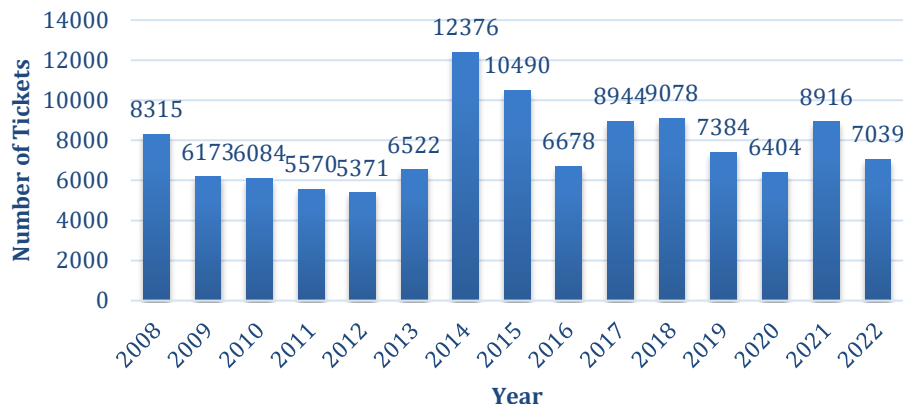
There were 509,897 vehicles monitored in 2022, of which there were 10,535 speed violations observed, meaning 2% of all vehicles monitored committed a speeding contravention. Of the 10,535 vehicles committing speed contraventions, 7,039 speed notices were issued, meaning 1.4% of all vehicles monitored received a speeding notice.



73% of all violations in 2022 were committed by non-residents. Residents made up 27% of violations committed. "Residents" are defined as those vehicles with registrations that have a Canmore postal code.



Total Photo Radar Violations 2008-2022



It is unclear whether the new provincial guidelines have affected the total number of tickets issued in 2022 as the trend varies and is dependent on a number of factors, including other initiatives aimed at reducing vehicle speeds within the Town of Canmore.

Collision Data

The province now shares collision data directly to municipalities to assist with the justification and oversight of the ATE program. Collision data is updated monthly and the number of collisions in zones is subject to change depending on when investigations are completed, and final details provided to the province. Quarterly reports are submitted to the provincial law Enforcement Standards and Audits Program area. In 2022, there were three collisions in ATE zones. All three were property damage collisions. Two of the collisions were in 50 km/hr zones where there is a higher frequency of speeding and one occurred in a playground/school zone. A total of 34 collisions in ATE zones between 2019-2022 were reported, nine of which were injury-related accidents. Three of those nine injury-related collisions involved pedestrians. There were no reported fatalities in ATE zones between 2019-2022.

Collisions	2019	2020	2021	2022
Property Damage	9	4	8	5
Injury	2	3	4	0
Fatality	0	0	0	0
Total	11	7	12	5

The zones along Bow Valley Trail and Benchlands Trail have the highest number of collisions out of all ATE zones. There have been 11 collisions reported along Bow Valley Trail at or near Ray McBride and 10 along Benchlands Trail at or near Cougar Creek Drive since 2019. These two zones account for 22/34 collisions in all ATE zones (64%). In 2022, there was a total of 3,105 speed notices issued in these two areas.

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There are few reported traffic collisions in playground or school zones.

Collision data continues to inform traffic calming and road design capital projects. Palliser Trail is an example of a zone that is now archived because traffic calming and road design have made it difficult for drivers to speed and automated traffic enforcement is no longer required.

Of note, the Bow Bridge zone was archived in April 2022 as it no longer met the criteria set out in the ATE guidelines. In 2020 and 2021, this zone had two collisions involving pedestrians (one in each year). After the zone was archived, there were two reported collisions in June and October 2022, one involving a pedestrian. The two collisions reported in June and October are not included in the collision data table above as the zone had been archived when they occurred.

ATE Revenues

In 2022, the total revenues generated by ATE violations was \$506,064. Net revenues from ATE fines were \$256,550 and fund expenses related to policing or traffic safety initiatives and community safety initiatives or programs. In 2022 fine revenues funded:

- Contract costs for 1.5 RCMP officers
- Equipment for a peace officer patrol vehicle
- 44 new driver rebates (\$250 each) were issued to new drivers that successfully completed a new driver program
- Active transportation projects (see details below)

ATE revenues contributed to the following active transportation projects in 2022:

Hawks Bend traffic calming:

- Precast traffic calming islands
- Reduction in speed limits from 50km/hr to 30km/hr

Lions Park (15th street) traffic calming

- Precast traffic calming islands
- Reduction in speed limits from 50km/hr to 30km/hr

Glacier Drive at Elk Run Blvd

- Precast medians to improve pedestrian safety and reduce speed of vehicles turning onto Glacier drive

The Town of Canmore owns and operates five vehicle activated traffic calming signals, that illuminate and notify drivers of the posted speed limit when they are approaching the signs and are travelling above the posted speed limit. These signs are placed in key locations in town where speeding is a concern.

The Town of Canmore owns and operates one mobile speed display trailer that displays the speed of motorists as they approach the sign. This “speed trailer” is moved weekly to pre-determined locations and can be deployed in neighbourhoods where residents have expressed a concern with speeding. This visual reminder helps remind motorists of the posted speed and prompts them to check how fast they are travelling while in the zone.