

## **Automated Traffic Enforcement Policy**

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Date Issued: September 20, 2023

Mandated by: City Manager

Current Revision: September 20, 2023

Cross Reference:

- Vision Zero (MES-16)
- Traffic Enforcement & Primary Highways (MES-17)

Next Review: January 01, 2028

Responsibility: Director, Protective Services

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### **1. PURPOSE**

- 1.1 To outline a framework for the City of Fort Saskatchewan's commitment to ensuring that Automated Traffic Enforcement (ATE) meets provincial guidelines and principles, the City's own traffic safety priorities, and the needs of the community.
- 1.2 To support and guide the Municipal Enforcement Services of Fort Saskatchewan in the implementation of safer roads and a safer community, by adhering to the values, concepts, and initiatives of Vision Zero.

### **2. POLICY**

- 2.1 The City is committed to take all reasonable steps to ensure that the ATE program meets the Government of Alberta (GOA) strict standards and guidelines as identified by the Automated Traffic Enforcement Technology Guideline.
- 2.2 The City is committed to working closely and collaborating with the ATE "contractor" to ensure the integrity of the program meets the highest standards possible.

### **3. DEFINITIONS**

- 3.1 *Automated Traffic Enforcement* - means the use of intersection safety cameras, laser and photo radar to manage traffic enforcement.
- 3.2 *Automated Traffic Enforcement Technology* - means photo-technology specifically designed to capture a photo of a traffic related violation in conjunction with radar, laser equipment or other existing or new enforcement technology for the issuance of a traffic violation ticket and deployed in a method where a conventional traffic stop by a Peace Officer was not applied.
- 3.3 *City* - means the City of Fort Saskatchewan.
- 3.4 *City Manager* - means the Chief Administrative Officer of the City, or their designate.
- 3.5 *Council* - means the municipal Council of the City of Fort Saskatchewan.

- 3.6 *Data Collection* - means information that has been recorded either through observation of a Peace Officer, received through traffic gathering technology, Information recorded through Provincial record systems (i.e., accident reports) or general information that is support through formal studies or surveys.
- 3.7 *Peace Officer* - means a member of the Royal Canadian Mounted Police (RCMP) or a member of a police force as outlined through the Provincial Police Act, RSA, 2000, cP-17, as well as, Sheriffs, Community Peace Officers as outlined through the Alberta Peace Officer Act, SA, 2006, cP-3.5. A Peace Officer in accordance with this policy is an officer who has been authorized by the Province of Alberta to enforce traffic laws in Fort Saskatchewan.
- 3.8 *Traffic Safety Plan* - means a provincially mandated 3-year document that speaks to municipalities who aim to create safer drivers, vehicles and roads through education, enforcement, engineering, evaluation, and engagement.
- 3.9 *Traffic Violation* - means an act or omission that constitutes a contravention of a Municipal, Provincial or a Federal law pertaining to traffic that results in the issuance of a traffic ticket by a Peace Officer.
- 3.10 *Vision Zero* - means the long-term goal of zero traffic fatalities and serious injuries in the City of Fort Saskatchewan

#### **4. GUIDING PRINCIPLES**

- 4.1 To provide direction for the use of Automated Traffic Enforcement to ensure public awareness, fairness and consistency to residents and visitors within City's corporate limits.
- 4.2 To ensure the use of Automated Traffic Enforcement is for the purpose of traffic safety and is in compliance with the Province of Alberta's Automated Traffic Enforcement Technology Guideline and Guiding Principles.
- 4.3 To ensure that the use of Automated Traffic Enforcement is for the purpose of enhancing existing enforcement operations for the improvement of traffic and pedestrian safety in Fort Saskatchewan.
- 4.4 To support the values, principles, goals, and strategies of the City in areas of Leadership, Accountability, Honesty and Integrity, Affordable Quality Service Delivery, Community Safety and Prudent Fiscal Management.

#### **5. RESPONSIBILITIES**

- 5.1 The City Manager or designate, General Manager, or Director of Protective Services, is responsible for reviewing this policy on an annual basis and requesting and approving changes as required, subject to provincial legislation and/or regulation.
- 5.2 Council or its designate, has appointed members of the public to the City's Policing Committee.
- 5.2.1 The Policing Committee's responsibility on ATE is to:
- a) Receive annual reports of the ATE program.

- b) Assist the program by liaising with the public and providing information about the program.
- c) To act as a soundboard for the program when changes are being contemplated.

5.3 The City Manager, or designate, is responsible for implementing the Policy as outlined.

5.4 In accordance with Provincial Regulations the Police of Jurisdiction, the Fort Saskatchewan RCMP, will be responsible for overseeing the operation of the Automated Enforcement program which will include:

5.4.1 Delegating the overall management of the program to the City's Protective Services Department.

5.4.2 Ensuring enforcement is conducted in accordance with the local Traffic Safety Plan.

5.4.3 Reviewing and approving site locations for ATE use.

5.4.4 Directing at which sites Automated Traffic Enforcement Technology can be used.

5.4.5 Setting the periods of operation and duration of enforcement to ensure appropriate distribution of enforcement is being applied throughout the City.

## **6. GENERAL REGULATIONS**

6.1 The use of Automated Traffic Enforcement for the purpose of traffic safety shall include:

6.1.1 The issuance of a Traffic Violation to vehicle operators violating traffic regulations.

6.1.2 Data Collection for the purpose of road and traffic evaluations, for road safety improvement and over-all program monitoring.

6.1.3 Compliance with the Province of Alberta's Automated Enforcement Technology Guideline and Guiding Principles.

6.1.4 A maximum of 60 mobile ATE hours monthly.

6.1.5 A consideration of school and playground zones for mobile ATE.

## **7. PUBLIC AWARENESS AND REPORTING**

7.1 The City will enhance the Provincial requirements for reporting and public awareness.

7.2 The City will produce an annual report on the ATE program including the following:

7.2.1 Overarching safety and guiding principles.

7.2.2 Provincial Guideline adherence.

7.2.3 Provincial audit results and recommendations (if applicable).

7.2.4 Financial information and considerations.

- 7.2.5 Additional Traffic Safety initiatives.
- 7.2.6 Statistics on collisions, violations, site rationale, complaints, hours of enforcement per site, violations witnessed vs. tickets issued.
- 7.2.7 Additional traffic safety education initiatives.
- 7.2.8 Important changes and/or successes.
- 7.2.9 Recommendations for improvement.
- 7.3 The City will provide Council with an annual communications plan on traffic safety initiatives and education.
- 7.4 The City will supplement its ATE program with the use of non-ticket issuing speed signs to alert drivers and collect data.
- 7.5 The City will develop and implement an interactive mapping program to include the following:
  - 7.5.1 Opportunity for the public to view approved fixed and mobile locations to see whether sites are currently active in real-time.
  - 7.5.2 Rationale for each approved site.
  - 7.5.3 Statistics for each site (collisions, violations).
  - 7.5.4 Number of hours for each site.

## **8. POLICING COMMITTEE**

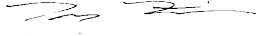
- 8.1 Council has established a Policing Committee. The committee acts as a liaison between the RCMP, Municipal Enforcement, Council and the public and will advise on traffic safety matters including Automated Traffic Enforcement.

## **9. FINANCIAL INFORMATION**

- 9.1 The City acknowledges that ATE, in addition to being a traffic safety tool, does have a likelihood of generating revenue.
- 9.2 The City will demonstrate on an annual basis how the municipality utilizes ATE fine revenue and how its reinvested into improving transportation safety.
- 9.3 Administration will provide Council and the community with an annual report detailing the revenue and expenses generated from ATE along with expenditures on enforcement, education, engineering, and other traffic and community safety initiatives.

**10. AUTHORITY / RESPONSIBILITY TO IMPLEMENT**

The Director of Protective Services is authorized to establish procedures for the implementation of this Policy which are consistent with the governing principles.



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**City Manager**