

2023

**Automated Traffic
Enforcement Report**

YEAR OVER YEAR COMPARISON

Year	Total Vehicles Monitored	Total Violations	Alberta Violations Issued	Out of Province Issued
2019	194462	7507	4994	780
2020	119785	4574	3038	350
2021	139642	7814	5937	535
2022	161438	7326	5879	239
2023	142580	7817	6693	250

Summary

During 2023 the Town of Coaldale saw a decrease of 13.4% monitored traffic volume. There was an increase total violations of 6.05% but a decrease of 8.71% in the proportion of speeders to traffic volume. *(Traffic Safety outcome as per section D of the Automated Enforcement Guidelines 2021)*

During 2023 new average Daily Traffic Volumes were obtained for all ATE locations, and Control Sites in accordance with the ATE Guidelines.

Coaldale underwent an ATE Audit and was found to be in compliance with the ATE Guidelines.

Our on-going evaluation of the ATE program focusses on the following:

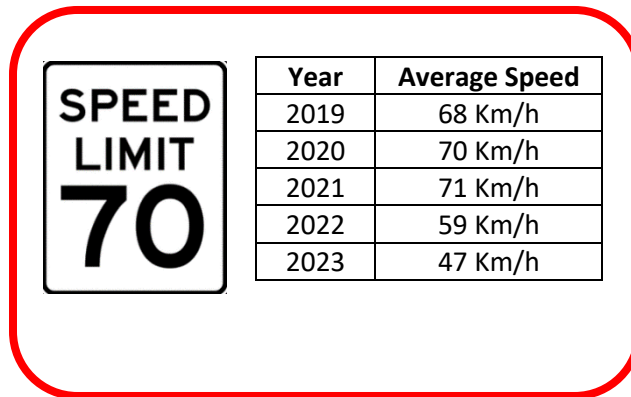
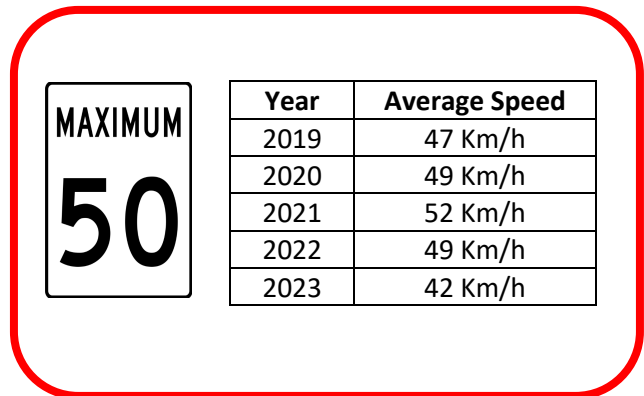
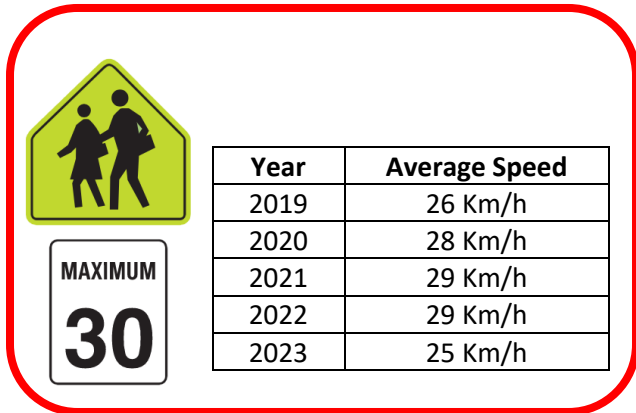
Research: Using traffic analyzer and traffic studies to determine if there is a problem or if it is merely the perception of a problem.

Education: Community outreach and education to improve compliance and safety. This is done through various methods including social media, traditional media, community presentations and engagements and officer contact.

Engineering: All new subdivision planning undergoes a traffic calming review to better design roadways for safety and the enjoyment of the community. "Problem" roadways are reviewed for engineering changes to improve safety and gain compliance, e.g., additional marked pedestrian crosswalks, re-engineered turn lanes on highways 3 and 845.

Enforcement: Enforcement is the last component in the Traffic Calming Plan. Targeted Enforcement blitzes are planned in conjunction with Traffic Calming initiatives, advertised and high profile to obtain the best "bang for the buck".

Average Speed of Monitored Vehicles



Note: Average speeds at monitored sites dropped again in 2023 over 2022. (*Traffic Safety outcome as per section D of the Automated Enforcement Guidelines 2021*)

Average Speed of Offending Vehicles



Year	Average Speed
2019	41 Km/h
2020	42 Km/h
2021	46 Km/h
2021	45 Km/h
2023	44 Km/h



Year	Average Speed
2019	69 Km/h
2020	68 Km/h
2021	67 Km/h
2022	68 Km/h
2023	70 Km/h



Year	Average Speed
2019	89 Km/h
2020	88 Km/h
2021	89 Km/h
2022	89 Km/h
2023	89 Km/h

Note: The average speed of offenders remains relatively unchanged but the percentage of violations to traffic volume dropped from 6.3% to 3.8% (*Traffic Safety outcome as per section D of the Automated Enforcement Guidelines 2021*)

Statistics by Location Monitored in 2023

Site #	Description	Spd Limit	Hours	# Veh Monitored	Avg Speed	Total Speeder	Total Tickets
26	8 St - Hwy 3 to 20 Av	50	0	0		0	
27	Hwy 3 from 800-1200 Blk	70	109.46	34772	46.78	1778	1473
88	20 St 2000-2100 Blk	30	118.73	16464	27.7	1324	1158
92	11 St 2100-2300 Blk	30	5.73	188	27.43	9	7
93	13 St 2000-2200 Blk	30	6.44	183	27.23	10	6
95	16 St 2200-2300 Blk	30	0.69	8	17	0	0
99	21 St 2100-2200 Blk	30	1.42	21	23	0	0
100	22 Ave 1100 Blk	30	0.77	15	24	0	0
101	22 Ave 1200-1500 Blk	30	1.98	53	27.3	3	3
103	23 Ave 1300-1600 Blk	30	0.74	34	27	0	0
104	23 Ave 2000-2200 Blk	30	23.38	1114	28.5	63	61
105	24 St 2100-2200 Blk	30	0.22	3	18	0	0
107	Hwy #3 1700-1900 Blks	50	120.77	40781	40.5	2163	1809
125	20 St 2100-2300 Blks	50	0.49	96	41	0	0
130	20 St 1400-1600 Blks	50	14.41	1433	47.38	40	33
280	Hwy #3 2200-3000	70	83.32	37842	46.35	880	765
644	Hwy 845 2400-3000 Blks	50	91.41	9573	37.49	1547	1350

Fine Revenues – Disbursements

2023 Total violation ticket issued	6943
2023 Average violation ticket fine amount	\$ 164.93
2023 Gross Revenue	\$ 1,145,109.00
2023 Victim Fine Surcharge 20%	\$ 190,851.00
2023 Province of Alberta 40%	\$ 381,703.00
2023 Anticipated un-collectables 20%	\$ 114,510.13
2023 Anticipated revenue to Town	<u>\$ 458,045.00</u>

Note: Revenues are based solely on tickets issued during the calendar year 2023. Revenue may vary based on when fines are received from the Province and may not be within the calendar year of issue.

2023 Actual fine revenues received by the Town \$ 592,307.00

Note: Actual fine revenues received includes Automated Enforcement fine revenues and Traditional Enforcement Revenues. Breakdown of dollars returned from the Province to the Town is not broken down to highlight the different fine revenue streams.

2023 Expenditures

Cost to operate Bylaw Enforcement	\$ 417,960.00
Including Photo Radar equipment costs, backend software & vehicle Maintenance.	\$ 73,721.00

Traffic Safety Enhancements

Line Painting \$ 13,500.00

- 193m of white dotted line
- 15 white turning arrows
- 31 Crosswalks
- 31 Crosswalks with Stop Bars
- 4278 m of yellow center line
- 53 m of white center line
- 775 m of white shoulder

Signs

- 20 new traffic signs including; speed, parking and weight \$ 10,000.00
- 20 signs replaced due to fading (stop or yield) or being hit/removed \$ 2,000.00

Gravel Roads

- 8 km of calcium treatment on Town gravel roads. Provides a harder surface and better driving structure. \$ 56,000.00
- Rebuilt 2 kms of 30th street due to rapid deterioration of the surface creating a dangerous driving condition. \$ 16,000.00
- 2300 m2 of asphalt patching to repair blown out sections of pavement. \$ 67,000.00

Street Light additions and upgrades – Parks and Industrial

- 36 new street lights installed in industrial park and community parks \$ 31,000.00

#3/845 Upgrades

\$ 61,317.00

Community Grants

Community investment grants from ATE revenues \$ 35,000.00

Balance

\$ (117,470.00)

Performance Indicators - Automated Enforcement Guidelines 2021

Collisions

Five Year Summary	2019	2020	2021	2022	2023
Fatal Collisions	1	0	0	0	0
Injury Collisions	1	1	12	0	11
Property Damage	74	59	56	87	80
Total Collisions	76	60	68	87	91

A review of the traffic collisions from 2023 is underway to determine the reason for the increase in volume. When reviewing collisions within 300 meters of a photo radar site, there is only a slight increase in number of collisions. The greatest increases are in areas not monitored by ATE equipment. Further study is underway.