

# **AUTOMATED ENFORCEMENT TRAFFIC PLAN**



**Regional Municipality of Wood Buffalo**

**Wood Buffalo RCMP Detachment**

**Prepared by**

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Fort McMurray is located 430 kilometers northeast of Edmonton, within the Regional Municipality of Wood Buffalo (RMWB). The RMWB has a population of over 70,000 people which is policed by the Royal Canadian Mounted Police (RCMP). The RCMP respond to calls for service and ensure law compliance at the Federal, Provincial and Municipal levels. The RMWB also has a Municipal Enforcement Department (Regional Municipality of Wood Buffalo Bylaw Services), Municipal Bylaw Enforcement officers respond to calls, ensure Municipal Bylaws i.e. parking, community standards and Provincial Statute issues are dealt with and manage the Automated Traffic Enforcement program.

Due to the May 2016 Fort McMurray wildfires, subsequent damage to areas of the city has impacted the local population and traffic patterns. Therefore 2016 traffic stats are lower and not an actual reflection of the normal city patterns. The current downturn in the oil and gas sector has slowed the previously high population growth along with residential and commercial expansion of the city.

## Highways

There are two primary highways running through Fort McMurray, Highway 63 and Sapræe Creek Trail, formerly Highway 69. Both are heavily used by daily commuters who travel back and forth to oil sands sites and other local businesses. Other roadways located in residential, commercial and industrial zones also require focused traffic enforcement as they include school zones, parks and playground zones. Local highways and roadways have traditionally experienced a very heavy capacity of vehicles, a high number of traffic collisions and traffic complaints. The concern remains that without significant planning, collaboration and enforcement by the RCMP and Municipal Bylaw Enforcement, the ability to maintain a safe community becomes lessened. Therefore, the RCMP and their partners continue to focus on traffic enforcement on these main roadways. One tool that has and will significantly assist with traditional enforcement efforts is Automated Traffic Enforcement technology and Intersection Safety Devices. These options will assist in keeping the roads safe within the Regional Municipality of Wood Buffalo by adding an additional enforcement measure.

Automated Traffic Enforcement Technology will only be implemented in areas of the RMWB that are aligned with the set principles. These principles include enforcement in high-risk areas, high-frequency, high collision, high pedestrian and vehicle volume locations. High-risk locations can be described as locations where the safety of citizens or police officers would be at risk through conventional enforcement methods. High-frequency locations are those where data indicates motorists are violating traffic laws on an ongoing basis. High-collision locations are those where data indicates a greater frequency of property damage, injury, or fatal collisions. High-pedestrian volume locations are those where data indicates a high volume of pedestrian traffic.

In this plan, Automated Traffic Enforcement Technology will be implemented on Highway 63, which is both a high-risk area where conventional enforcement would be a risk to police or Municipal Law Enforcement officers as well as the public.

Highways 63 and Sapræe Creek Trail have traditionally been high-collision areas. In 2015, 200 collisions were reported on Highway 63 all within the city limits. While 66 were reported in 2016 and 16 of them

were in the city limits. In 2017, there were 133 collisions on Highway 63 with 33 of them being in the city limits. 2018, there were 145 on Highway 63 and 48 of them were in the city limits. On Sapræ Creek Trail there were 21 collisions in 2015, 2 in 2016, 12 in 2017, 1 in 2018, 11 in 2019 and 11 in 2020. With the highway expansions the collisions have drastically decreased from previous years.

Sapræ Creek Trail no longer meets the parameters justifying the use of Automated Traffic Enforcement Technology.

### City Zones

Local residential and business areas within the Regional Municipality of Wood Buffalo have seen the implementation of Automated Traffic Enforcement Technology. Statistics for the residential, commercial and industrial areas of Fort McMurray are broken down into three zones:

- UA1: Downtown;
- UA2: Thickwood and Timberlea;
- UA3: Abasand, Beacon Hill, Mackenzie Park, Grayling Terrace, Gregoire and Waterways.

When compiling statistics for each zone it has become evident that each zone suffers from high traffic volume along with a high number of traffic violations and collisions.

Zone	2018			2019			2020		
	UA1	UA2	UA3	UA1	UA2	UA3	UA1	UA2	UA3
Fatal Collisions	0	0	0	0	2	0	0	0	0
Injury Collisions	35	74	21	39	64	26	26	79	22
Property Damage Collisions	333	641	149	329	669	202	217	516	143

When compiling the numbers for each zone it is apparent that each zone meets the parameters justifying the use of Automated Traffic Enforcement Technology. Many of the major routes in the residential and business zones are high-collision locations. There is greater frequency of property damage and injury collisions in these areas mainly due to the large volume of vehicle and pedestrian traffic. Many of the routes listed below are locations where a large number of traffic collisions take place. For every one of the locations where Automated Enforcement Technology is operated, Municipal Bylaw Enforcement has collected data for violation stats for the past three years. This data has been analyzed and the locations listed below display the number of violation numbers and deployments for the past year.

Locations	2020	
	Infractions	Deployment Hours
Saprae Cr Tr & Mackenzie	1	0.23
Hwy 63 NB & Mackenzie Blvd	423	15.84
Mackenzie NB & Mackay Cr	34	8.54
Mackenzie SB & Mackay Cr	37	5.1
Beacon Hill Dr NB & Beaconwood Rd.	0	0
Beacon Hill Dr SB & Beaconwood Rd	0	0.47
Tolen Dr NB & Pelican Dr	0	0
Tolen Dr SB & Pelican Dr	0	0
Gregoire Dr NB & Mackenzie Blvd	256	19.71
Gregoire Dr SB & Mackenzie Blvd	304	21.63
Hwy 63 SB & Centennial Park	702	30.42
Hwy 63 NB & Gregoire Dr	11	1
Franklin EB & Centennial Dr	1	3.5
Franklin WB & Centennial Dr.	0	2
Hwy 63 NB & Clearwater Pass	35	2
Hwy 63 SB & Clearwater Dr	1545	43.02
Clearwater Dr NB & Hardin St	24	4
Clearwater SB and Hardin St	6	2.98
Hwy 63 NB Hospital Overpass	336	13.32
Hwy 63 SB & Hospital Overpass	11	1
Morimoto Dr EB & Bernard Jean Boat launch	0	0
Morimoto Dr WB & Haxton Centre	0	0
Macdonald Dr NB & Franklin ave	0	0
MacDonald Dr SB & Franklin	0	0
Hwy 63 NB & Morrison St	482	7.32
Hwy 63 NB & Bridge Deck	0	0
Hwy 63 SB & Bridge Deck	1982	56.76
Franklin SB Hwy 63 exit	299	14.87
Signal Rd EB & Hitch Pl	40	6.83
Signal Rd WB & Hitch Pl	216	15.26
Real Martin Dr NB & Wood Buffalo Way	0	0
Real Martin Dr SB & Wood Buffalo Way	0	0
Thickwood EB & Abraham Dr	0	0
Thickwood WB & Dickens Dr.	7	0.75
Confederation Way NB & Tower Rd	46	8.97
Confederation Way SB & Tower Rd.	393	46.31
Cateret Dr & SAP	7	4.25
Cartier & SAP	1	2.67
Millenium Dr & Fir St	1	2.87
McTavish School	4	7.2
Hwy 63 & Thickwood Blvd	462	16.28
Hwy 63 & Taganova	128	6.23
Coventry Dr & Collicott Dr	1	1.55
Heritage Dr & Callen Dr	39	14.43
St. Gabriel School	7	3.01
Thickwood Heights School	0	0
Timberlea School	7	3.98
Westview School	375	42.72
Sister Mary Phillips School	3	1.75
St. Anne's School	7	3.98
Westwood School	200	18.58
Fort McMurray Christian School	0	0

Locations	2020	
	Infractions	Deployment Hours
Walter & Gladys School	20	6.62
Dave McNeilly School	46	7.07
St. Martha School	167	15.67
Elsie Yanik School	0	0
Holy Trinity School	0	0
St. Kateri School	0	0
Christina Gordon School	41	12.55
Ecole McTavish School	0	0
Ecole Dickensfield School	0	0
Frank Spragins School	0	0
Ft McMurray Montessori School	0	0
Father Mercredi School	0	0
Good Shepard School	0	0
Composite School	0	0
Ecole Boreal School	0	0
Fort McMurray Islamic School	0	0
Fort McMurray Composite High School	2	3.93
Beacon Hill School	3	1.72
Dr Clark School	0	0
Dickensfield School	0	0
Father Beauregard School	0	.75
Father Turcotte School	503	53.67
St Paul School	2	1.53
Wolverine Playground zone	5	2
Greely Road School	2	3

The locations listed above meet the principles of Automated Traffic Enforcement Technology. These locations display a history of traffic violations and are school zones. For this reason, these locations will be retained.

Automated Traffic Enforcement Technology locations are monitored yearly with data collected for each year. Locations that have low infractions and receive no traffic complaints are considered for removal from automated enforcement locations. Areas that demonstrate high violations and traffic complaints are considered for addition to enforcement locations.

### **School Zones**

School zones are of the utmost importance for enforcement within the RMWB. This is to ensure the safety of students, staff and the public. Automated Traffic Enforcement Technology in school zones helps enforcement efforts and helps keep everyone safe. School zones fit all the criteria for Automated Traffic Enforcement Technology including high-risk, high-frequency, high collision and high pedestrian and vehicle volume locations. Motorists have regularly been observed ignoring or violating a variety of traffic laws. Speeding, failing to yield to pedestrians and passing school busses are among the greatest concerns within school zones. The following school zones areas are where

Automated Traffic Enforcement will take place within the Regional Municipality of Wood Buffalo:

Beacon Hill	Elsie Yanik
Dr. K. A. Clark	Holy Trinity
Ecole Dickensfield	St. Kateri
Father Beauregard	Christina Gordon
Father Turcotte	Ecole McTavish
Greely Road	Composite High
St. Gabriel	Westview
Thickwood Heights	Sister Mary Phillips
Timberlea	Good Shepherd
Frank Spragins	St. Anne's
Fort McMurray Montessori	Ecole St. Paul
Father Mercredi	Ecole Boreal
Fort McMurray Islamic	Westwood
Fort McMurray Christian	St. Martha
Walter & Gladys	St Paul
Dave McNeilly	

### Intersections

Collisions at intersections are the leading cause of death, injury, and disability for road users in Alberta. For this reason, the RCMP and Municipal Bylaw Enforcement want to increase public safety through enforcement of traffic regulations and speed limits. The intersections where Intersection Safety Devices have been installed are all high-collision locations. All these intersections are high-pedestrian volume and high traffic volume locations. These major intersections are high-frequency locations where motorists are violating traffic laws on an ongoing basis. Intersection Safety Devices have been installed at the specified intersections in order to reduce drivers' speeds as they approach intersections, enforce red light infractions, and reduce the number of collisions and fatalities. The following intersections have been identified as high collision and violation intersections and therefore Intersection Safety Devices are in use:

Site	Address	Collisions			Offences		
		2018	2019	2020	2018	2019	2020
1	Thickwood Blvd & Silin Forrest Road	1	0	0	4	4	4
2	Thickwood Blvd. & Woodland Drive	2	0	0	5	9	5
3	Thickwood Blvd. & Cornwall Drive	2	0	0	3	2	3
4	Thickwood Blvd. & Real Martin Drive	0	0	0	8	8	8
5	Confederation Way & Paquette Drive	17	19	10	65	29	65

<b>6</b>	Franklin Ave. & Tamarack Village	1	0	0	5	10	5
<b>7</b>	Franklin Ave. & Hospital Street	6	0	0	53	23	53

After compiling the data for the present Intersection Safety Device locations it is recommended that all Intersection Safety Devices be retained. Other intersections that should be considered for future Intersection Safety Devices are the following:

Intersection	Collisions			Offences		
	2018	2019	2020	2018	2019	2020
Confederation Way & Millennium Drive	10	0	0	43	26	43
Franklin Avenue & Hardin Street	12	0	0	28	0	6
Beacon Hill Drive & Highway 63	11	0	0	43	0	0

These locations for Intersection Safety Devices all demonstrate high collision numbers as well as high violation numbers and would be excellent suitors for future Intersection Safety Devices.

### **Operations**

Tolerance and signage are key aspects of this program. Tolerance has been set through review of average speeding rates and benchmarking with other comparable communities. Permanent signs have been posted on all primary access roads entering Fort McMurray which advise Automated Traffic Enforcement Technology is in effect within the Fort McMurray city limits. The signs alert the public that Automated Traffic Enforcement Technology is in use as a speed and red-light enforcement tool. All major highways, thoroughfares or other roads monitored regularly by Automated Traffic Enforcement Technology have permanent signs along the route in both directions. These signs advise speed is monitored by Automated Traffic Enforcement Technology. All locations where Intersection Safety Devices are located, where speed and red-light infractions are monitored, have signs posted in advance of the intersection from all directions to advise drivers that an intersection safety device may be in operation. All speed enforcement and red-light enforcement (both photo enforcement and Intersection Safety Device enforcement) are advertised in the local media weekly and posted on the Regional Municipality of Wood Buffalo website.

Any new locations considered for Automated Traffic Enforcement Technology and Intersection Safety Devices implementation or operation will be approved through the ATE Program. Upon approval new locations will be advertised in the local media for a period of three months prior to enforcement taking place. Prior to enforcement, a four-week familiarization period will take place and only warning notices will be issued to motorists.



Automated Enforcement Technology will be monitored by the Regional Municipality of Wood Buffalo Municipal Bylaw Enforcement. They will, at minimum, collect monthly data on the use of Automated Enforcement Technology from each site where Automated Enforcement Technology and Intersection Safety Devices are operated. This data is and will be reported as required to the Alberta Justice and the Solicitor General. Intersection Safety Devices will be tested every 30 days or more, often by a tester appointed under the Traffic Safety Act. Appointed testers are trained and certified to test, inspect and maintain all Intersection Safety Devices. All Automated Enforcement Technology and Intersection Safety Device data obtained will be retained by the Regional Municipality of Wood Buffalo Municipal Bylaw Enforcement for a period of 10 years.

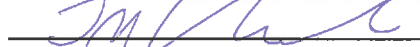
In conclusion, Automated Traffic Enforcement Technology and Intersection Safety Devices within the Regional Municipality of Wood Buffalo will assist with traditional enforcement efforts in order to create safer roads. These technologies will only be placed in areas of the municipality that fall under the four principles of Automated Traffic Enforcement Technology. They will be implemented in high-risk, high-frequency, high-collision and/or high-pedestrian locations. Automated Traffic Enforcement Technology and Intersection Safety Devices data will be monitored yearly through RCMP and Municipal Bylaw Enforcement data systems. Each location will be assessed based on data and the four principles of Automated Traffic Enforcement Technology in order to determine if continued enforcement will be conducted at each location listed in this report. If data suggests locations should be added or removed from the use of Automated Traffic Technology and Intersection Safety Devices, then that will occur. Automated Traffic Enforcement Technology will only be operated in the areas discussed previously in this document including Highway 63.

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