

**Regional Municipality
Wood Buffalo
Automated Traffic
Enforcement
Report 2022
and Plan 2023**

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Overview

The Regional Municipality of Wood Buffalo (RMWB) is home to roughly 73,000 citizens. It serves an additional combined rural and business population of approximately 37,000. There are two main highways providing access to the Regional Municipality along with industrial areas, residential streets with school and playground zones. The speed limits range from 50 km/h to 100 km/h. The RMWB has a municipal policing agreement with the Royal Canadian Mounted Police to provide Policing Services for the region.

RMWB Annual Automated Traffic Enforcement Report – 2022

From January to November of 2022, the RMWB had 102 locations approved for Automated Traffic Enforcement (ATE) use and two locations approved for Intersection Safety Devices (ISD). The ATE Program registered 3,347,680 vehicles that travelled past ATE and ISD locations throughout the year. Only 0.75 percent of those vehicles received tickets for speeding or red-light violations. In December of 2022, following introduction of the new Provincial guidelines for the ATE program, locations were removed that no longer met the updated Provincial program guidelines. Only 53 locations remain.

All violation notices¹ issued for areas of the RMWB that employ the ATE program²

Enforcement	2018	2019	2020	2021	2022
Conventional ³	3,098 ⁴	2,969	2,333	3,029	2,630
Photo Laser	4,107	3,069	13,251	15,099	19,399
ISD – Speed	4,960	4,672	0	4,563	2,493
ISD – Red light	1,586	1,542	0	1,430	462
Total Enforcement	13,751	12,252	15,584	24,121	24,984

Speeding violation notices per location issued by ATE Program for 2022

Locations	Number issued January to November 2022	Number issued December 2022
Saprae Creek (Highway 69)	6	No longer in use
Franklin Avenue & Centennial Drive	13	No longer in use
MacKenzie Boulevard & MacKay Crescent	541	No longer in use
Beaconhill Drive	2	No longer in use
Tolen Drive	2	No longer in use
Gregoire Drive	312	No longer in use
Clearwater Drive / Franklin Avenue & Hardin Street	675	No longer in use
Morimoto Drive near Haxton Centre	Not used	No longer in use
MacDonald Drive / Franklin Avenue & MacDonald Drive	12	No longer in use
Franklin Avenue / Highway 63 & Bridge Deck	55	No longer in use
Signal Road & Hitch Place	70	5
Real Martin Drive & Wood Buffalo Way	10	No longer in use
Thickwood Boulevard / Abraham Drive & Real Martin Drive	144	No longer in use
Thickwood Boulevard / Real Martin Drive & Dickins Drive	312	0
Confederation Way & Tower Road	162	0
Cateret Drive & Syncrude Athletic Park	41	No longer in use

¹ Violation notices include speeding and intersection-related violations only*

² Includes the following communities: Downtown, Thickwood, Timberlea, Abasand, Beacon Hill, Mackenzie Park, Grayling Terrace, Gregoire and Waterways.

³ Conventional enforcement refers to violations issued by law enforcement directly.

Locations	Number issued January to November 2022	Number issued December 2022
Millennium Drive & Fir Street	3	No longer in use
Millennium Drive & Chestnut Way	6	No longer in use
Coventry Drive & Collicott Drive	0	No longer in use
Heritage Drive & Callen Drive	29	No longer in use
Highway 63 & MacKenzie Boulevard	223	No longer in use
Highway 63 & Centennial Campground	178	No longer in use
Highway 63 /Gregoire Drive & Clearwater Drive	0	No longer in use
Highway 63 / Hospital Street & Clearwater Drive	2,376	0
Highway 63 / Hospital Street & Hardin Street	0	0
Highway 63 & Morrison Street	3,988	No longer in use
Highway 63 / Bridge Deck & Thickwood Boulevard	1	No longer in use
Highway 63 & Confederation Way	44	No longer in use
Highway 63 / Confederation & Taiganova Crescent	629	0

School / Playground Zone	Number issued January to November 2022	Number issued December 2022
Callen Drive & Blackburn Drive	24	0
Beaconhill & Good Shepherds Schools	20	0
Greely Road School	46	0
Dr. Clark & Fr. Turcotte	769	32
Ecole Borealis	48	3
Fr. Beauregard	29	0
St. Paul	55	1
Thickwood Heights	201	0
Westwood Community	502	18
Ecole McTavish	739	10
St. Gabriel	6	2
Westview	768	23
Wolverine Playground	230	14
Dickinsfield Schools	34	2
St. Anne & Timberlea Schools	21	0
St. Martha	417	11
Christina Gordon	80	3
Elsie Yanik & Dave McNeilly	139	7
St. Kateri	74	3
Fort McMurray Composite	2,360	44

ISD Location	2022 - Speed	2022 – Red Light
Thickwood at Real Martin Dr	312	285
Thickwood at Silin Forest Rd	2,181	177

Top 20 speeding violation notice per location issued by Conventional Enforcement for 2022⁵

Locations	Issued
Highway 63	343
Confederation Way	104

⁵ Includes the following communities: Downtown, Thickwood, Timberlea, Abasand, Beacon Hill, Mackenzie Park, Grayling Terrace, Gregoire and Waterways.

Locations (continued)	Issued
Saprae Creek Trail (Highway 69)	53
Thickwood Boulevard	45
Paquette Drive	43
Hospital Street	32
Highway 68	28
Real Martin Drive	27
King Street	26
Franklin Avenue	25
Parsons Creek Drive	19
Dickins Drive	16
Heritage Drive	14
Highway 63 & Highway 69	12
Gregoire Drive	12
Franklin Avenue & Hospital Street	10
Callen Drive	10

Top 10 intersection-related notice locations issued by Conventional Enforcement for 2022⁶

Locations	Issued
Franklin Avenue	51
Confederation Way	25
Loutit Road	11
Highway 63	10
Millennium Drive	9
Plamondon Drive	9
Thickwood Boulevard	8
Gregoire Drive	6
Franklin Avenue & Riedel Street	5

Intersection-related violation notices per location issued by ATE Program for 2022⁷

ISD Location	2022 – Red Light
Thickwood at Real Martin Dr	285
Thickwood at Silin Forest Rd	177

ATE Program revenue

The RMWB has placed the revenue generated by the 2022 ATE program, less the cost of administration, directly into the community initiatives reserve. These funds get disbursed through the Community Investment Program to non-profit organizations within the RMWB for community-based programs.

Collision data

Collision data for areas of the RMWB that employ the ATE program⁸

Collision Type	2019	2020	2021	2022
Fatal	0	0	0	0
Injury	82	99	124	172
Property Damage	1,596	1,142	1,051	1,117
Total Collisions	1,678	1,241	1,175	1,289
Charges laid - collisions	77	78	62	79

⁶ Includes the following communities: Downtown, Thickwood, Timberlea, Abasand, Beacon Hill, Mackenzie Park, Grayling Terrace, Gregoire and Waterways.

⁷ Includes the following communities: Downtown, Thickwood, Timberlea, Abasand, Beacon Hill, Mackenzie Park, Grayling Terrace, Gregoire and Waterways.

⁸ Includes the following communities: Downtown, Thickwood, Timberlea, Abasand, Beacon Hill, Mackenzie Park, Grayling Terrace, Gregoire and Waterways.

Top 20 collision locations 2020, 2021 and 2022

Location	2020	2021	2022
Highway 63	155	158	127
Franklin Avenue		8	16
Thickwood Blvd	5	23	15
Confederation Way	12	12	15
Confederation Way & Paquette Drive	8	24	15
Powder Drive	5	7	12
Confederation Way & Loutit Road	7	8	12
Thickwood Blvd & Signal Road	8	7	12
Confederation Way & Eagle Ridge Boulevard	4	8	11
Paquette Drive & Powder Drive	n/a	n/a	11
Highway 63 & Hardin Street			10
Confederation Way & Millennium Drive	7	11	9
Confederation Way & Cartier Road	1	6	9
Highway 63 & Confederation Way	8	7	9
Thickwood Blvd & Dickins Drive	1	3	8
Confederation Way & Prospect Drive	2	13	8
Highway 63 & Thickwood Blvd	4	1	8
Loutit Road	2	0	8
Thickwood Blvd & Woodland Drive	1	1	7
Gregoire Drive	8	7	7

Previously identified high-collision and high-speeding intersections with active ISDs

Intersection	Collisions			
	2019	2020	2021	2022
Thickwood Blvd & Silin Forest Road	0	4	2	3
Thickwood Blvd & Real Martin Drive	0	2	3	4

Previously identified high-collision and high-speeding intersections approved for ISD use

Intersection	Collisions			
	2019	2020	2021	2022
Thickwood Blvd & Woodland Drive	1	1	1	7
Thickwood Blvd & Cornwall Drive	0	2	1	2
Confederation Way & Paquette Drive	7	8	26	15
Franklin Avenue & Tamarack Village	1	1	1	2
Franklin Avenue & Hospital Street	3	5	6	5

While the overall number of collisions has decreased throughout the region since 2019, there has been an increase in injury collisions. The 2022 results are more than double the number of reported injury collisions in 2019. Many of the major roads and intersections in residential, business and industrial areas are high-collision and high-speeding locations. This can be attributed in part due to the high number of vehicles and pedestrians that use those main routes daily.

Looking to the data from the above approved locations, it does suggest ISDs contribute directly to reducing collisions. By comparison, not having an ISD installed at certain high-collision locations, empirically demonstrates how effective this tool is.

The ATE Program is another tool that the Municipality and RCMP can utilize to influence a traffic safety change culture throughout the region. It continues to support efforts to make Wood Buffalo roads safer for all users.

Performance Goals 2022

The ATE program was in operation for a total of 1,671.96 hours in 2022 and monitored 3,347,680 vehicles in the area that ATE operates. The ATE plan for the RMWB contained measurable targets for improved transportation safety. The program goal for 2022 was:

1. 2 – 5% reduction in collisions per year
2. 2 – 5% reduction in speeding
3. 2 – 5% reduction in intersection-related violations

In interpreting the data and results as they relate to the traffic safety goal of the ATE plan, the results for 2022 are as follows:

1. Collisions: an increase of reported collisions by nearly 10% and an increase of injury related collisions by 39% from 2021
2. Speeding: an increase of 7.5% in issued violations from 2021
3. Intersection-related violations: a decrease of 58% in issued violations from 2021

RMWB Automated Traffic Enforcement Plan – 2023

The RMWB, Wood Buffalo RCMP and the Province of Alberta all share the same vision in working together to make the roads safe for all users, be it drivers, riders, pedestrians and cyclists. Traffic safety has been identified by the citizens of Wood Buffalo as a top policing priority for the community in the Annual Performance Plan (APP). The APP set priorities specific to each community and provides direction for the RCMP.

The RMWB will cease the ATE program at the end of December 2023 as council voted to end its use within the community. Until then, it will continue to run at approved locations that meet the current Provincial guidelines. The RMWB is continuing to explore the implementation of additional traffic safety measures, including intersection-safety devices and collision cameras at identified high-collision intersections.

Traffic safety remains one of the operational priorities for the Wood Buffalo RCMP. The traffic safety plan is aligned with K Division Traffic Services Strategic Plan 2019-2023 and includes the Alberta Traffic Safety Calendar. This meets the requirements as set out in the Province of Alberta's Automated Traffic Enforcement Technology Guidelines for a local traffic safety plan. The primary goal is to decrease fatalities and serious injuries resulting from motor vehicle collisions. In collaboration with the Municipality, we are committed to address the causal factors of fatal and serious injury collisions. This includes, but is not limited to, Impaired Driving, Occupant Restraints, Distracted Driving and Speed Reduction on area highways. Conventional traffic enforcement includes strategically directed police patrols in particular areas identified as high-speed and high-collision locations. These can include moving patrols or fixed (static) traffic operations to provide a general deterrent and encourage safe driving within the community.

On average, one in four fatal collisions and one in ten injury collisions involved a driver or rider travelling at an unsafe speed (Alberta Collision Information). The RMWB uses ATE in combination with conventional traffic enforcement by the RCMP and Municipal Bylaw in an effort to reduce fatalities and serious injuries as a result of speeding and intersection-related violations. The ATE program plays an active role in supporting traffic safety in conjunction with transportation engineering, speed studies, signage, and education in order to improve transportation safety for the community as a whole. ATE encourages drivers to slow down and drive safely within the region without taking away from other priorities and enforcement efforts of all local enforcement and police officers.

There is permanent signage posted on all primary access roads entering the Municipality which advise that ATE is in effect. The signage is designed to alert all drivers of the use of speed and red-light enforcement tools within the Municipality. Additional signage is in place throughout the Municipality on roadways where ATE is regularly in use. Locations where Intersection Safety Devices (ISD) are in use have signage posted in advance of the intersection from all directions. The RMWB advertises all possible locations for ATE and ISD weekly in the local print, social media, and on the Municipality website.

Equipment / Contractor Information

The Municipality has retained Global Traffic Group Ltd as the contractor to support the administration and operation of ATE in the RMWB until December. ATE program direction is provided by the Wood Buffalo RCMP to Global Traffic Group Ltd. Both the Municipality and the RCMP work with them to ensure they adhere to both the ATE guidelines and ensure all equipment and technology used has been reported, reviewed and approved by the Ministry of Justice and the Solicitor General. The Municipality employs the use of both mobile photo laser cameras as well as ISD that detect both speed and red light contraventions. The maximum time between a contravention being detected using ATE and the traffic notice being placed in the mail for service to the Registered Owner will not exceed 21 working days. Multiple traffic notices will not be issued to the same vehicle within a five-minute period. Only the more serious traffic notice will be issued to the registered owner while any remaining notices will not be issued. Global Traffic Group Ltd. operates for a total of 40 hours per week.

Photo Laser Cameras

Presently, ATE is conducted using approved equipment including photo laser cameras operated by the Global Traffic Group Ltd. All mobile units will have a human operator on site. Equipment and technology will be tested as per the manufacturer's recommendation or as stipulated by the Ministry of Justice and Solicitor General. In cases where it is not mounted on a vehicle and is set up away from the unit for safety or practical purposes, the human operator shall be positioned in close proximity to the equipment and technology. Beginning December 1, 2022, all units will be clearly identifiable to the public. All mobile units are clearly identifiable to the public. The vehicles are wrapped yellow with blue-coloured words "Drive Safe" visible from the front and back of the vehicle so they are clearly visible at all times to drivers coming upon the vehicle, the letter sizing meeting the requirements as set out in the Provincial guidelines.

Intersection Safety Devices (ISD)

One in four collisions in the Province of Alberta were identified as intersection-related. In Alberta, three of the top five most frequently identified improper driver actions in casualty collisions were intersection-related. The RMWB has seven intersections approved for ISD use as they have been previously identified as being high-collision and high speeding locations. Presently there are only two installed ISD as per the Government 2019 freeze on equipment and new locations. Both are capable of monitoring both speeding infractions and red-light violations. Conventional enforcement is difficult at intersections because officers must follow the offending vehicle through, possibly against the phasing of the light. This action can endanger all other users of the roadway, including the officers.

All ISDs will be tested every 30 days at minimum as required. Only qualified individuals approved by the Minister of Transportation may test the ISD using independent verification with known and approved speed-measuring devices to test the accuracy of the ISDs. Device test results will be forwarded to the Direction of Law Enforcement Standards and Audits.

New improved equipment and all material changes to existing equipment related to ATE and ISDs will be reported to, reviewed and approved for use by the Director of Law Enforcement Standards and Audits, in consultation with Alberta Transportation and Alberta Crown Prosecution Service, as needed, prior to being put into use within the Municipality. Equipment includes cameras, computers and software used to record contravention information once it is detected.

Locations

Site locations are selected in line with the criteria set out by the Province of Alberta's Automated Traffic Enforcement Technology Guidelines and approved by the Wood Buffalo RCMP. There is a mapping tool on the RMWB Website that shows all locations of ATE and ISDs. Attached Appendix "A" includes current site locations for the ATE Program.

Any new locations must meet qualifying criteria for use and have demonstrated areas of:

1. Higher frequency of collisions;
2. Higher frequency of speeding;
3. High frequency of intersection contraventions;
4. Designated zones:
 - a. School zone
 - b. Playground zone
 - c. Construction zone

and that through engineering, education or conventional enforcement that these efforts have been documented and failed to change the behaviour over a period of 4 weeks.

Prior to implementation of a new location, there will be a communication period of at least 4 weeks that includes advertising in local media, including social media, on the Municipality's website and a familiarization period where warning notices are issued for a period of 4 weeks. A link to the program's websites will be available on Alberta 511.

Use of ATE will be restricted in designated zones when the following applies:

- School zones - when school is in session and the speed restriction is in effect as per the RMWB Bylaws
- Playground zones - in effect as per the RMWB Bylaws
- Construction zones - when one or more workers are present

Approved locations shall be re-assessed and tested every 2 years. If a location is unable to demonstrate it has resulted in improved safety outcomes, it will be removed from use.

In accordance with evaluation standards as set out by the Province, control locations will be established for each ATE location. The data required to be collected includes:

- ATE location ID it is a control location for;
- Location description;
- Posted maximum speed limit;
- Average daily traffic volume;
- Number of contraventions and notices by type and date;
- Change in the rates of notices by type.

Prohibited locations

ATE is prohibited from being used on residential streets with a posted speed limit less than 50 km/h. It is further prohibited from being use in transition zones. This refers to any highway on or off ramps, highway exits or any area that may require a rapid change in speed such as a high-pressure merge, including the area immediately adjacent to a regulatory maximum speed limit sign, when the sign indicates a speed change from a higher speed to a lower speed or vice versa. These rules do not apply to school, playground, constructions zones or intersections.

Statistics

The RCMP maintain a Records Management System that collects data, in part, related to all collision types and violation notices issued. Global Traffic Group Ltd maintains data collection where ATE is operated and provides that information to the RCMP and the RMWB on request. In reviewing data collected over the past 2 years, the following have been identified as top collision, intersection-related and speeding violation locations through Conventional Enforcement⁹.

Top 10 Collision locations 2021	Top 10 Collision locations 2022
Highway 63	Highway 63
Confederation Way & Paquette Drive	Franklin Avenue
Thickwood Boulevard	Confederation Way & Paquette Drive
Confederation Way & Prospect Drive	Powder Drive
Confederation Way & Prospect Drive	Confederation Way & Loutit Road
Confederation Way	Confederation Way
Confederation Way & Millennium Drive	Confederation Way & Eagle Ridge Boulevard
Confederation Way & Eagle Ridge Boulevard	Paquette Drive & Powder Drive
Franklin Avenue	Highway 63 & Hardin Street
Highway 63 & Confederation Way	Confederation Way & Millennium Drive
Confederation Way & Loutit Road	Confederation Way & Millennium Drive

⁹ Does not include parking lots

Top 10 Intersection-related violation locations 2021	Top 10 Intersection-related violation locations 2022
Franklin Avenue	Franklin Avenue
Confederation Way	Confederation Way
Highway 63	Loutit Road
Thickwood Boulevard	Highway 63
Gordon Avenue and Riedel Street	Millennium Drive
Loutit Road	Plamondon Drive
Riedel Street	Thickwood Boulevard
Millennium Drive	Gregoire Drive
Powder Drive	Franklin Avenue & Riedel Street
Signal Road	Manning Avenue & Queen Street

Top 10 Speeding violation locations 2021	Top 10 Speeding violation locations 2022
Highway 63	Highway 63
Saprae Creek Trail (Highway 69)	Confederation Way
Confederation Way	Saprae Creek Trail (Highway 69)
Highway 686	Thickwood Boulevard
Thickwood Boulevard	Paquette Drive
Callen Drive	Hospital Street
Parsons Creek Drive	Highway 686
Heritage Drive	Real Martin Drive
Gregoire Drive	King Street
MacKenzie Boulevard	Parsons Creek Drive

Proposed locations

In reviewing all collision, speeding and intersection-related violation data for the past two years while following the current guidelines, the below locations could benefit from continued use of the ATE program:

- All School zones¹⁰ within the Municipality
- Playground zones¹¹ within the Municipality
- Highway 63 between Clearwater Drive Overpass & Hospital Street Overpass
- Highway 63 between Hospital Street Overpass & Hardin Street Overpass
- Highway 63 between Taiganova Crescent & Confederation Way
- Thickwood Blvd & Woodland Drive
- Callen Drive & Blackburn Drive
- Confederation Way & Tower Road
- Confederation Way & Paquette Drive
- Confederation Way & Loutit Drive
- Paquette Drive & Powder Drive

Net revenues

The net proceeds from ATE fines fund, less the cost of administration, directly into the community initiatives reserve. These funds get disbursed through the Community Investment Program to non-profit organizations within the RMWB for community-based programs.

Performance Targets

The ATE program for the RMWB contains measurable targets for improved transportation safety. The program goal for 2023 remains:

4. 2 – 5% reduction in collisions per year
5. 2 – 5% reduction in speeding
6. 2 – 5% reduction in intersection-related violations

Reporting requirements

ATE information will be posted on the RMWB's website updated monthly. This information will include location assessment forms, the location of each RCMP approved site, including both mobile units and ISD and the most current Annual Report. The RCMP, in collaboration with the RMWB, will collect data on the use of ATE. This data refers to, but is not restricted to, contravention date, collision data used to support site assessments, images and any other data collected that may be required to be reported to the Direction of Law Enforcement Standards and Audits. The RMWB will submit quarterly reports as required to the Ministry of Justice and Solicitor General. An Annual Report will be submitted by the RMWB for review by the public available May 1, 2024.

The Annual Report will contain:

1. ATE transportation safety outcomes:
 - a. Reduced speeding
 - b. Reduced red light running
 - c. Improved overall transportation safety
2. Performance indicators and targets as it relates to the traffic safety plan
3. Data related to the ATE program including:
 - a. Number of hours;
 - b. Vehicles monitored;
 - c. Number of devices and locations;
 - d. Contraventions by type;
 - e. Total collisions, including severity, fatalities and injuries for the previous three years;
 - f. Change in number of collisions including severity, fatalities and injuries for the previous three years;
 - g. Whether or not performance targets and goals were met.
4. Control location data will be submitted to the Province upon request.

Commitment

The ATE Program remains a tool to assist the Municipality and the RCMP to ensure the continuing improvement of traffic safety throughout the region. We are committed to following the guidelines as set out by the Province of Alberta in order to effect the desired change in transportation safety outcomes.

Prepared by: Sergeant Sabrina Clayton
NCO i/c Municipal Traffic Services
Wood Buffalo RCMP Detachment

Signature: 
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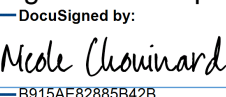
Date: 6/14/2023

Approved by: Superintendent Mark Hancock
Officer in Charge
Wood Buffalo RCMP Detachment

Signature: 
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Date: 6/14/2023

Approved by: Nicole Chouinard
Manager, Operations and Administration
Regional Municipality of Wood Buffalo

Signature: 
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Date: 6/14/2023

References

1. Automated Traffic Enforcement Technology Guideline (2021) [Automated traffic enforcement technology guideline \[2021\] - Open Government \(alberta.ca\)](#)
2. Alberta Traffic Safety Plan [Alberta Traffic Safety Plan | Alberta.ca](#)
3. Alberta Traffic Safety Calendar [Traffic Safety Calendar \(alberta.ca\)](#)
4. Alberta Transportation Collision Statistics Summary 2018 [Alberta Traffic Collision Statistics Summary 2018](#)
5. [Census 2021](#)
6. "K" Division Traffic Services Strategic Plan 2019-2023
7. Collision Data – RCMP RMS 2018 – 2022
8. RMWB Road Transportation Bylaw No. 02/079 5.03 and 5.04, including Schedule 1 [RMWB Bylaw](#)

APPENDIX "A"

School Zones:

- Beacon Hill School
- Centre Boreal
- Christina Gordon Public School
- Clearwater School
- Dickinsfield School
- Dr. K. A. Clark School
- Father Beauregard School
- Father Turcotte School
- Good Shepherd School
- Greely Road School
- Sister Mary Phillips School
- St. Anne's School
- St. Gabriel School
- St. Kateri Catholic School
- St. Martha School
- St. Paul's School
- Tamarack Way School
- Thickwood Heights School
- Timberlea School
- Walter and Gladys Hill Public School
- Westview School
- Westwood School

Playground Zones:

- Wolverine Drive

Locations:

- Highway 63 (between Hospital Street Overpass & Hardin Street)
- Highway 63 (between Clearwater Drive Overpass and Hospital Street Overpass)
- Highway 63 (between Taiganova Crescent & Confederation way)
- Callen Drive near Blackburn Drive

ISD Locations:

- Thickwood Boulevard & Silin Forest Road
- Thickwood Boulevard & Real Martin Drive

****Note:** this list is subject to change if locations no longer met guideline criteria**