

Automated Traffic Enforcement Technology Guidelines

Province of Alberta

(September 2014) Revised

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A. PREAMBLE

Automated traffic enforcement technology is an important tool to enhance traffic safety. These guidelines are designed to ensure fairness and consistency in the use of automated traffic enforcement technology across Alberta. Devices falling under this program include speed and intersection safety technologies.

These guidelines apply to all municipalities who are currently using automated traffic enforcement technology or are planning to use this technology.

Albertans value the safety and security of their communities. They expect that drivers who endanger the lives and well-being of others will be detected and charged. They want to know their children will be safe when they cross the road to school. Road construction workers need safe working conditions, commuters want to drive to and from work in safety and police officers need protection when conducting traffic enforcement.

Automated traffic enforcement technology is one tool that can be used to enforce traffic laws and should only be operated with the support of the local police service. Police services in Alberta not only have the primary responsibility for traffic safety enforcement but also have the expertise to determine where automated traffic enforcement technology can best be deployed to compliment existing traffic safety initiatives. Automated traffic enforcement technology programs under the direction of police will ensure compliance with existing standards and consistent enforcement practices geared towards traffic safety.

Recognizing each community has different policing needs and concerns, Albertans expect automated traffic enforcement technology to be used fairly and with consistency throughout the province.

Automated traffic enforcement technology is predicated on a municipality-by-municipality basis and its use will be restricted within their respective municipal boundaries and not on provincial highways

Public advisories, standard and consistent use of signage and clear site selection criteria will promote the appropriate application of these tools. Presently, communities that are policed by the RCMP under a municipal policing contract or have their own police service can use automated traffic enforcement technology within their municipal boundaries. Automated traffic enforcement will not be in effect on provincial highways.

Automated traffic enforcement technology, combined with other speed enforcement methods, education and awareness can help reduce the number and severity of collisions on our roads.

These guidelines include a requirement for ongoing evaluation to measure the effectiveness of automated traffic enforcement technology on lowering speeds, reducing collisions and other relevant information related to traffic safety.

B. PRINCIPLES - USE OF AUTOMATED TRAFFIC ENFORCEMENT TECHNOLOGY

Traffic Safety criteria must be used to determine where automated traffic technology will be used. These criteria include, but are not restricted to, high-risk, high frequency, high-collision and high pedestrian volume locations.

- **High-risk locations** are those 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 ignoring or breaking 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.

It is also essential that automated traffic enforcement technology programs be used in conjunction with existing conventional enforcement and not used as a replacement for officer contact.

Unless approved by the Government of Alberta on a case-by-case basis, the use of automated enforcement is limited to intersection and speed related offences.

C. GUIDELINES

1. Organization

Presently, communities policed by the RCMP under a municipal policing contract or with their own police service have the ability to use automated traffic enforcement technology within their municipal boundaries. In those locations an Automated Traffic Enforcement Program can be established:

- Within a police service
- As a department or unit within a municipality
- As a contracted service to either of the above

Regardless of which option is selected or in place, responsibility for the operation of the Automated Traffic Enforcement Program shall rest with the police service of jurisdiction, which will provide direction in the following areas by:

- Ensuring enforcement is conducted in accordance with local Traffic Safety Plans
- Directing at which sites automated traffic enforcement technology is to be used, and
- Setting periods of operation and duration of enforcement

2. Site Selection Criteria

Automated traffic enforcement technology sites will not be selected randomly.

One or more of the following must exist before automated traffic enforcement technology is used at a specific site.

- Areas or intersections where conventional enforcement is unsafe or ineffective;
- Areas or intersections with an identifiable, documented history of collisions;
- Areas or intersections with an identifiable, documented history of speeding problems;
- Intersections with an identifiable, documented history of offences;
- Intersections near schools, post secondary institutions, other areas with high pedestrian volumes.
- High-speed or multi-lane roadways;
- School and play-ground zones or areas;
- Construction zones; or
- Areas where the public or a community has expressed concerns related to speeding.

The use of automated traffic technology in speed transition zones must be justified and reasonable, based on the site selection criteria. Automated traffic technology should not be used in transition zones, when a driver is approaching a higher/lower speed zone and is within sight of a higher/lower posted speed sign, unless there are well-documented safety concerns that would justify its use.

3. Operational Requirements for Automated Traffic Enforcement Technology

- A. Outside of intersections, Automated Traffic Enforcement Technology must have a human operator on site – unless approved by the Government of Alberta for areas of special safety needs or for other exceptional circumstances.

In cases where automated technology is not mounted on a vehicle and is set up away from the vehicle for safety or practical purposes, the human operator must still be positioned in close proximity to the equipment.

- B. Each automated enforcement location must have a corresponding 'Site Assessment' document issued by the police service of jurisdiction showing why the location was selected and how it relates to traffic safety.
- This document must be refreshed every three (3) years for speed locations and every five (5) years for intersection locations.
- C. The maximum time between when an offence is detected and a ticket is placed in the mail for service should not normally exceed 21 working days.

4. Operational Considerations for Intersection Safety Devices

Collisions involving pedestrians and vehicles in intersections are a leading cause of injury-related death and disability among Alberta road users. Intersections on urban streets, where the speed limit is 60 km/hr or less, are particularly dangerous. 47% of all people killed and 57% of those seriously injured in intersection crashes were injured or killed at an intersection on urban streets. (Road Safety Vision 2010)

Intersection Safety Devices will record evidence related to both speed and red light infractions in an effort to encourage safe driving habits through increased awareness and enforcement.

Intersection Safety Devices that record evidence relating to speed may only be used at intersections where there is automated technology capable of conducting red light enforcement.

It is anticipated that some offenders will proceed through a red light in excess of the posted speed limit. Drivers who proceed through a red light in excess of the posted speed limit create significant risk of death or serious injury to the public. In these situations, additional charges may be pursued. Additional charges should only occur after consultation with the Crown Prosecutor's Office on the specific offense(s) detected or alternately, at the Crown's direction on all situations of this nature.

Note: Red/yellow light timing at intersections monitored by an Intersection Safety Device must be established by a qualified engineer or other qualified professional according to accepted National and/or International technical and professional specifications.

5. Public Awareness

A key element to the success of any enforcement practice, including the use of automated traffic enforcement technology, is the implementation of a strong public awareness campaign. The following criteria shall be met before automated traffic enforcement technology is used.

A. Signage

- Permanent signs shall be posted on primary access roads entering municipalities that use automated traffic enforcement technology, alerting the public that automated traffic enforcement technology is used as a speed and red light enforcement tool in the municipality.
- Freeways, major thoroughfares or other roads that are monitored regularly by automated traffic enforcement technology shall have permanent signs along the route, in both directions, advising that speed is monitored by automated traffic enforcement technology.

- Intersections where automated traffic technology is used to monitor speed and red light infractions shall have signs posted in advance of the intersection, from all directions, to advise drivers that an intersection safety device may be in operation.
- Intersections where portable automated traffic technology is used instead of an Intersection Safety Device (ISD) to monitor speed and/or red light infractions shall have signs posted in advance of the intersection, from all directions, to advise drivers the equipment may be in operation.

B. New Automated Traffic Enforcement Program Requirements

Any new photo enforcement or ISD enforcement

- Shall advertise in the local media for a period of three months prior to enforcement taking place.
- Prior to full implementation, shall conduct a four-week familiarization period that would see the equipment in regular use but only issue 'warning notices' to motorists.

New Technology:

- All significantly new technology should be reviewed and accepted by Alberta Justice and Solicitor General before being implemented for use within a municipality.
- In today's evolving technology environment the term 'significantly' is difficult to define. Instead these guidelines will list accepted technology not requiring further review.
- A non-exhaustive list of currently accepted technology:
 - Radar
 - Laser
 - LIDAR
 - Time over distance speed measuring devices using imbedded road loops.

- Road loops triggered at time intervals to detect red light violations.
- Video camera equipment designed to record vehicles traveling through red lights at intersections.
- Additionally, technology related to camera/computer/software used to record offence information once it has been detected by the primary technology will not be reviewed.

C. Public Awareness

- Existing automated traffic enforcement technology sites must be advertised on a monthly basis by notifying the local media and posting on an established web site, where possible.

6. Testing For Intersection Safety Devices

Intersection Safety Devices shall be tested at minimum every 30 days by a tester appointed under the *Traffic Safety Act*. A tester of an intersection safety device will not be considered for appointment under the *Traffic Safety Act* until he/she provides to the appropriate Alberta Transportation employee suitable documentation from the device manufacturer demonstrating that the tester is competent in the inspection and testing of the intersection safety device.

7. Monitoring

Each enforcement agency shall collect data on the use of automated traffic enforcement technology. The data will be collected monthly on each site and reported quarterly to Alberta Justice and Solicitor General.

At a minimum, the data collection shall provide information as outlined in Appendix 'A'.

All traffic enforcement technology data generated by Automated Traffic Enforcement will be retained by the enforcement agency for a minimum of ten (10) years.

8. Peace Officers engaged in Automated Traffic Enforcement

- Peace Officer Appointments allowing the use of Automated Traffic Enforcement Technology may contain, as a condition of that appointment, a clause requiring compliance with Provincial Automated Traffic Enforcement Guidelines and Provincial Automated Traffic Enforcement Training Guidelines.
- The Public Security Division, at the direction of the Minister of Justice and Solicitor General, may conduct audits to ensure compliance with these guidelines.

These guidelines will come into effect and force on September 30, 2014.