

Photo Radar Enforcement and Accident/Collision data in specific areas (J. Dziadyk)

Recommendation

That the December 2, 2020, City Operations report CR_7832, be received for information.

Previous Council/Committee Action

At the December 2, 2019, Executive Committee meeting, Councillor Dziadyk made the following inquiry:

Can Administration provide a report on the following:

1. Data relating to areas for photo radar enforcement that were selected solely for the reason of: "Areas where the public or a community has expressed concerns related to speeding."
 - a. How many accidents or collisions were recorded for those zones/site IDs over the last three years?
 - b. How many complaints for each zone/site ID over the last three years?
 - c. How many photo radar tickets were given in each zone/site ID over the last three years?
2. The amount of accidents or collisions for the following ten areas over the last three years, as well as the amount of photo radar tickets given in those same areas. The top 10 enforcement sites by tickets issued in 2018:
 1. Gateway Boulevard at Ellerslie Road NB
 2. Stony Plain Road between 178 - 182 Street WB
 3. Whitemud Drive between 50 - 75 Street WB
 4. Yellowhead Trail at WB
 5. Anthony Henday Drive and Yellowhead Trail SB
 6. Yellowhead Trail and Anthony Henday Drive EB
 7. Anthony Henday Drive and Ray Gibbon Drive EB

8. 82 Avenue between 91 - 95A Street WB
9. 82 Avenue between 89 - 87 Street EB
10. Whitemud Drive at 50 Street WB

Executive Summary

This report summarizes collision history, ticket history, and deployment hours for photo radar locations that have been listed with the sole site criteria of “Areas where the public or a community has expressed concerns related to speeding” and identifies the top 10 enforcement sites by tickets issued in 2018.

This report also outlines how Administration will continue to expand the transparency of the automated enforcement program by sharing additional location and safety impact information by Q4 2020.

Report

Data relating to areas for photo radar enforcement that were selected solely for the reason of: “Areas where the public or a community has expressed concerns related to speeding.”

Administration evaluates all speeding complaints and requests for automated enforcement to identify the most appropriate speed management tool for the situation. This safe systems approach considers tools such as community speed awareness signs and driver feedback signs in combination with enforcement to discourage risky driving behavior. Enforcement sites are created when other mitigations and approaches are not effective or feasible.

Currently, provincial guidelines require automated enforcement locations to satisfy at least one one of seven possible criteria, one of which is “Areas where the public or a community has expressed concerns related to speeding”.

Being responsive to public concerns of unsafe speeds enables multiple positive safety impacts as follows:

- Responds to lived experience provided by the public
- Reduces risk and encourages safe behaviours through the presence of enforcement
- Creates opportunity to further investigate risky behaviours, identify underlying safety concerns, and identify the need for mitigation (i.e., roadway concerns that could benefit from engineering solutions)

As displayed on the City of Edmonton Open City Data Portal (data.edmonton.ca), 231 mobile photo enforcement locations are listed as having been established based on

the criteria of “Areas where the public or a community has expressed concerns related to speeding.” Upon closer review, Administration identified that the current data on Open City included a significant number of inactive locations and an update is required to suspend the inactive photo enforcement locations. The update will be completed along with a full review of enforcement locations outlined below by Q4 2020.

How many accidents or collisions were recorded for those zones/site IDs over the last three years?

Attachment 2 lists the following information for all current locations with the sole site criteria listed as “Areas where the public or a community has expressed concerns related to speeding”:

- Status (Active/Suspended)
- Deployment hours
- Tickets issued
- Tickets 21+ km/hr over the speed limit
- Collisions total for the past 3 years (Note: As the owner of collision data, the Province provides guidelines to ensure that individual privacy is protected. Following these guidelines, Administration does not share collision statistics at a specific location for a time period of less than five years unless there has been more than five collisions.)

How many complaints for each zone/site ID over the last three years? How many photo radar tickets were given in each zone/site ID over the last three years?

The City receives feedback related to speeding through 311, calls, and emails. Some complaints are specific and refer to an exact address (i.e., an intersection or directly in front of a home) while others refer to an area (i.e., a stretch of road or a neighbourhood). If an enforcement site is established, it may not be perfectly matched to complaint locations, due to variabilities in how locations are reported and limitations such as enforcement vehicle parking availability and proximity to other enforcement equipment. As a result, complaints reported by site may not consistently provide the full context of public concern relating to speeding in that area.

Attachment 2 lists the total number of complaints at each site from 2010 - 2019.

The amount of accidents or collisions for the following ten areas over the last three years, as well as the amount of photo radar tickets given in those same areas.

Attachment 3 includes a summary of the top 10 enforcement sites in 2018 detailing collision history, ticket history and number of enforcement hours. These locations all demonstrated significant numbers of high speed violations and/or a history of collisions. Across all 10 top enforcement sites in 2018, 18 percent of violations issued were for travelling more than 21 km/hr over the speed limit.

2020 Information Update

The City of Edmonton is committed to a transparent and accountable automated enforcement program. This year, new information will be released through an interactive map to provide context for the safety impacts by location, including:

- Location
- Direction of enforcement
- Speed limit
- Road Type
- Pre-Vision Zero (2013-2015) and Post-Vision Zero (2016-2019) comparison of collision and violation (speed and, in some locations, red light) data

This approach will be applied to all active enforcement locations and made available through Open Data by the end of 2020.

Corporate Outcomes and Performance Management

Corporate Outcome(s): Edmonton is a safe city			
Outcome(s)	Measure(s)	Result(s)	Target(s)
Edmonton is a safe city	Road Safety Strategy, Fatalities	14 (2019) 19 (2018) 27 (2017) 22 (2016)	Decline to Zero (2032)
	Road Safety Strategy, Serious Injuries	268 (2019) 319 (2018) 341 (2017) 325 (2016)	Decline to Zero (2032)
	Road Safety Strategy, Collision Injuries/1,000 people	3.1 (2019) 3.4 (2018) 3.9 (2017) 3.5 (2016)	3.0 (2020)
	Road Safety Strategy, Collisions at Intersections/1,000 people	13.8 (2019) 13.9 (2018) 14.6 (2017) 14.4 (2016)	13.5 (2020)

Attachments

1. Annual Violations and Collision History
2. Annual Complaints by Location
3. 2018 Top 10 Enforcement Sites by Violations Issued: Additional Information

Others Reviewing this Report

- C. Owen, Deputy City Manager, Communications and Engagement
- B. Andriachuk, City Solicitor