

Questions for Council:

1. **Any stipulations/ terms that were set out before radar could be used? Have they been implemented?**

In response to complaints received regarding speeding vehicles in the community and residents' desires for a safe and secure community, Automated Traffic Enforcement (ATE) was reviewed and implemented in Drayton Valley in 2015. The ATE service provider works with the RCMP to determine appropriate locations. The locations are made available to the public through media sources such as the Town of Drayton Valley website and the Drayton Valley Western Review.

2. **The minutes of the meeting where the election of the traffic committee were documented names of those members and dates of previous and future meetings.**

The Traffic Advisory Committee Terms of Reference and the appointment of three members at large occurred during the April 20, 2016, and May 11, 2016, Regular Meetings of Council, respectively. The full Agendas and Minutes of Regular Meetings of Council are available on our website with the link provided:
<http://draytonvalley.ca/council-agenda-minutes/>.

The Traffic Advisory Committee meets quarterly. New Terms of Reference were adopted by Council on April 20, 2016. On May 1, 2016, three members at large were appointed. The first meeting with the new Terms of Reference and Committee members will be August 23, 2016. Citizens can contact and make representations to the Traffic Advisory Committee by contacting the Town Office.

3. **Statistics of number of accidents before photo radar around schools and after.**

The Drayton Valley RCMP Detachment commander Malcolm Callihoo has provided statistics for accidents in school zones:

- November 1st 2013 to April 30th 2015: 14*
- May 1st 2015 to August 15th 2016: 25*

*These accidents include collisions in the school parking lots.

Accident statistics are not the only indicator of the danger of excessive speeds on Town roads. The speed at which an accident or pedestrian impact happens is of significant concern to all Town residents. Simply put, a child's chances of surviving after being hit by a motor vehicle are far greater at 30 km/h than at 50 km/h.

4. **A full review of moneys made from photo radar and what specific areas will it be used for?**

The revenues from Automated Traffic Enforcement (meaning net Town revenues from speeding, red light and stop sign violations) are held in the Automated Traffic Enforcement reserve account, separate from other Town revenues/finances. The full 100% of these revenues are held in this reserve account and will be disbursed in accordance with Automated Traffic Enforcement Fund Allocation Policy A-04-14, as revised in April 2016. This policy requires distribution of the funds as follows:

- 50% of the funds in the reserve will be used for the Safe and Healthy Community Allocation Fund;
- no less than 40% to the Life-cycle Capital Replacement Plan (infrastructure, water and sewer and facilities maintenance and replacement) ; and
- up to 10% for the Participatory Budget.

Definitions:

Life-cycle Capital Replacement Plan – means a long-range financial program established to manage the ongoing needs of the Town’s existing and future physical assets, to ensure the economical, efficient and effective performance of the assets and focused on assets relative to the safety and health of the community;

Participatory Budget - a democratic process where community members directly recommend how to allocate part of the ATE funds.

Safe and Healthy Community Allocation – means annual monies issued by the Town from ATE net revenues which support programs or projects primarily designed and delivered for the general public, including but not limited to:

- community safety initiatives;
- community health and resiliency initiatives; and
- activities geared towards defined portions of the community (such as, but not limited to, youth summer camps and adult defensive driver programs).

5. What percentage does the Town receive per ticket?

The Government of Alberta collects and retains a percentage of each ticket (26.67%) and takes an additional percentage that is allocated to Victim Services (15%); the remainder is allocated to the Town of Drayton Valley. This amount is then apportioned between the Town and ATE service provider as per the contract. The Town’s net revenues are held in the Automated Traffic Enforcement reserve account.

The percentage of funds that the Crown retains can be referenced through the *Provincial Offences Procedure Act*, Procedures Regulation. An online copy of this document is available through the Queens Printer website: www.gp.alberta.ca and searching the Alberta Regulation 233/1989. The section that references the amount the Crown retains is Section 7.1(2);

“The Crown may retain 26.67% of any amount collected in respect to each fine, rounded to the nearest dollar, imposed for a conviction under an enactment referred to in subsection (1).”

The percentage of funds that is provided to Victim Services Programming in our community can be referenced in the *Victims of Crime Act*, Victims of Crime Regulation. This can also be found through the Queens Printer; www.qp.alberta.ca and searching for the Alberta Regulation 63/2004. The section that references the percentage that is designated for Victims of Crime Programming is section 12;

“The amount of surcharge that is to be paid into the Fund is equivalent of 15% of the fine, rounded down to the nearest dollar, imposed on a person convicted of an offense.”

6. How much is owed in lieu?

Fine monies are paid to the province and there can be a significant time lag between when a ticket is issued, when the fine is actually paid, and when the province sends the monies owed to the Town. As a part of the annual budgeting process, the Town will indicate what the net revenues from ATE are – in 2015 these revenues amounted to approximately \$120,000. Since ATE began in Drayton Valley in May 2015, the total net revenue to the Town is approximately \$231,000. It is estimated that there is approximately \$327,000 in outstanding fines owing to the Town dating back to May 2015.

7. Is the company that conducts the photo radar paying their employees on a "commission" type basis?

Operators are paid an hourly rate by the ATE service provider, which is standard for the industry. There are no commissions or incentives offered to these operators based on the number or type of tickets issued.

8. How many cars are to be used on a daily basis and are the underhanded tactics such as hiding in bushes and using fake utility boxes acceptable?

Generally there are two Community Peace Officers Level 2 Automated Traffic Enforcement Operators in the Town of Drayton Valley on a daily basis. Enforcement services in the Town are also provided daily by the RCMP and Community Peace Officers contracted through Brazeau County. Occasionally Alberta Sheriffs also provide enforcement services in Town limits.

Town Council agrees that the primary reason for ATE is for safety and that operators should conduct themselves in a professional and visible fashion. A utility box that housed a traffic camera was used for training purposes and the Town was not advised that this was being done in advance. Since that incident became known, the service provider has been given clear instruction that neither the utility box, nor similar tactics, will be used again in the Town of Drayton Valley.

9. The initial agreement for the radar money was 100% would be held in reserves and allocating to enhancing safe and healthy community. In April 2016 to 50% was there public consultation?

All of the monies collected from Automated Traffic Enforcement will be spent in accordance with Automated Traffic Enforcement Fund Allocation Fund Policy, which states:

All net municipal revenues from Automated Traffic Enforcement are to be distributed in a manner that enhances and preserves the safety and health of our community and takes into consideration longer-term needs of community assets.

10. Rolling stops- what guidelines exist where the lines are not in the correct places to be able to have proper vision of oncoming traffic? Could we have a health and safety inspection done on this?

The guidelines used by the Town of Drayton Valley are the Manual of Uniform Traffic Control Devices. In this Manual there is a listing of how stop signs are to be placed, the installation guidelines, and where stop lines must be in accordance with provincial and federal laws.

From the Manual regarding Stop Signs (A2.2.1): *“The stop sign indicates to drivers that they must stop their vehicles completely before entering an intersection and must not proceed until safe to do so.”*

From the Manual regarding Installation Guidelines (A2.2.1.1): *“A stop sign should be placed at or as near as possible to the point where the vehicle is to stop. The stop sign should not be placed farther than 15m from the near edge of the intersecting road, with its preferred location being not farther than 5.0m.”*

From the Manual regarding Stop Lines (C3.2): *“Stop lines are used where it is important to indicate the point where a vehicle must stop in compliance with a traffic signal, stop sign, or other specific requirement to stop. Where a crosswalk is used, the separation between crosswalk line and the stop line should be 1.0m, except where special circumstances require otherwise.”*

11. Currently, the radar company is parking on private property owned by private business. What recourse do private companies have to prevent this, as many citizens are threatening to boycott companies that are allowing photo radar.

To use private property, ATE operators must ask for and receive permission from the land and/or business owner. If that permission is not forthcoming they do not use private property. If permission is revoked and they are requested to leave, ATE operators will do so.

12. Many people are asking for a "town hall" type meeting or a chance to be able to have a council meeting at a time that would occur in the evening hours. Would this be possible?

Council is starting the budget planning process for 2017. During the month of September there will be opportunities for interested Town residents to provide feedback on all services and operations of the Town. Notices of these opportunities will be placed in the Western Review and online. Additionally, all members of Council may be contacted via e-mail and telephone - contact details are available on the Town website and published weekly on the Town page in the Western Review.

13. What is the tolerance level that the town has for speeding? (is it acceptable that tickets are being given out for 3kms over the speed limit?)

As is common practice, a certain allowance or “buffer” is created as a starting point for speed enforcement. It is not appropriate to make public as it can create a secondary speed limit. Simply put, we advise drivers to respect the speed limit as posted.

Thank you for taking the time to review and reply to my questions. I look forward to your response.

Kristi Kerby