

## Intersection Safety Devices

### **7. Where do the revenues from this new program go?**

Revenue generated from a surcharge on Criminal Code and Provincial Statutes fines goes to the Alberta Victims of Crime Fund to provide programs and services to victims of crime. The fund provides direct assistance in the form of a financial benefit to individual victims and grants to organizations that help crime victims. The remaining funds go to the issuing municipality.

### **8. Why is the Alberta Government implementing this program?**

The Alberta government recognizes that motor vehicle collisions and casualty rates are unacceptable and is committed to implementing initiatives to increase safety on our roads. Police services and Alberta Traffic Safety Plan stakeholders have identified enhanced speed enforcement as a major issue. Click on this [link](#) to view the Alberta Traffic Safety Plan.

### **9. Why is automated enforcement technology being used?**

Police officers in Alberta provide a tremendous service to our citizens; however, there are multiple competing demands for their services. To manage police resources effectively, we need to use both technology and human resources to ensure that traffic safety concerns are properly addressed. Automated photo enforcement offers improved safety to officers at high risk locations such as intersections, and increases traffic safety compared to police officer-only enforcement.

### **10. Is this technology proven and effective?**

The Insurance Institute for Highway Safety (2006) issued a report discussing the significant collision and speed reductions associated with the use of speed cameras on high-risk roads in different countries. The Centre for Transportation Safety (2005) conducted a review of speed camera effectiveness and policy and concluded that speed cameras do reduce speeding, collision severity and collision risk. Potential benefits with intersection safety technology also include a deterrent effect when used with proper signage; a reduction in collision rates; and, an overall reduction in the speed of vehicles exceeding the limits.

Contact your local enforcement agency regarding their particular technology.

### **11. How do I know that this tool will get used fairly?**

The *Automated Enforcement Technology Guidelines* were established in consultation with police agencies to ensure that they will be used according to specific criteria. These guidelines were recently revised to reflect the use of all automated enforcement technology. The guidelines were developed by Alberta Solicitor General and Public Security in consultation with Alberta Justice and Attorney General, Alberta Transportation and police services in Alberta. For more information click on this [link](#).

### **12. What are the penalties for offences captured by the new technology?**

Tickets will be sent to the registered owner of the vehicle. There will be no demerits for tickets issued to the registered owner of the vehicle for these offences. The penalty for a red light offence is \$287 including the victims of crime surcharge. The penalties for speeding are as follows:

Speed	Demerit	Fine Range
1-15 km over	0	\$57 – 89, includes surcharge
16-30 km over	0	\$103-177, includes surcharge
31-50 km over	0	\$187-351, includes surcharge
Over 50 km	0	Mandatory Court appearance. Fines are at the discretion of the Court.

### 13. How much above the speed limit will I be ticketed at?

You may be ticketed for driving any amount above the posted speed limit. However, police are responsible for setting the threshold based on the safety situation of the intersection.

### 14. Will I be ticketed for speeding through a yellow light?

Tickets for speeding infractions will be issued for all phases of the traffic control device. With this technology no tickets will be issued for driving through a yellow light at or below the speed limit.

### 15. How are police and communities trained to use these devices?

Training guidelines have been developed for using speed detecting automatic traffic enforcement technology. Training guidelines can be found by clicking on this [link](#).

### 16. How are signal lights timed for optimum intersection safety?

Road jurisdictions across Canada follow the recommended practices as outlined in the "Canadian Capacity Guide for Signalized Intersections", a publication by the Institute of Transportation Engineers, in determining signal phasing and timing for optimum intersection operations and safety. Road jurisdictions across Canada also follow the standardized signal displays as outlined in the Manual of Uniform Traffic Control Devices for Canada, a publication by the Transportation Association of Canada. These documents provide guidance to traffic engineers and other transportation practitioners in the design, installation, operation, and maintenance of traffic control signals to promote uniformity and consistency of applications across Canada.

Signal change interval or the inter-green period, which is the amber clearance time and all red time, is an interval in the signal phasing that needs to be set properly for safe signal operation. This interval separates potentially conflicting movements. Many factors such as roadway speed limit, intersection crossing width, driver reaction time, vehicle deceleration rate, etc. are taken into account when determining the amber clearance time to be set for a signal phase.

### 17. How are pedestrian count down signals determined?

Pedestrian walk and clearance period are set based on recommended practices as outlined in question # 16. The pedestrian clearance period provides time for the

pedestrian, who entered the crosswalk at the very last moment of the walk interval, to reach a designated pedestrian refuge. The minimum pedestrian clearance time is set according to the recommended practice procedure. Pedestrian countdown signals are a relatively new application in Canada. Many road jurisdictions are starting to install these devices at high pedestrian activity intersections. Countdown displays for vehicular clearance periods are not a standard in North America.

Determining whether pedestrian count down signals are required at traffic signals is the responsibility of each municipality.