



# Traffic Safety Plan

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2019-2021

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## PURPOSE

As per the Alberta Solicitor General's guidelines, a Traffic Safety Plan is put in place to give a better understanding of traffic enforcement, the concerns and the initiatives set out to reduce collisions, injuries and improve the overall safety of the streets of Beaumont.

Beaumont's last Traffic Safety Plan was created in 2016. The 2019-2021 Traffic Safety Plan has been produced as a revised model of operations for the City of Beaumont. Its purpose is to document analyzed data, to prioritize initiatives and to improve road safety in accordance with the requirements of employers of Community Peace Officers, as outlined by the Public Security Peace Officer Program - Policy & Procedures Manual.

## BACKGROUND

The City of Beaumont has employed Bylaw Officers/ Special Constables/ Peace Officers since 1978 when it was a Village of approximately 300 residents. As of 2019, the City has since grown to over 19,000 residents, currently employing four full-time Community Peace Officers (Two CPO 1 / One CPO 2 / One School Resource Officer) The Peace Officers are housed out of the Beaumont RCMP Detachment, which opened in October 2008 and share support staff with the RCMP. The staff compliment consists of two Peace Officers, working rotating shifts, primarily from 0800 - 2100, Monday through Saturday year round depending on time of year. These Officers are directly supervised by a third Peace Officer (the Municipal Enforcement Supervisor). The Municipal Enforcement Supervisor also works a rotational shift schedule and reviews/ approves all files. The School Resource Officer can act as an operational member when school is not in session. The City of Beaumont Director of Protective Services oversees the department and is the Peace Officer Program contact person as per the Alberta Solicitor General's guidelines. It is estimated that 30% of daily duties are dedicated to traffic safety, enforcement and driver education within the City of Beaumont. Other duties of the Peace Officers include local bylaw enforcement & compliance, animal control and assisting the RCMP, Fire Department and other City departments within the scope of a Peace Officer's duties.

## DEMOGRAPHIC

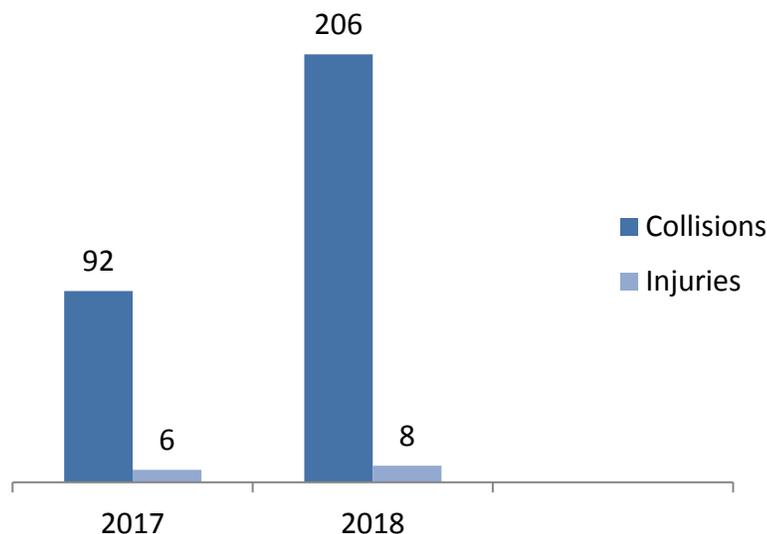
The City of Beaumont's primary roadways are Highway 814, known as 50 Street running centrally north and southbound and Township Road 505, known as 50 Avenue running through east and westbound. Primary Highway 625 is also located adjacent to the southern corporate limits of the City running both east and westbound, while Township Road 510 runs East and Westbound on the northern corporate limits. On the western

corporate limits runs Range Road 243 north and southbound, while on the eastern limits of Beaumont is Range Road 241 also running north and southbound. Along with these major arteries within Beaumont is a circular road running through a majority of the City center commonly referred to as the “Ring Road”. Further out into the residential areas through Beaumont are several roads built, due for or under construction that, once completed, will create another larger ring road around Beaumont. The City has over 70 kilometers of local roads including residential roadways, seven (7) school zones, two (2) recreational facilities, and numerous businesses/ City facilities which are primarily centrally located.

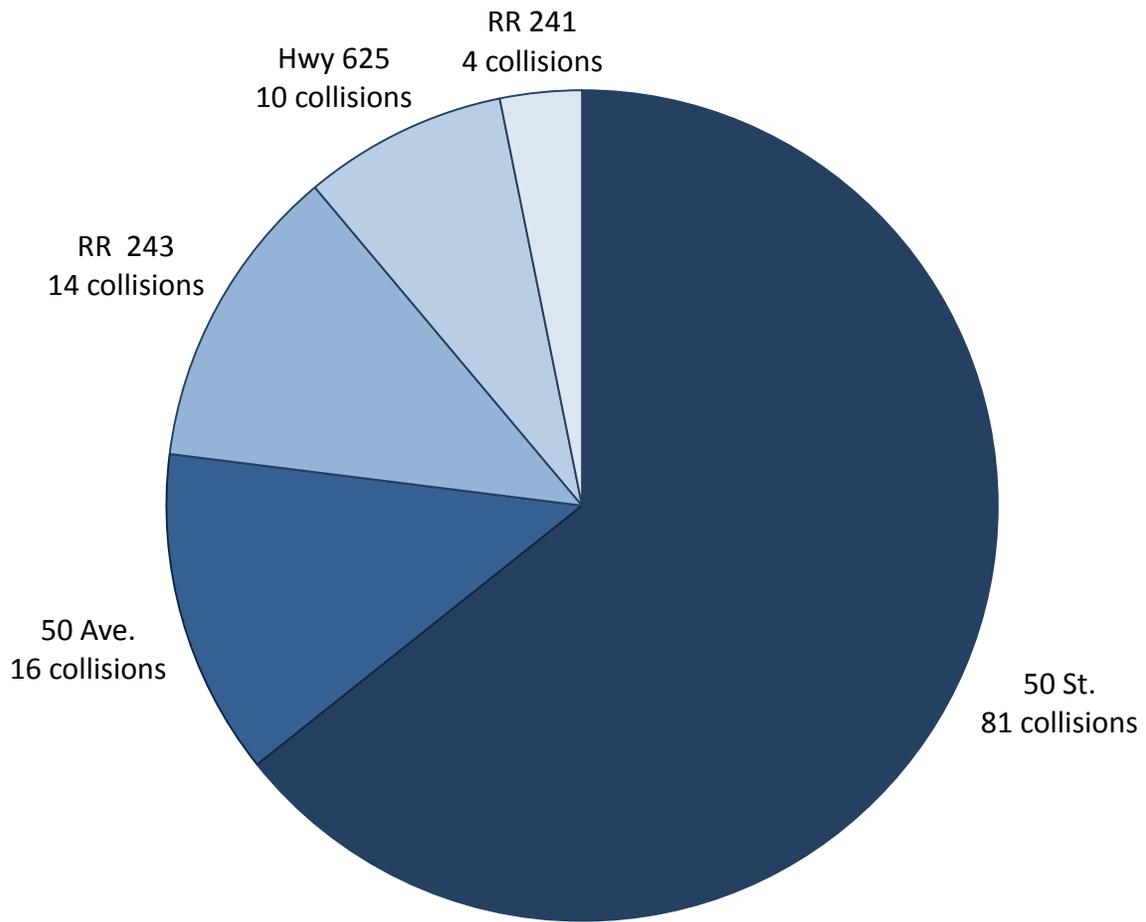
As noted in previous reports, there has been active annexation of areas around Beaumont due to population growth. Land that has become Beaumont includes areas west of Range Road 243, south of Highway 625 and north of Township Road 510. These areas are now under active control to enforce and maintain.

### COLLISION STATISTICS

From Jan. 1, 2017 – Dec. 31, 2018, Beaumont RCMP had a total of 298 collisions reported with 14 of those involving injuries and no fatalities. Data prior to this is difficult to obtain due to RCMP system maintenance as records are normally purged after two years. There has been a higher rate of collisions, but this is proportional to the increase of population / driving public from previous years.



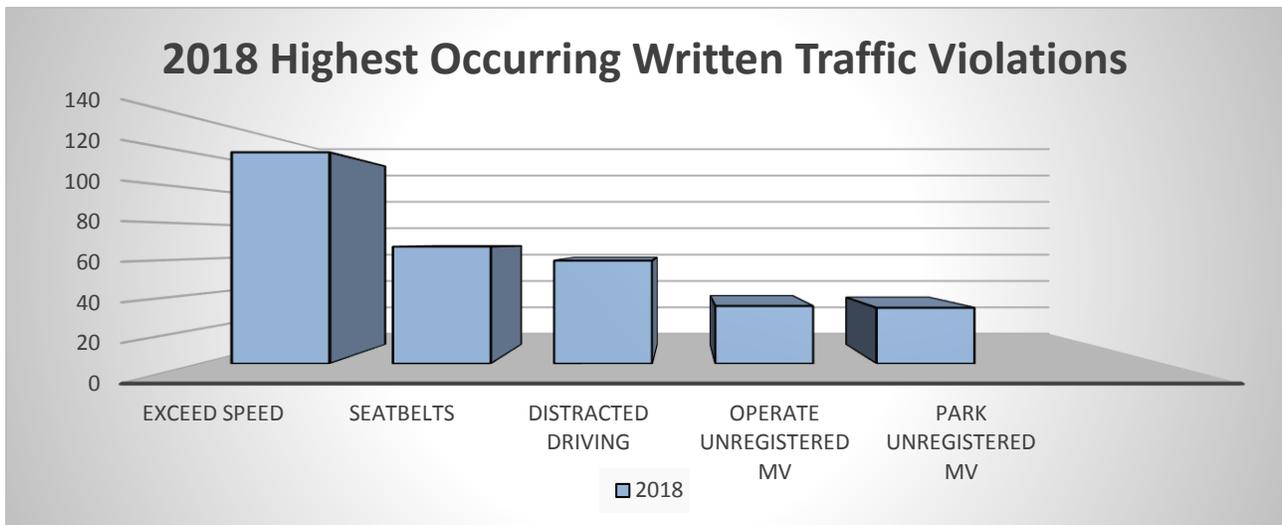
Below are the high traffic flow locations of the 298 reportable collisions in Beaumont from 2017-2018. These represent general area corridor statistics.



## VIOLATION STATISTICS

Municipal Enforcement issued 505 written traffic violation tickets in 2018, which represented a decrease from 910 in 2017. This has been impacted by both staffing changes and operational needs related to general investigations. Another 408 documented warnings issued and 33 Bylaw violation tickets issued (Not shown on the chart area).

The department utilizes a combination of both proactive patrol and focused joint force operations when conducting traffic enforcement. The top violations tickets written related to exceed speed limit (121), fail to wear seatbelt (67), distracted driving (59), operate unregistered MV (33) and park unregistered MV (32).



Other violations noted:

- Documents include items such as failing to produce required or having required documents for driving such as license, registration and insurance.
- Rules of the Road include stops signs, failing to obey signage and unsafe turns.
- Equipment includes window tint, burnt out lighting and commercial vehicle defects.

## LOCATIONS OF INTEREST

The following areas have been identified as areas of concern:

- Seven Beaumont school zones.
  - Approximately 25-30% of population is youth. With the high amount of vehicle congestion, reduced speed limits and high pedestrian numbers, these areas need focus.
  
- 50 Street and 50 Avenue.
  - 27% of collisions over the last few years were in relation to 50 Street and/or 50 Avenue. As a result of them being major thoroughfares in Beaumont and combined with numerous intersections, higher speeds, pedestrians and a school zone, these roads require high focus.

## PATROL FOCUS

Based on the areas of concerns and types of violations prevalent, Peace Officers will focus efforts on these areas of concern:

- Patrols of school zones before and after school times when children are arriving to and leaving from schools. A majority of playground areas are inclusive of the school zones.
  
- Patrols of 50 Street and 50 Avenue during the peak times of congestion during the morning and evening traffic rush of commuters.
  
- Weekend and evening patrols of residential and commercial areas including parking lots when traffic is higher.
  
- Observation of all intersections during patrols as almost half of all collisions occurred within these areas.

## PRIORITIES PLAN

Peace Officers deal with all issues that arise but will focus quarterly on Enforcement issues in an attempt to reduce complaints and increase the proactive items that can be enforced.

Many items focused on are portions of the Alberta Traffic Safety Plan Calendar that has monthly areas of focus for traffic enforcement but have been aligned with the Beaumont Municipal Enforcement Annual Priorities Plan for enforcement.

<p style="text-align: center;"><b>WINTER</b> (December - February)</p> <ul style="list-style-type: none"> <li>School Zones</li> <li>Traffic Patrol</li> <li>Abandoned Vehicles</li> <li>Parking Patrol</li> </ul>	<p style="text-align: center;"><b>SPRING</b> (March - May)</p> <ul style="list-style-type: none"> <li>School Zones</li> <li>Traffic Patrol</li> <li>Parking Patrol</li> </ul>
<p style="text-align: center;"><b>SUMMER</b> (June - August)</p> <ul style="list-style-type: none"> <li>Traffic Patrol</li> <li>Commercial Vehicles</li> <li>Parking Patrol</li> </ul>	<p style="text-align: center;"><b>FALL</b> (September - November)</p> <ul style="list-style-type: none"> <li>School Zones</li> <li>Traffic Patrol</li> <li>Parking Patrol</li> <li>Abandoned Vehicles</li> </ul>



Proactively enforcing these areas will increase statistical numbers, so the desired goal would be to reduce the number of traffic collisions within Beaumont, and subsequently, the number of injuries relating to traffic and roadways. Enforcement will follow the approved City Traffic Safety Plan and Provincial Traffic Safety Plan for specific areas of concern and include a variety of offenses that occur while driving or parking.

The goal in relation to areas of concern, such as heavy vehicles and school zones, would be achieved through a reduction in complaints and increased satisfaction of the public.

### **RCMP ENHANCED TRAFFIC SHIFTS**

In cases where communities wish to provide traffic services beyond the basic level such as in Beaumont, "enhanced policing" initiatives have been put in place. Enhanced policing is the addition of RCMP shifts for the purpose of targeting particular community problems that cannot otherwise be sufficiently focused on with existing resources. This can help to ensure that communities will still be able to manage ongoing issues without having to hire more resources. It is a strategy that is cost effective for patrols in areas such as school zones and major roadways as to ensure an increased Officer presence for community safety.

### **PHOTO LASER ENFORCEMENT**

As a component to the overall traffic safety of Beaumont and to assist with the major concerns prevalent of speeding and intersection safety, Global Traffic Group has been contracted.

Photo Traffic Enforcement has been conducted to deter speeding and reduce motor vehicle collisions in the City of Beaumont since 1998. Beaumont's Global Traffic Group contract that started in 2010 ensures compliance with current provincial guidelines. The criteria approved by the City of Beaumont regarding Photo Traffic Enforcement includes, but is not restricted to, high-risk, high frequency and high-collision locations. It is also essential that Photo Traffic Enforcement be used in conjunction with existing conventional enforcement and not a replacement for Officer contact via traffic stops.

As a balanced approach to enforcement is desired from Officers, the same goal is requested from Global Traffic Group. In consultation with the RCMP detachment commander, focus for Global Traffic Group will balance speed enforcement with intersection enforcement, giving increased focus on intersection safety as a large portion

of collisions occur within intersections. A balance on enforcement would assist in educating drivers to obey intersection signage in an attempt to reduce collisions, as well as reducing speeds.

## SUMMARY

This document is not to take away from an Officer's ability to use personal discretion during proactive patrols, but instead, to give focus on areas of concern that have been identified within this document. The ultimate goal is to provide a high quality of service in coordination with the community, City staff, and the RCMP, making life truly better in Beaumont.

The 2019-2021 Traffic Safety Plan will serve as a model of traffic operations for Beaumont Peace Officers, both internal and contracted. It prioritizes initiatives focused on the ability to proactively improve road safety in accordance with the requirements of employers of Community Peace Officers, as outlined by the Public Security Peace Officer Program – Policy & Procedures Manual.

The Plan will be updated every three (3) years as required by legislation and will be reviewed on a regular basis via RCMP collision statistics to see if areas of focus need to be adjusted in order to provide the highest and safest level of service.

In addition to this document, Beaumont Peace Officers shall follow the Municipal Enforcement Annual Priorities Plan that is approved by Council on a calendar basis that outlines all enforcement practices including traffic and parking enforcement within a Peace Officer's authorities on their appointments.