



PHOTO RADAR REVIEW FINAL REPORT

Medicine Hat Police Commission

[Abstract](#)

The following report is a result of a 16 month, 3 Phase comprehensive review conducted by the Medicine Hat Police Commission to determine if Photo Radar enhances road safety for the citizens of Medicine Hat

Prepared By: Medicine Hat Police Commission
Presented: March 17, 2016

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Executive Summary

At the October 16, 2014 meeting of the Medicine Hat Police Commission it was formally decided that the Police Commission would undertake a review of the Photo Radar program in Medicine Hat. The primary objective of the review, as stated in the below motion, was to ensure that the deployment of Photo Radar in Medicine Hat contributed to increased road safety and reduced speed.

*“Ensure public safety is the primary consideration in the utilization of photo radar.”
(October 16, 2014)*

To get a more solid understanding of the Photo Radar program in Medicine Hat, the Commission directed the Medicine Hat Police Service to provide a detailed description of the program and its use in Medicine Hat. As specifically requested by the Police Commission, this report also contains the respective jurisdictional responsibilities of all relevant stakeholders, including but not limited to the City Council of Medicine Hat, the Medicine Hat Police Commission, the Medicine Hat Police Service, and the Solicitor General of Alberta. This comprehensive report was released to the community on September 17, 2015.

The second component of this review included an Open House and General Information Session, held on November 19, 2015. This gave members of the community an opportunity to have their say directly with the Medicine Hat Police Commission, to formally submit their comments, in paper format that evening and electronically.

After an analysis of the feedback from the community, and in conjunction with the initial report, the Police Commission began to prepare this Final Report. Several themes were identified in the Community submissions and have been directly addressed, in addition, the Police Commission also added to those themes based on the verbal feedback from the Open House and general opportunities for improvement.

Each of these themes carries a specific recommendation, however, it is important to note that these recommendations will require a multi-stakeholder approach to bring them forward. The Medicine Hat Police Commission is committed to engaging the proper channels in this respect.

After taking into careful consideration all the factors that were presented in the Police Service Report, and after the public consultation phase regarding Photo Radar use, the Police Commission has found that through the demonstrated and consistent balanced approach with other traffic safety initiatives and strategies, Photo Radar is a safety benefit to our community. Further, the Medicine Hat Police Commission also recognizes that Photo Radar is not a complete panacea when it comes to enhancing road safety in the community. However, the Police Commission does endorse and recommend that a continued and sensible approach to traffic enforcement be used to achieve the goal of enhanced road safety.

Purpose of Photo Radar Review

On April 16, 2015, the Medicine Hat Police Commission requested that the Medicine Hat Police Service provide the Police Commission with a comprehensive review of the use of Automated Traffic Enforcement (Photo Radar) by the Service. The purpose of the review was to ascertain if the MHPS Photo Radar program was enhancing and contributing to the overall road safety in the community since its inception as a road safety tool in 1997. The Police Commission felt that a review was timely since the Photo Radar program had been operating for approximately 19 years as one of the Police Service's road safety tools. The purpose of the review did not include the consideration of removing Photo Radar as a road safety tool from the Medicine Hat Police Service.

The Police Commission's terms of reference for the review was for a three phase approach. These phases included the following parameters:

Phase 1: Have the MHPS provide the Police Commission with a comprehensive and detailed report regarding the entire Photo Radar program;

Phase 2: The Police Commission was to undertake a public consultation phase where members of the general public, after reading the Phase 1 report, were to provide feedback to the Police Commission regarding the use of Photo Radar in the community.

Phase 3: The Police Commission is to compile a final report based on the MHPS Photo Radar report and after the analysis of the feedback from the community.

Phase 1: Photo Radar Program Report

The Medicine Hat Police Service provided a detailed report as part of this review to the Police Commission in September 2015, and the following are the salient highlights of the Police Service's Photo Radar report.

History

Photo Radar was first approved for use as a road safety tool by the Police Commission in August 1997. The initial deployment of Photo Radar was to playground and school ground zones and then in December of the same year, it was also approved for use in other high traffic areas in the city. In 1999 the Photo Radar Program expanded from one Photo Radar unit to two mobile Photo Radar units. One Photo Radar unit works exclusively in school and playground zones and the second unit is deployed on main arteries and collector roads throughout the City.

Legal Framework & Authority to Run a Photo Radar Program

The MHPS report explained that the authority for the Chief of Police and the Medicine Hat Police Commission to run the Photo Radar program comes from the Alberta Solicitor General who has also established the [*Provincial Policing Standards Manual \(2010\)*](#). These standards state that **traffic services** must be provided by a police service. Traffic service options include having a Traffic Unit, intersection safety cameras, Photo Radar, and having a traffic safety plan.

Solicitor General Photo Radar Guidelines

The Solicitor General developed Automated Traffic Enforcement Technology Guidelines for all police services to follow. These guidelines require quarterly reporting on any Photo Radar program, as part of the Solicitor General oversight, they also conduct a comprehensive Photo Radar audit every three (3) years to ensure compliance to the guidelines. The MHPS Photo Radar program was last audited by the Solicitor General in March 2014 and was found to be compliant with the Solicitor General's guidelines.

MHPS Traffic Safety Plan

The MHPS Photo Radar report confirmed through the use of the data collected that a combined and balanced approach to road safety is being achieved by the Police Service through the deployment of Photo Radar, high visibility enforcement by officers and public education. This approach is having a positive effect on road safety by slowing down motor vehicle speeds and by reducing collisions.

Photo Radar Site Deployments

The Photo Radar program is operated by the Corps of Commissionaires who are specially trained operators. These Commissionaires fall under the direction of the MHPS Traffic Unit Sergeant. Photo Radar consists of two mobile units, one is deployed on arterial and collector roads throughout the City and the other is exclusively deployed to school and playground zones. The following three points show the distribution percentage of which site types generate the most violators and ticket revenue.

1. Other zones/sites make up 85% of the expected ticket revenue;
2. Playground zones make up 4% of the expected ticket revenue;
3. School/Playground combination zones make up 11% of the expected ticket revenue.

Motor Vehicle Collisions & Road Safety

Since Photo Radar started being used for road safety in 1997 the City has grown by approximately 15,000 citizens. Along with the increase in population comes an increase in the number of road users and vehicles on the road. The MHPS study revealed that even with the increase in population the number of motor vehicle collisions has remained relatively the same and there is a [trending downwards of motor vehicle collisions](#).

Fine Revenue from Photo Radar

The fine revenue from Photo Radar sites comes from other zones which includes main road arteries, school/playground combination zones and playground zones. Fine revenue can fluctuate from year to year and is influenced by weather induced road conditions. The projected revenue from [Photo Radar in 2015 was approximately \\$2,672,566.00.](#)

Phase 2: Public Consultation Process:

Photo Radar Review Budget

To conduct this review, the Police Commission allocated \$5,000 from its operating budget to pay for ancillary expenses associated to the public consultation process. The breakdown of the expenses are as follows:

- Local advertising in media,
- Renting of College spaces for Open House Public Consultation,
- Refreshments for open house,
- Production of Photo Radar Story Boards.

Public Consultation feedback & Analysis

In September 2015, the MHPS Photo Radar report was released to the public in advance of the public open house so as to provide the community all the information that formed part of the police service report. The Photo Radar Open House was advertised through a variety of means prior to the date of the open house to reach out to all areas and demographics of the community. The following mediums included: social media, news print, local radio, portable signs, television interviews on CHAT TV, and advertising on both the MHPS website and the Police Commission website. The venue location of the Medicine Hat College was deliberately selected as it was centrally located in the community and provided a neutral location that members of the public would feel comfortable visiting to provide their feedback.

During the entire review process and the open house, members of the public were able to provide their opinions directly to Police Commission members or by leaving a written response at the open house or on the Police Commission website.

During the night of the open house there were approximately 50-60 community members who attended to discuss Photo Radar. There were also a total of 59 written responses received from members of the public in relation to the Photo Radar review. The breakdown of those written responses are as follows:

- 27 email responses;
- 28 completed feedback forms;
- 4 other.

Total = 59 responses

Themes Identified Through Analysis of Public Feedback

Of the [59 written responses](#) there were 6 themes were identified that presented a common-thread.

1. *Several respondents felt that the speed limits were set too low on certain roads in the City.*
2. *Photo Radar should only be used in school zones, playground zones and high collision areas.*
3. *Police should not hide Photo Radar.*
4. *The revenue generated by Photo Radar should not be tied to the Police Service budget.*
5. *More traffic calming measures need to be introduced to reduce collisions in Medicine Hat.*
6. *Photo Radar should be properly signed.*

Before these themes are discussed and addressed in the report, it is important to discuss the authorities of the Police Commission.

Police Commission Oversight Authorities- Albert Police Act

The authority to operate a Photo Radar program comes from the [Alberta Solicitor General](#) under the provisions of the Police Act. Through the legislation the local decision as to whether or not to operate Photo Radar rests with the Medicine Hat Police Commission. The Police Act defines the role of Police Commissions within the Province's "Policing Framework" and shows that the role of a municipal council is limited where a Police Commission is in place, such as in Medicine Hat.

The Police Commission's oversight responsibilities described in the Police Act that are relevant to this review are:

1. In consultation with the Chief of Police produce an estimated budget and yearly plan specifying the level of police service and programs to be provided in respect of the municipality, and shall submit those estimates and plans to council;
2. Allocate the budgeted funds that are provided by council;
3. Establish policies providing for efficient and effective policing;
4. Issue instructions, as necessary, to the Chief of Police in respect of the established policies.

The statutory limits on Medicine Hat City Council's role in policing, does not permit it to determine whether or not Photo Radar is used by the Medicine Hat Police Service. That decision falls under the Police Commission's statutory responsibilities. The Chief of Police has the authority to say how and where Photo Radar is operationalized in the community, to

enhance road safety. However, this does not preclude the Police Commission from making recommendations to the Chief of Police.

Police Commission Policy Guidelines for Photo Radar

In accordance with its statutory responsibilities, the Medicine Hat Police Commission has developed a [policy in relation to Traffic Safety and the use of Photo Radar](#). The Police Commission Policies and Procedures, Chapter C, Section 7, outlines that Photo Radar is authorized to be used for traffic safety in Medicine Hat in a manner consistent with the Solicitor General's Automated Traffic Enforcement Technology Guidelines. The Police Commission policy specifically outlines the deployment locations recognized by the Medicine Hat Police Commission that consist of:

- Playground and school zones shall be high priority deployment locations;
- High-risk areas shall be priority deployment areas;
- Areas which are unsafe to conduct conventional speed enforcement and traffic stop and narrow road that may congest traffic;
- Special events.

The MHPS also has a related policy that is harmonious with the Medicine Hat Police Commission policy. Part 8, Chapter B, Section 7 authorizes the Police Service to use Photo Radar to enhance road safety and mandates that Photo Radar is to adhere to the Solicitor General's Automated Traffic Enforcement Technology Guidelines. Further, the MHPS has a Traffic Safety Plan that is designed to enhance road safety in Medicine Hat through a balance of high visibility enforcement, education and Photo Radar.

Provincial Guidelines for Operating Photo Radar

The Solicitor General has developed and implemented [guidelines for the use of Photo Radar technology](#) in speed enforcement. The Solicitor General guidelines outline how Photo Radar should be deployed in the City for speed management and is followed by the Police Service when using Photo Radar as an enforcement and road safety tool.

Public Themes from Photo Radar Review

1. Several public respondents felt that the speed limits were set too low on certain roads.

Neither the Medicine Hat Police Commission nor the Medicine Hat Police Service set the speed limits on roads. The speed limits on all roads in the City are set by engineers from Municipal Works. Before highway construction even begins, engineers create a design according to the intended use of the roadway and the design speed. This is based on a number of engineering factors, road classifications, and other criteria such as: the land use bylaw, roadway geometry,

intersection design and spacing. The City of Medicine Hat Public Works is presently conducting a review of the speed limits on City roads, as this is within their scope.

Police Commission Recommendation: Police Commission to inform Municipal Works of concerns regarding speed limits being too low on some roads.

2. Photo Radar should only be used in school zones, playground zones and high collision areas.

The authority of the Medicine Hat Police Commission only extends to being able to determine if the Police Service can use Photo Radar in Medicine Hat as a road safety tool. The authority of the Police Commission does not extend to them determining when, where or how Photo Radar is used in the community. Those “Operational” decisions, and the authority to make those decisions, falls to the Chief of Police. The Medicine Hat Police Commission supports the judicious use of Photo Radar throughout all of the City where the Police Service has shown there are speeding issues and citizen concerns.

Police Commission Recommendation Item: The Police Commission will recommend to the Chief of Police that Photo Radar be deployed in all areas that speeding is an issue and where the Police Service feels it can enhance road safety. Further, that the deployment of Photo Radar should continue to comply with all policies and provincial guidelines for its use.

3. Police Should Not Hide Photo Radar.

The Photo Radar remote box is placed in some areas close to a bus stop seat on Parkview Drive or partially obscured by tree limbs on Dunmore Road to help protect the box. The placement of Photo Radar beside a pole, bench or by a tree is an attempt to protect it from property damage from passing vehicles. The placement of Photo Radar is always in compliance with the Solicitor General’s operational guidelines. Further, the MHPS creates public awareness for all road users every two weeks by advertising the locations of Photo Radar enforcement. The enforcement sites that are released to the media consist of four (4) daily school/playground sites and one (1) daily arterial or collector road. [The release of the sites are sent to media outlets and advertised on the MHPS website and Facebook page.](#) There is ample advertising and warnings given throughout the community that Photo Radar will be out enforcing the traffic laws.

Police Commission Issue Action Item: None. The Police Commission will advise the Chief of Police of the public concern and recommend that the Police Service continue in its efforts of public education around Photo Radar placement at Photo Radar sites by the Traffic Unit to help increase public understanding.

4. The revenue generated by Photo Radar should not be tied to the Police Service budget.

The primary purpose for issuing traffic violation tickets is to deter unsafe driving and to educate and reform bad drivers and their poor driving habits. Revenue generated by Photo Radar

enforcement and all other traffic tickets including Bylaw tickets are presently tied to the Police Budget. The money received on ALL fine revenues (and from ALL types of tickets issued by the Police Service) goes to offset the Police Service budget. Not all the money levied from traffic tickets comes back to the City as outlined in the Police Service Photo Radar report. [There is a Government of Alberta administrative fee for processing all tickets](#). The remainder of the money left over (after the administrative fee has been deducted from the fine) is then sent to the City of Medicine Hat General Revenue account.

The Medicine Hat Police Service justifies to the Police Commission its budgetary needs and dollar amounts when formulating their budget. The Police Service (during budget preparation) attempts to predict as closely as possible the potential fine revenue that can be expected in the following year. This prediction is based on probabilities and actuals from previous years of enforcement.

The Police Commission appreciates the public “optics” of the fine revenue being tied to the Police Service budget and agrees with the sentiments of this theme. The Police Commission is presently conducting strategic planning regarding a proposed recommendation to City Council that **ALL** ticket revenues from police officers, Photo Radar, Bylaw, and all revenues including animal licences, should be collected and kept with the City of Medicine Hat as general revenue. It is the Police Commission’s opinion that having all ticket and licensing revenues staying with the City is more palatable and acceptable for the community. The Police Service will continue to annually justify their budget needs and costs. This recommendation falls in line with other Police Services (like the Lethbridge Police Service) where the fine revenues go to the City and is not included or tied to their budget funds.

Police Commission Issue Action Item: Police Commission to present a recommendation to City Council to create a practice where all fine revenues are de-coupled from the future police budgets.

5. There needs to be more traffic calming measures to reduce collisions in Medicine Hat.

Traffic calming measures come in various forms that start with road-engineered solutions such as traffic circles, dynamic speed display signs, rumble strips or speed bumps placed on the road. Traffic-calming devices traditionally fall to Municipal Works who presently have 5 dynamic speed display signs posted throughout the City. These signs are now predominantly placed in school and playground zones. The Police Commission endorses and believes there is value in traffic-calming measures. However, they also believe that traffic calming measures cannot be too heavily relied upon but should be part of a City wide safety strategy as we move forward.

Police Commission Issue Action Item: None. The concerns around traffic calming devices will be passed on to Municipal Works for their future consideration.

6. Photo Radar should be properly signed.

As per the Solicitor General's Automated Traffic Enforcement Technology Guidelines for operating a Photo Radar program, the MHPS has extensive signage for Photo Radar throughout the City. Also, the Trans-Canada Highway, for persons entering the City of Medicine Hat is also signed. Some members of the public during the public consultation phase of this review felt that there should be some type of "real time" warning device or sign to drivers advising them that Photo Radar was deployed up ahead. This concept falls outside the scope of the Police Commission's authority as it speaks to how the Police Service will operationalize Photo Radar. Further, the Police Commission disagrees with this recommendation for "early warning" signage as the motoring public are already adequately warned regarding the deployment of Photo Radar in the City. See paragraph 3 above relating to public awareness and advertising of Photo Radar locations.

Police Commission Issue Action Item: None. The Police Commission believes that Photo Radar signage and public awareness through advertising is adequate.

Conclusion

The purpose of the Photo Radar review undertaken by the Medicine Hat Police Commission was to ascertain whether or not the Photo Radar program in Medicine Hat was enhancing road safety for all road users in Medicine Hat. The Police Commission recognizes that this may be an emotional issue for some citizens in the community, but the Police Commission was committed to objectively and critically looking at the entire program in consultation with the citizens of Medicine Hat to ascertain if the Photo Radar program assists in moving the City towards actualizing Strategic Priority #3 of Medicine Hat City Council 2014-2018 Strategic Plan: “Social Wellness and Safety”.

The review has shown that when deploying Photo Radar, the MHPS follows the policy direction of the Medicine Hat Police Commission, provincial legislation, a local Traffic Safety Plan and the Alberta Government guidelines that regulate how, and under what circumstances the MHPS can use Photo Radar. This review also notes several pertinent points that assist in enhancing road safety that include: the average speed of violators has decreased from 17 km/h over the speed limit to an average of 14 km/h over the speed limit; the number of motor vehicle collisions in Medicine Hat since Photo Radar has been adopted in the City have not increased in proportion to the increase size in the population.

After taking into careful consideration all the factors that were presented in the Police Service Report, and after the public consultation phase regarding Photo Radar use, the Police Commission has found that through the demonstrated and consistent balanced approach with other traffic safety initiatives and strategies, Photo Radar is a safety benefit to our community. Further, the Medicine Hat Police Commission also recognizes that Photo Radar is not a complete panacea when it comes to enhancing road safety in the community. However, the Police Commission does endorse and recommend that a continued and sensible approach to traffic enforcement be used to achieve the goal of enhanced road safety.

Photo Radar Review Feedback Forms



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

THE INTENDED USE WHEN FIRST INTRODUCED WAS TO MAKE THE CHILDREN IN MEDICINE HAT SAFER. MY PERSONAL THOUGHT IS THIS HAS BEEN LOST AS SOON AS THE PEOPLE IN CHARGE FOUND OUT EXACTLY HOW EASY IT IS TO GENERATE MONEY. I PERSONALLY PREFER IF I'M DOING SOMETHING THAT ONE OF OUR CITY'S FINEST HANDS ME A TICKET, THIS WAY I FEEL THAT THE POLICE ARE ACTUALLY KEEPING OUR CITY SAFER. YOU CAN SPOT ABOUT ALL THE NUMBERS YOU WANT BUT IN THE END NOTHING HAS BEEN PROVIDED FROM ACTUAL "RADAR ZONES" THAT MAKES THESE PLACES SAFER. YOU TOUT MEDICINE HAT AS A FRIENDLY PLACE TO VISIT BUT DON'T GET CONFUSED BY OUR "SPEED ZONE" SIGNS WHEN YOU VISIT OR YOU RECEIVE AMOUNT IN THE MAIL OF YOUR VISIT. I FEEL THAT THE "REAL" REASON IT WAS INTRODUCED HAS BEEN LOST IN "REAL" GREED ~~BY~~ BY THE COMMISSION. PLEASE TELL US ALL THAT DRIVING DOWN THE ROAD LOOKING FOR A VAN/CABINET ISN'T A DISTRACTION IN ITSELF. PUT IT BACK SOLELY IN SCHOOL/PLAYGROUND ZONES AND I'LL NEVER SAY A WORD. IF NOT I GUESS WE'LL SEE YOU (NOT ROLF) THE COMMISSIONAIRES IN COURT!

Comments regarding the photo radar review can be emailed directly to Police Commission Chair, Mr. Rolf Traichel at chair@mhpc.ca or mailed to the Medicine Hat Police Commission at 884 2nd Street SE, Medicine Hat, AB T1A 8H2.

Name (Optional): _____ Ph. # (Optional): _____

Email (Optional): _____



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

- MUNICIPAL WORKS SHOULD REVISIT POSTED SPEEDS ON ALL ARTERIALS WITH A VIEW TO 60 KPH STILL SAFE & ALLOWS TRAFFIC TO MOVE AT A REASONABLE SPEED
- THE OLD TOLERANCE WAS 10 TIMES PER HOUR OR 16 KPH.
- THE NEW TOLERANCE IS 11 KPH - IT SHOULD BE RESET TO THE OLD EQUIVALENT - 16 KPH.
- POLICE CAN USE MORE DISCRETION ON OPEN SPACES - CLEAR VIEW OF ANY SIDE TRAFFIC - GOOD PUBLIC RELATIONS FOR THE THPS.

Comments regarding the photo radar review can be emailed directly to Police Commission Chair, Mr. Rolf Traichel at chair@mhpc.ca or mailed to the Medicine Hat Police Commission at 884 2nd Street SE, Medicine Hat, AB T1A 8H2.

Name (Optional): _____

Ph. # (Optional): _____

Email (Optional): _____



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

The photo radar tolerance or trigger points are set too low, which causes resentment from the local population and from tourists. The trigger should be raised - Lethbridge has set a better example of the way in issuing tickets.

The combination of school zones with playground zones gives the impression of unfairness. The limits on the school zones were lowered through this tactic. It goes against the purported concept of the radar being used for safety purposes. It greatly increased my resentment of photo radar.

Certain zones are set with too low speed limits such as 13th Avenue between College Drive and Southview Drive. If you reviewed the lack of cross streets or pedestrian crossings you could see that a much higher limit would be appropriate.

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Name (Optional): [REDACTED] Ph. # (Optional): [REDACTED]

Email (Optional): [REDACTED]

The school/playground zone at Sierra Blvd
between Southridge drive & Sierra Drive (Dannub
Rotary Park) should be fenced. I want a
recommendation of a fence (like a snow
fence) with access to the park at the Dannub
Rotary way side. It is a great inconvenience
to the population to have to drive so slowly
for such a long distance for so many hours of
the day.



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

- More public awareness about which organizations/departments have influence or decision making power over aspects of speed enforcement. i.e. Municipal Works sets speed limits, police enforce.
- I was not aware that there is a mechanism to remove photo sites once criteria are no longer met, this is good information for the public to know

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Name (Optional): Ph. # (Optional):

Email (Optional):



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

- ① Injury reduction statistics are misleading and are far more likely attributable to advances in automotive technology i.e.: air bags, ABS brakes, all wheel drive and traction control; than to photo radar!
- ② Part of the reason there are so many photo radar tickets is that photo radar is used in many places where speed limits are unreasonably low; eg. 10th ave S.W (airport) and Gershaw Drive from 7th to 10th Ave SW. Both posted at 50 km, and if it was Calgary, Edmonton or Lethbridge they would be posted at 60 km/hr.
- ③ With the Alberta Government's over 40% share of ticket revenue, we are sending over a million dollars of our citizens money out of our community each year. If this money stayed in the city it would be spent here and benefit us all. As it is, photo radar is damaging the Medicine Hat economy!

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Name (Optional):

Ph. # (Optional):

Email (Optional):



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

*- keep the photo radar in the playground & school zones
as was initially agreed upon*

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Name (Optional): _____ Ph. # (Optional): _____

Email (Optional): _____



Medicine Hat Police Commission
Photo Radar Open House and Information Session

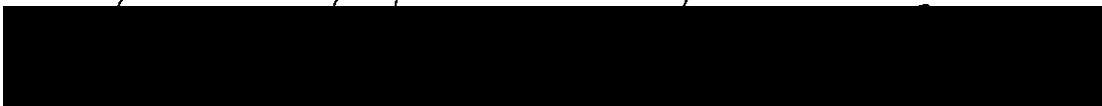
Thoughts/Observations/Suggestions

Should just be in School
playground zones

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Name (Optional): _____ Ph. # (Optional): _____

Email (Optional): _____





Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

I HAVE A CONCERN WITH THE BUDGET PROCESS

CURRENTLY, THE CITY POLICE ARE ALLOWED TO "FORECAST" REVENUE FROM PHOTO RADAR IN THE UP COMING YEAR & THE CITY WILL THEN ADVANCE THIS SUM TO THE POLICE SERVICE.

BASICALLY THIS PUTS THE POLICE SERVICE IN A POSITION WHERE THEY MUST COLLECT THEIR FORECAST AMOUNT OR FACE A BUDGET SHORTFALL. IN SHORT THIS COMPELS THEM TO USE PHOTO RADAR TO ACHIEVE A BALANCED BUDGET.

THE SOLUTION WOULD APPEAR TO BE HAVE ALL REVENUE FROM PHOTO RADAR DIRECTED TO THE CITY'S GENERAL REVENUE BUDGET & HAVE THE POLICE SERVICE SUBMIT A BUDGET THEY CAN JUSTIFY & OPERATE WITHIN.

I BELIEVE THIS WOULD ELIMINATE SOME OF THE NEGATIVE FEELING PEOPLE HAVE ABOUT THIS TYPE OF ENFORCEMENT.

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Name (Optional):

Ph. # (Optional):

Email (Optional):

NONE

THANKS FOR THE OPPORTUNITY TO EXPRESS MY THOUGHTS



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

The meeting was not managed very well by the police commission. Who ever is in charge should have a town hall meeting so the public can vent their concerns.

about photo radar. Writing out a complaint does not seem to go very far.

I have emailed people on the commission and got NO response so why add this notation at the bottom

* Comments regarding the photo radar review can be emailed directly to Police Commission Chair, Mr. Rolf Traichel at chair@mhpc.ca or mailed to the Medicine Hat Police Commission at 884 2nd Street SE, Medicine Hat, AB T1A 8H2.

Name (Optional): [REDACTED] Ph. # (Optional): _____

Email (Optional): [REDACTED]



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

Photo Radar in Medicine Hat has become the single biggest thing wrong with this beautiful city. It is an embarrassment for the citizens when they must explain it to family and friends visiting our otherwise fantastic city.

It's purpose is very plainly clear given the spots the sites are set up in the most frequently. Nothing whatsoever to do with safety and focussed on spots that generate the most revenue. They have actually become a huge safety problem in that we now ~~spend~~ keep our eyes focussed on the sides of the road rather than the traffic around us. If it were truly for safety it would be in front of schools and playgrounds not a block before or after them and not on four-lane divided roads or main thoroughfares where 50K is really not the speed that it should be.

Please, Please reconsider this abomination and do what the citizens of our city have been asking. The mayor was elected based on his statements for charging it!

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Name (Optional):

Ph. # (Optional):

Email (Optional):



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

- ① Photo radar revenue should not go to the Police budget. In many other municipalities it's not given to Police - Leth. - Edm.
- ② A review of all streets and roadways should be done on specified speed limits. Examples are Dunmore Road, Schouten Hill, Parkview, Brier Park towards CANADA CENTRE, Strathcona.
- ③ Transition areas from Hwy to city need to be reviewed example Hwy 3 from Cemetery by Time's
- ④ The Police shouldn't be controlling the Police Commission.

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Name (Optional):

Ph. # (Optional):

Email (Optional):



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

Simply put: Photo radar is not working because drivers are still speeding after 10+ years. We need to make roads safer. There are other ways to do this. Your statistics prove that Photo Radar has not stopped people from speeding.

Comments regarding the photo radar review can be emailed directly to Police Commission Chair, Mr. Rolf Traichel at chair@mhpc.ca or mailed to the Medicine Hat Police Commission at 884 2nd Street SE, Medicine Hat, AB T1A 8H2.

Name (Optional):

Ph. # (Optional):

Email (Optional):



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

Comment: people are more aware at 60km instead of 50.

I also saw the photo radar box on Gerstman drive at the same spot 4 times in one work week.

Question: why is Calgary speed limits higher than ours and has less collisions.

Suggestion raise speed limit on main roads for one year to 100km and see the difference.

~~But~~ Getting rid of photo radar also puts more money into the community.

If photo radar has a 10km leniency why not raise it to that speed limit and be more strict on speed.

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Name (Optional): _____ Ph. # (Optional): _____

Email (Optional): _____



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

- 1) WHY DOES POLICE DEPT RECEIVE ALL THE REVENUE, WHAT YOU HAVE IS A PERFECT, INCENTIVE SYSTEM, WE NEED MORE MONITORING ISSUING MORE TICKETS! MORE CASH BOXES.
- 2) THE PERCEPTION YOU HAVE CREATED IS A CASH COW SYSTEM UNDER THE GUISE OF SAFETY, IT TOOK THE U.S. DEPT. OF JUSTICE TO FIND OUT THAT THIS MONEY WASN'T MOTIVATED BY SAFETY, BUT BY WANTS OF THE POLICE DEPT. OR TOWN.
- 3) WHY IS PHOTO RADAR MONEY INCORPORATED INTO THE POLICE BUDGET IT SHOULD GO TO THE CITY, AND PROSPECTS FOR THIS POLICE DEPT. ARE DECIDED ON BY CITY COUNCIL.
- 4) SPENDING IN THE POLICE DEPT IS OUT OF CONTROL!
 - 1) NATIONAL POLICE DOG CHAMPIONSHIPS!
 - 2) IN HOUSE TRAINING OF 8 OFFICERS!

A QUESTION AND ANSWER. - CITIZENS. - POLICE DEPT., POLICE COMMISSION.
- STEP UP TO THE MIKIE AND ASK A QUESTION.

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Name (Optional): _____ Ph. # (Optional): _____
Email (Optional): _____



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

1. Put up a simple digital speed sign instead of a photo radar box. \$2500 - \$6000.
2. The digital speed sign should always be placed on major construction sites.
3. Test the change of speed limits on the major hills.
4. Put the fine revenue to the poor or food bank.
5. Let's get it right! Integrity is paramount.
6. Mr. Police Commissioner - You have a tough job.
7. The impression of the Police Commission - a P.R. department for the Police Dept. rather than arms length.

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Name (Optional): [REDACTED] Ph. # (Optional): _____
Email (Optional): _____



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

- 1) Please do not hide photo radar equipment.
- 2) The speed limit on parts of the roads are too low for that section.
- 3) ~~Trust but~~ "Trust but Verify" There is no way to tell if the equipment is accurate. I have had a Photo Radar ticket sent that read 20km over what I proved in Court was wrong. As a business owner I would never agree to be invoiced without the chance to verify the invoice.
- 4) The ticket is issued to the owner not the driver. I cannot deduct from an employee without his consent.

It has ~~been~~ now become a sort of doing business. Can I pre-pay for a discount?
Pay for 2 and get the 3 for free?

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Name (Optional): [REDACTED] Ph. # (Optional): [REDACTED]
Email (Optional): [REDACTED]



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

- IF I SPEED WITHOUT ANY OTHER CARS NEAR ME... I WILL BE TAGGED BY PHOTO RADAR.
- BUT IF I SPEED (DANGEROUSLY) THROUGH A GROUP OR (CLUSTER) OF CARS I WON'T GET A TICKET IN THE MAIL.
- I DON'T THINK IT'S FAIR TO REWARD THE MORE DANGEROUS MANOEUVRE AND PENALIZE THE LESSER OFFENCE.
- I WOULD RATHER INTERACT WITH AN ACTUAL OFFICER WITH A RADAR GUN. IT'S AT LEAST PERSONABLE.

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Name (Optional):

[REDACTED]

Ph. # (Optional):

[REDACTED]

Email (Optional):

[REDACTED]



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

In some cases the speed limit is too low resulting in unnecessary tickets being issued due to a decision that keeps the speed limit artificially low. It would not be a safety concern if the speed was increased to 60 Km on hills (e.g.) Parkview, Scholten hill and perhaps others.

Also some sites are strictly a cash cow. One is in the 0 - 100 block of 12 St NW. This 3.0 Km school zone, half a block from Division is unnecessary. I went to CHHS for 6 years & live 3 blocks away. Never have I seen a student cross the road where all the photo radar tickets are issued. I drive for a living & go up & down 12 St NW several times a day times 20 years. It's a cash cow plain & simple. Yes! A school zone that doesn't make sense. I should know I live it & experience it every day. One example of heavy handedness. There are others - College Drive by the overpass, Gershaw Drive. Some photo radar sites earn an exorbitant amount of money, play no help in safety concerns, and are an unnecessary tax on a speed that is safe.

When we voted close to 20 years ago the vans were white & there were no hiding of boxes. Perhaps being more upfront & not hiding would help perception.

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Name (Optional): _____ Ph. # (Optional): _____

Email (Optional): _____



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

Thoroughly in favour of photo radar

- in favour of safety features

↓
more photo

- fully supportive

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Name (Optional): [REDACTED] Ph. # (Optional): [REDACTED]

Email (Optional): _____



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

I came to Medicine Hat 30 years ago and told my brother to move here because of the friendly people and nice schools. Two out of three did and are still here. We had lived in PRT and I joined the Military. If anyone was caught speeding on the hwy they would be required to work but in this city, Photo Radar does not stop speeding. For one thing they have fast vehicles make lots of money and the points taken off for speeding. This city is known as the craziest city to drive through in Canada and drivers have to take a run at the hill off the river.

Photo radar near a high school is useless because the kids do not care about the law & I walk all the time I live just off Division in Crescent Heights and I have to stop because of that. It would be great if the kids

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Name (Optional):

Ph. # (Optional):

Email (Optional):

were fined for walking and littering when they go for snacks at stores on 6th St NE.

I tell kids that use cross walk that I appreciate them for doing so. My point is why are schools built on busy thoroughfares - i.e. Couscent H School should have had the main entrance on 2nd ave. The police are parked right past the sign and if you do not brake your car will not slow down to below 40 Ks and you will get a ticket for going 41 Ks. Other cities i.e. Red Deer have 40 & 60 all over so there is no reason for speeding. If you do, so bad-photo will get you. I (who has driven every day past that High School) catch myself going over 40 and THAT FLASHING SPEED LIMIT IS BY FAR THE BEST AND SHOULD BE BOTH WAYS - FRONT BACK & BESIDE. WAY BETTER THE PHOTO RADAR.



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

~~Photo~~ Being used for revenue generation, and not safety - should be illegal

Many locations are "fishin holes".
(a dirty trick to make more money)

abuse of the system has severely damaged the reputation of the medicine Hat Police Service and the City's reputation.

Having proven themselves to be corrupt - I believe Photo Radar should be suspended entirely for a period of not less than 5 years.

We must have a referendum.

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Name (Optional):

Ph. # (Optional):

Email (Optional):

24 hr cell



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

It would appear that with 4% and 11% of the revenue being generated, the photo radar spends little time in School / play ground Zones.

I'm told that Municipal work determines the road speed on certain Street in Medicine Hat yet not one display shows that Municipal works has anything to do with Speeds on our streets, leading to cash and revenues.

Speed limits need to be assessed in Medicine Hat to reflect other citys Speeds in horn accident locations.

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Name (Optional):

Ph. # (Optional):

Email (Optional):



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

I Believe the Photo Radar System Could be an effective tool in Safety if it is brought out into the opening where drivers can see it. It would reduce speeding. Hiding Photo radar behind park benches, trees, etc. does not slow people down if they cannot see the photo radar.

If the photo radar is to promote safety then bring it out in the opening so people be aware and slow down

If it is to generate revenue keep hiding it behind park benches & trees

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Name (Optional): [REDACTED] Ph. # (Optional): [REDACTED]

Email (Optional): [REDACTED]



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

① FAR TOO MANY RADAR SETUPS GENERATING REVENUE TO BALANCE BUDGETS NOT THE PURPOSE OF THE POLICE SERVICE.

② FAR TOO MUCH MONEY BEING TAKEN OUT OF THE POCKETS OF THE VERY PEOPLE PAYING THE TAXES TO KEEP THE CITY RUNNING.

③ RADAR TRAPS ALL AROUND THE CITY WHERE LIMITS ~~SHOULD~~ BE INCREASED OR CHANGED.

④ WAY TOO MUCH MANPOWER EXPENDED ON TRAFFIC CONTROL.

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Name (Optional): _____ Ph. # (Optional): _____

Email (Optional): _____



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

Photo Radar should NEVER be taken away - They did in Vancouver B.C. a few years ^{ago} and the accidents and fatality went very high - not much by occupants but the pedestrians were getting hurt from the racing vehicles. You can't dodge a speeding vehicle.

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Name (Optional):

[Redacted]

Ph. # (Optional):

[Redacted]

Email (Optional):



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

- It's very obvious from the volume of discussion by attending concerned residents that speed limits in the city are also a great point of contention. Because of this I propose that the Medicine Hat Police Commission along with the City of Medicine Hat (that sets speed limits) simultaneously review photo radar issues along with ^{the} speed limit review at the same time since they are so inter-related. ~~As a good RR~~ This would serve to be one solid resolve to this ongoing heated discussion. It would be an inclusive and self-contained report that would assist finalizing this discussion.
- Speed limit review ASAP - it's overdue and inter-related - goes hand in hand with ~~photo radar~~.
- Are comparisons of photo radar revenues available from the various small cities in Alberta? This would serve to show Med. Hat residents the amount of photo radar enforcement the MHPS is engaged in. ~~It would indicate over-use or under-use etc. (Per capita basis)~~
- Parkview Drive needs to be addressed ASAP as the current ^{photo radar} enforcement at the bottom of the hill is overkill. Mid-day during the school week or 10 am on a Sunday is not a time when major traffic concerns or major collisions occur. These times do not provide for the criteria described in the conditions laid out by the Govt of Alberta parameters. School Zones, playground zones, church areas, hospital zones, etc. would by far be better served by these devices or means. A better usage of the unit would be ~~not~~ between 4:30 pm to 5:30 where congestion occurs.

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Name (Optional): [REDACTED] Ph. # (Optional): [REDACTED]

Email (Optional): [REDACTED]

* Areas of concern: Parkview Drive N.E. (bottom of hill), Gershaw Drive
& Shotton Hill.
Thank-you for this meeting / forum

Photo Radar Review Email Responses

Photo Radar Feedback Form Submitted

'no-reply@mhpc.ca'

Tue 11/10/2015 7:14 PM

To:MHPC Chair <chair@mhpc.ca>;

[REDACTED]

Please take a moment to offer your thoughts, observations & suggestions:	Firstly, I am unable to open the documents you have listed above. My comments would be why is necessary to have photo radar set up on Parkview Drive past the last set of lights? I live in Ranchlands and why that stretch of roadway is 50 km an hour absolutely puzzling. It would make more sense to have it 60 km/hr after the last exit into Ranchlands.
--	--

Photo Radar Feedback Form Submitted

'no-reply@mhpc.ca'

Fri 11/13/2015 7:51 AM

To:MHPC Chair <chair@mhpc.ca>;

[REDACTED]

Please take a moment to offer your thoughts, observations & suggestions:	I've paid several photo radar tickets and I fully support using photo radar to enforce the speed limit in all areas of Medicine Hat.
Name (Optional)	[REDACTED]

Photo Radar Feedback Form Submitted

'no-reply@mhpc.ca'

Fri 11/13/2015 2:55 PM

To:MHPC Chair <chair@mhpc.ca>;

[REDACTED]

Please take a moment to offer your thoughts, observations & suggestions:	Why is the last part of chapter B Radar-Laser/Photo radar regarding signage omitted from the report. please respond to my email address [REDACTED]
Email (Optional)	[REDACTED]

Photo Radar Feedback Form Submitted

'no-reply@mhpc.ca'

Mon 11/16/2015 4:16 PM

To:MHPC Chair <chair@mhpc.ca>;

[REDACTED]

Please take a moment to offer your thoughts, observations & suggestions:	Perhaps the City of Medicine Hat might consider enhanced photo enforcement solutions such as Distracted Driving, Mobile Red Light, Mobile Stop Sign and Pedestrian Safety . All of these services are offered by Global Traffic Group Alberta's leader in Photo Enforcement technology.
Name (Optional)	[REDACTED]
Phone # (Optional)	[REDACTED]
Email (Optional)	Good day Sir I am planning on attending the Nov 19th PhotoRadar Review meeting in Medicine Hat. I represent [REDACTED] which offers photo enforcement solutions for Distracted Driving, Mobile Red Light Stop Sign and Pedestrian Crosswalk Safety. We currently operate in 21 Alberta Communities Doincluding Grande Prairie and St Albert. Do I have to register to attend this review or just drop in? Please advise if you would like any information relating to our enhanced ATE programs.

Photo Radar Feedback Form Submitted

'no-reply@mhpc.ca'

Wed 11/18/2015 3:51 PM

To:MHPC Chair <chair@mhpc.ca>;

Please take a moment to offer your thoughts, observations & suggestions:	I think that your present photo radar system is nothing but a CASH COW for extra funding for the City of Medicine Hat. I think that the use of flashing signes to alert you of the playground or school zones would work much better than a car or a box on the side of the road to give a person a ticket who in most cases don't even realize that they are in a thirty zone. I also think that there should be fences put parallel along the playground to the road & then designated well lit crosswalks at the ends of the fencing. Especially in places where you cannot see the playgrounds from the road. Example of this is on first street where the trees block you from seeing the play ground. Paying you money for a senseless ticket will not stop someone from speeding through these zones if they do not see the signage or realize that they are even in a school or playground zone in the first place. Our goal here is to keep our children safe. Thank you.
Name (Optional)	<div></div>
Email (Optional)	<div></div>

Photo Radar Feedback Form Submitted

'no-reply@mhpc.ca'

Wed 11/18/2015 11:38 PM

To:MHPC Chair <chair@mhpc.ca>;

[REDACTED]

Please take a moment to offer your thoughts, observations & suggestions:	<p>Photo radar in its current usage is predatory and does nothing to promote traffic safety. Looking specifically at: southbound on College (4-lane divided major roadway), northbound on Southridge (4+turning major roadway), northbound on Parkview Drive (4-lane divided major roadway). None of these locations are anywhere close to a park or school zone. None of these locations have frequent-to-any pedestrian traffic. All of these locations could be easily classified as 60 zones due to common flow of traffic (which SHOULD be the basis for determining speed limits). Photo radar should be a tool for public safety among the most vulnerable - it is absolutely NOT being used for that purpose.</p> <p>Why should the public be afraid of the people we pay to keep us safe?</p>
--	--

photo radar

[REDACTED]

Thu 11/19/2015 6:41 AM

To:MHPC Chair <chair@mhpc.ca>;

Regarding the use of photo radar, I am in favor of it. But I would like to see it used all over the city and in hot spots, places like Southridge Drive, AltaWana Drive, Kin Coulee Hill on TCH and more. I'd like to see more police units out with police doing radar and pullovers, make those tickets hurt drivers in the demerits and insurance. I'd like to see more effort put into stopping aggressive driving. And I would like to see more tickets handed out for unreadable license plates from drivers who drive like maniacs with their vehicles covered in mud.

In other words, I support the police service and would like to see their efforts expanded.

Thanks

[REDACTED]

Photo Radar Feedback Form Submitted

'no-reply@mhpc.ca'

Thu 11/19/2015 9:25 AM

To:MHPC Chair <chair@mhpc.ca>;

Please take a moment to offer your thoughts, observations & suggestions:	I agree with having photo radar in the city in certain areas such as school and playground zones. However, when I see it set up on Parkview Drive going up the hill - which is 50 and is too slow to begin with - I take exception to it. The road going up hill to Brier Park is 60 and Parkview should be the same. Also, having photo radar set up on 23rd on the new bypass road out by Ranchlands is justified but again, the speed set for that road is too slow. At the lights at 20th/Parkview, it is 50 and stays that way until farther out at the 11th Ave intersection it changes to 70. Motorists are allowed to go through a T-intersection at Division Avenue at 70. I believe 60 on that road all the way through from 20th/Parkview to Division Avenue and then increasing to 70 from that intersection to Box Springs would be way more acceptable and maybe drivers wouldn't be so frustrated at 50. Bottom line, there needs to be a serious look at speeds within the city and changes made so that people aren't so frustrated with slow speeds and have photo radar in the appropriate places such as school zones and playground zones. Major corridors need to have speed limits raised up.
Name (Optional)	
Phone # (Optional)	
Email (Optional)	

Photo Radar Feedback Form Submitted

'no-reply@mhpc.ca'

Thu 11/19/2015 9:48 AM

To:MHPC Chair <chair@mhpc.ca>;

Please take a moment to offer your thoughts, observations & suggestions:	<p>From what I understand, one will not get a ticket if the driver is within 10KPH of the posted speed...a 10KPH grace period if you will. Way back before KPH, when it was MPH, the grace period was 10MPH. Now it is 6.2MPH (10KPH). And here is the problem...it is way too easy to go 10KPH (6.2MPH) over the posted speed. Try driving 10KPH down the road and you will see how painfully slow 10KPH is...you are barely moving. I comfortably push my golf cart at 8.2KPH on a flat surface to put it in perspective. Factor in the fact the popular "set-up" locations are mostly on downhill slopes (13th Ave for example), and one's speedometer can easily gain 3, 4 or 5KPH and there goes another \$100 out of someone's wallet. Take \$100 out of the average family's monthly budget and it really causes financial stress. The punishment is way worse then the crime in my opinion. Taking 3.5 million dollars from the citizen's of MH is something I would personally be ashamed of. Maybe 25% of this 3.5 million is legit. In my opinion, the rest is ill gained from very questionable set up locations where there are not even sidewalks let alone pedestians. Having "radar signs" like on Division Ave (CHHS) is 100 times more effective slowing traffic then hiding a box behind a bench (but of course no revenue). Pull in your horns and try and break the addiction to the revenue please. Thank you.</p>
Name (Optional)	<div></div>

Photo Radar Feedback Form Submitted

'no-reply@mhpc.ca'

Thu 11/19/2015 12:48 PM

To: MHPC Chair <chair@mhpc.ca>;

[REDACTED]


Please take a moment to offer your thoughts, observations & suggestions:

There are set up locations that offer no safety benefits and are strictly a cash cow. Surely I can't be the only one who understands this fact. Several locations in the city need not be enforced. It need not be difficult to delete these locations from the high revenue they generate if there is a willingness to be fair and not unnecessarily punitive.

Photo Radar Feedback Form Submitted

'no-reply@mhpc.ca'

Thu 11/19/2015 1:35 PM

To:MHPC Chair <chair@mhpc.ca>;


Please take a moment to offer your thoughts, observations & suggestions:

our use of this technology does NOTHING to improve traffic safety or efficiency. Perhaps, just maybe it might have a small effect in school zones, although I can think of better ways to get people to respect our little people's safety.

But the majority of so called "urban" locations are set up strictly to line the pockets of enforcement. Wide open streets with no intersections, with an unrealistic 50kph speed limit. Very little opportunity for accidents, and NO HISTORY of accidents. The attempted enforcement of unrealistic laws by photo radar DOES NOT WORK! It's simply a money grab, not slowing traffic to a crawl as you seem to prefer.

It is an affront to our lives, get rid of it, and implement better driver education.

A concerned driver

Photo Radar Feedback Form Submitted

'no-reply@mhpc.ca'

Thu 11/19/2015 3:07 PM

[REDACTED]

<p>Please take a moment to offer your thoughts, observations & suggestions:</p>	<p>Most if not all of your observations on speed are flawed for two very simple reasons. You have placed the boxes in the same spots for so long that anyone living in those areas goes 70, slows down to "48" for the box, then once out of range goes back to 70. and secondly anytime someone see's a device on the road they are suspicious and will reduce speed skewing your results.</p> <p>If you truly want to meet your goal of slowing traffic in certain areas, then focus on school zones by permanently installing your units and having decent signage. This will mean every driver will slow down knowing they are there and knowing they are avoiding a ticket. Hiding behind trees, boxes, benches makes you look shady and incompetent and causes more distracted driving for people looking out for your boxes than anything. How about you do a poll and ask how many people take their eyes off the road in the spots they know you place the boxes? I'm willing to bet someone who has taken their eyes off the road's stop time would be a lot higher than someone who is going 5-10km over the speed limit.</p> <p>I'm disgusted at the "You can't take it away it helps fund our budget". That is for the people of this city to decide and our elected officials. Maybe they raise taxes, maybe they trim your fat, but at the end of the day no matter what your biased reports say your photo radar is not working in the most efficient way possible and your tainting your public image by having a third party hide and go ticket people.</p>
	<p>Do the right thing and install them permanently in school and park zones where they will protect kids and families. Yes it will reduce tickets, yes it will make people slow down because they know they are there, and yes it will do exactly what you are wanting it to do. Leave the rest of the locations to patrolling officers to do their jobs.</p>
<p>Email (Optional)</p>	[REDACTED]

Photo Radar Feedback Form Submitted

'no-reply@mhpc.ca'

Thu 11/19/2015 9:29 PM

To: MHPC Chair <chair@mhpc.ca>;

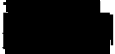

Please take a moment to offer your thoughts, observations & suggestions:	I strongly believe that money earned from photo radar payments should go into the city's general coffers and not be used to supplement the police budget. The police budget should be set by the city based on their actual needs and the money that is available to support them. They shouldn't have to find other means to ensure that they have enough money to do what they need to do, they shouldn't be fundraising to support their budget.(using photo radar) Photo radar is intended to increase safety, not to supplement a budget. Photo radar locations should be placed in areas where speeding is a safety issue.
Name (Optional)	
Email (Optional)	

Photo Radar Feedback Form Submitted

'no-reply@mhpc.ca'

Thu 11/19/2015 10:38 PM

To:MHPC Chair <chair@mhpc.ca>;

Please take a moment to offer your thoughts, observations & suggestions:

My husband had received a ticket for going 61 km in a 50 km on the service road out by LMT, while heading to the Harley shop...REALLY!! Then we drove out there about a week later only to find that the speed limit on the service road was a 60 km zone. Tell me tha's not using it as a cash cow. My husband even went down to complain about it and he didnt get any type of reconciliation. I say use it where it was intended school zones...i guess that might cut MHP profits.

Photo Radar Feedback Form Submitted

'no-reply@mhpc.ca'

Fri 11/20/2015 10:26 AM

To:MHPC Chair <chair@mhpc.ca>;

Please take a moment to offer your thoughts, observations & suggestions:	more school zone enforcement more police with portable radar guns no increases in present speed limits
Name (Optional)	

Photo Radar Feedback

[REDACTED]
Sat 11/21/2015 12:13 PM

To: MHPC Chair <chair@mhpc.ca>;

📎 1 attachment

IMG.pdf;

Dear Mr. Rolf Traichel,

Attached please find my feedback from the Photo Radar Open House & Information Session held recently.
Thank you for the opportunity to provide input.

[REDACTED]



Medicine Hat Police Commission Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

You have heard this repeatedly - "it's a cash cow!"

But why? It may be the placement of the photo radar.

- why is photo radar placed on hills with no intersecting streets?
- why is photo radar placed in speed transition zones just meters from the reduced speed sign? (eg. 70km/hr down to 50)
- why is photo radar placed in locations which pose no danger?
- why is photo radar disguised, or hidden if not to generate revenue?

All of the above scenarios point to photo radar as a means of generating revenue rather than safety. Granted, it may increase safety but that is not the public perception.

Photo radar used improperly affects public sentiment towards our police service. The police service do a wonderful job on our behalf but this one aspect of how the police use photo radar tarnishes that sentiment.

Revenue from speeding fines should be directed to the City for allocation rather than directly to the police budget.

Overall, I am in favour of photo radar - if used properly.

Comments regarding the photo radar review can be emailed directly to Police Commission Chair, Mr. Rolf Traichel at chair@mhpc.ca or mailed to the Medicine Hat Police Commission at 884 2nd Street SE, Medicine Hat, AB T1A 8H2.

Name (Optional): [REDACTED] Ph. # (Optional): [REDACTED]

Email (Optional): [REDACTED]

Photo Radar Feedback Form Submitted

'no-reply@mhpc.ca'

Sat 11/21/2015 4:39 PM

To:MHPC Chair <chair@mhpc.ca>;

Please take a moment to offer your thoughts, observations & suggestions:	I like photo radar. If you speed, you get the ticket and you pay it. The police don't have to catch speeders. The machinery can do that. The police have much more important work to do. There are lots of really serious crime cases the police should be working on instead. The police can also spend the time on prevention of serious crimes as well, if they have the time. Prevention saves society money. I would rather have police available to deal with emergencies than have them sitting trying to catch speeders. I think police should spend their time doing work that machines such as photo radar equipment cannot do.
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Photo Radar review comments

[REDACTED]

Mon 11/23/2015 12:57 AM

To:MHPC Chair <chair@mhpc.ca>;

Mr. Traichel,

Here are a few thoughts that I hope you can consider from a resident of Medicine Hat. After reading some of the posted information about photo radar and the effect it has on speed reduction I would offer that the major improvements to vehicle safety systems has also contributed to the reduction in motor vehicle collisions and injuries per capita in our city since 1996.

Without doubt I agree that excessive speed contributes to the severity and frequency of collisions and I do want to live in a safe city. I also feel that if MHPS needs a certain amount of money to function then it would be best if offenders were picking up the tab rather than the general population through a tax increase. However it may be nice to see some of the revenue from photo radar get directed towards other methods of traffic safety which I will mention below.

I have had my share of photo radar tickets but as much as they suck to get I think they do help to slow down traffic in certain areas of the city. I am usually more cautious when travelling in a location where I know photo radar frequents. However there are many people who don't know these locations or perhaps have enough money in their bank account that unfortunately they don't really care.

I offer the following suggestions to help reduce the incidence of speeding and improve traffic safety;

If we are trying to encourage people not to speed then why hide the photo radar boxes? Lets put them out in plain view and use this opportunity to display a traffic safety message on the back of the box 'Slow Down', 'Speed Kills' etc. A few years ago there was a news article about some kids who were holding signs near a photo radar setup telling drivers to slow down due to photo radar. I recall MHPS commenting that they were ok with the kids doing this as it helped to ensure people weren't speeding.

It seems like some roads that are popular photo radar locations could perhaps use a review of the posted speed limit. I don't imagine your department is the one who manages this however I would assume MHPS could initiate conversation here. Two spots that come to mind are Gershaw drive and Parkview drive. Do speed limits really need to increase by 10km/hr? Is it possible that these two routes should more appropriately be marked as 55km/hr zones? The recently expanded section of Parkview drive as most residents know is designated 50km/hr behind Terrace View due to an unfortunate lawsuit settlement over traffic noise. This exact same road past 11th Ave becomes 70km/hr.

Other traffic calming measures... Same as above this may not be your department. I guess this brings the question to mind who advocates for other types of accident reduction strategies. MHPS has the power to provide enforcement so that is what they do. If there are identified high speed, high risk or high collision areas perhaps there are other appropriate ways to manage these. As we know photo radar will in no way slow down a speeding vehicle that is destined for a collision, this can only be done by active police intervention or integrated traffic calming measures. School zones should all have speed tables or speed cushions that could be safely taken at 20 - 30km/hr without harming your vehicle. This will help to ensure the safety of pedestrians everyday by reducing speeds and/or encouraging vehicles to take another route. The vehicle activated speed sign seems to make its way around the city, I think these are effective and perhaps should become a permanent fixture year round to remind people when they are speeding.


I'd say there are about 15-20 different variations of crosswalks in the city depending on the year they were installed or upgraded. In my opinion they should all have the flashing street level LED like at Parkview and 12th street NE. Lets bite the bullet and upgrade them throughout the city to this highly visible type, it's unfortunate to wait for an incident like the pedestrian collision on 1 street SW earlier this year to make these upgrades. Perhaps a speed table at every crosswalk would also be a good method of slowing traffic where pedestrians are likely to. The combination speed table and flashing LED might even be enough to get the attention of the people who are texting while driving.

In my mind a passive system like photo radar or red light cameras are a good tool but they should be secondary to using other measures to keep the vehicles travelling safely in the first place and ensuring the safety of pedestrians.


Thanks for taking the time to hear my comments.

[REDACTED]

photo radar comments attached


Mon 11/23/2015 7:03 PM

To:MHPC Chair <chair@mhpc.ca>;

 1 attachment

Photo_Radar_Submission_2015-11-23.pdf;



Medicine Hat Police Commission
Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

I think the city is doing a decent job of enforcing the speed limit.

The problem is that the posted speed is treated as the ~~maximum~~ ^{no} minimum, not maximum. Not sure how you Δ that. I guess it is a culture thing that has been allowed to exist.

My answer to those who want to raise speed limit on certain roads would ~~be~~ be yes but on the condition that there is zero tolerance for speeding.

I was very disappointed that this became an election issue last year but it did -
Thanks for having the open house - it reinforces my position that photo radar is effective and needed -

Comments regarding the photo radar review can be emailed directly to Police Commission Chair, Mr. Rolf Traichel at chair@mhpc.ca or mailed to the Medicine Hat Police Commission at 884 2nd Street SE, Medicine Hat, AB T1A 8H2.

Name (Optional):

Ph. # (Optional):

Email (Optional):

Photo Radar Feedback Form Submitted

'no-reply@mhpc.ca'

Tue 11/24/2015 7:32 PM

To:MHPC Chair <chair@mhpc.ca>;

Please take a moment to offer your thoughts, observations & suggestions:	Photo radar should be used in high collision areas, school and playground zones ONLY. It should not be used as is currently being done; as a CASH COW.
--	--



Photo radar (and more)

Wed 11/25/2015 6:01 PM

To: MHPC Chair <chair@mhpc.ca>;

Cc: Robert Dumanowski <robdum@medicinehat.ca>; Julie Friesen <julfri@medicinehat.ca>; Les Pearson <lespea@medicinehat.ca>;

Mr. Rolf Traichel
Chairman Medicine Hat Police Commission

Dear Mr. Traichel:

I was pleased to have the opportunity to discuss photo radar following the MHPC meeting on the evening of November 19th. My concern was two of the 3 photo radar locations on Parkview Drive, from the Altawana and Parkview Drive intersection through to Division Avenue. I have lived in Medicine Hat for 41 years. I came here when Parkview Drive and the Maple Avenue Bridge were being constructed. In all of my years here, I have lived in Crescent Heights. I am aware of three incidents on Parkview Drive and only one involved speed.

1. A few years ago a young woman and her sister were out for a walk on Parkview Drive at 6 a.m.. Halfway down the street a drunk driver jumped the curb and killed this young woman. Alcohol was a factor, but speed played no part to the best of my knowledge.

2. About 27 years ago, two very nice young ladies (each 21 years of age), were on their way to a Christmas party. They were travelling down Parkview Drive when they hit black ice. Their vehicle spun around and they were struck by a vehicle coming up the hill. The lady on the passenger side never spoke, and she had very limited mobility, from that day, until she passed away at the age of 46, two years ago. Speed or alcohol were not factors in this tragedy.

3. A number of years ago a very nice teenaged boy and his friend had just left the Medicine Hat Golf Club and were sitting on Prairie Drive waiting to turn onto Parkview Drive. Two punks came speeding over the hill and struck the young man as he was turning out. He died calling out for his Mom to save him. Speed was definitely the reason for this death.

My opinion:

The photo radar location at Parkview Close and Parkview Drive does not meet the criteria set out for photo radar locations. It is certainly not, a high collision area. This is only located there because it produces a lot of revenue. People just naturally step on the gas to get some momentum, as they approach the hill. **The photo radar unit should be removed from that location and placed at the top of the hill. That is a very dangerous area, because of the short distance between the top of the hill and Prairie Drive.** The speed limit from the bottom of Parkview Drive to Ranchlands Boulevard, should be left at 50 kph.

The comments I made concerning the stretch of Parkview Drive from Ranchlands Boulevard to 11th Avenue, seem to have stuck a chord. The posted speed limit of 50 kph is nothing short of ridiculous. As I stated at the meeting, my 74 year old wife has been driving for approximately 43 years and she is very careful. She received her first ever speeding ticket in the amount of \$120 for going 65 kph on that stretch of road. The posted speed limit sign showing the change in the speed limit to 70 kph was exactly 1.5 tenths of a kilometer from where the photo radar unit was sitting. Another cash cow location. It hurts even more that the city allows this to happen while current council members acknowledge that this road was built for higher speeds. 50 kph is a posted limit in some construction zones, such as 23 Avenue NE, where they are currently installing some large poles for hydro, or, some other use. In the interest of consistency, I just want to point out that the posted speed limit on Brier Park Road, is 60 kph and it runs right through an industrial park.

One final comment: It should be pointed out to the Terrace View residents that the people living in the condo units bordering the Parkview Drive extension between Northlands Way and Division Avenue, get no relief from any traffic noise, as their properties are at the same elevation as the road.

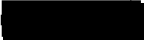
Yours truly


Photo Radar Feedback Form Submitted

'no-reply@mhpc.ca'

Thu 11/26/2015 3:07 PM

To:MHPC Chair <chair@mhpc.ca>;

Please take a moment to offer your thoughts, observations & suggestions:	<p>First and foremost I believe if you are speeding you deserve a ticket no matter what, but I also believe that photo radar is not as effective a method of slowing people down as we are lead to believe. I believe that photo radar or a police presence in school zones when children are actually present would be more effective for children's safety. I think it would be a better deterrent at the time rather to fine drivers two weeks after an offense.</p> <p>As I live one block from an elementary, for the past 28 years I have never seen photo radar set up by the school when children are present. As an alternative to photo radar the post mounted electronic traffic signs I have witnessed slows drivers down in the school zones. As children's safety is my main concern and photo radar is not going away, I would recommend that money brought in from photo radar be used to buy and maintain these signs which I believe cost \$5000 each. After all isn't safety part of what photo radar is all about.</p> <p>Thank You!</p>
Name (Optional)	<div></div>
Phone # (Optional)	<div></div>
Email (Optional)	<div></div>

Re: photo radar

Rolf Traichel

Fri 11/27/2015 9:07 AM

[REDACTED]
cc:MHPC Chair <chair@mhpc.ca>;

[REDACTED] thank you for your email. As you may be aware, the Medicine Hat Police Commission is conducting a formal review of the Automated Traffic Enforcement program in Medicine Hat, specifically photo radar. The program is endorsed by the Commission, and as a result will be staying in our community. Last week the Commission held a public open house and information session. As part of that session we asked participants to formally submit their feedback about the program. This would include feedback about the funding structure as you have indicated below as well as posted speed limits in Medicine Hat - although a separate speed limit review is planned by the City in the near future.

Feedback is open until end of day on Nov. 30th. If you wish, I can submit the below as your comments, or if you would like to distill your thoughts further you can submit via email, chair@mhpc.ca or by webform at www.mhpolicecommission.ca. Our website also contains several documents that may assist you in your feedback.

Again, thank you for your email.

Rolf

Rolf Traichel
Chair, Medicine Hat Police Commission
EMail: rtraichel@mhpc.ca

From: [REDACTED]
Sent: Wednesday, November 25, 2015 10:33 AM
To: Breanne Tillier
Subject: photo radar

My name is [REDACTED]

I just moved down from Edmonton and I have taken a bit of time getting used to the idea that everywhere in medicine hat is a 50 zone. You see, everywhere in Edmonton is a 60 zone.

Twice now I was caught doing 60 in a 50 zone and the fines have totalled about \$250. pretty harsh way of finding out the standard limit, especially considering how I tend to simply follow the crowd in unknown territory. This is probably the biggest weakness to photo radar. A human can make judgements and see that I am not dangerous as I am simply keeping pace. Photo radar simply tickets everyone.

I am not, however, anti-photo radar. most people tell the cops that they should spend there time fighting real crimes instead of picking on minor speeders. photo radar allows for this.

My only hope is that the city gets to keep the money that has been collected. If so, might I suggest you use it to fill in the gopher holes out at the Teepee. My wife twisted her ankle pretty badly in one of those last month.

(considering how clear it is that the city's poor maintenance standard has clearly done more physical harm than my speeding, perhaps I should charge for damages equating approximately \$250.)

Mildly annoyed,

[REDACTED]

Re: Photo radar (and more)

Robert Dumanowski <ROBDUM@medicinehat.ca>

Fri 11/27/2015 1:17 PM

[REDACTED]
Cc:MHPC Chair <chair@mhpc.ca>; Julie Friesen <julfri@medicinehat.ca>; Les Pearson <LESPEA@medicinehat.ca>;

[REDACTED] thank you for attending the Open House and for taking the time to share some additional observations in your email. You definitely make some good points - ones I am sure will be added to the others we have received (for consideration in our final report to the Chief).

Once again, thank you very much for your continued interest in our community.

Regards,
Robert

Sent from my iPhone

On Nov 25, 2015, at 6:02 PM, "[REDACTED]" wrote:

Mr. Rolf Traichel
Chairman Medicine Hat Police Commision

Dear Mr. Traichel:

I was pleased to have the opportunity to discuss photo radar following the MHPC meeting on the evening of November 19th. My concern was two of the 3 photo radar locations on Parkview Drive, from the Altawana and Parkview Drive intersection through to Division Avenue. I have lived in Medicine Hat for 41 years. I came here when Parkview Drive and the Maple Avenue Bridge were being constructed. In all of my years here, I have lived in Crescent Heights. I am aware of three incidents on Parkview Drive and only one involved speed.

1. A few years ago a young woman and her sister were out for a walk on Parkview Drive at 6 a.m.. Halfway down the street a drunk driver jumped the curb and killed this young woman. Alcohol was a factor, but speed played no part to the best of my knowledge.

2. About 27 years ago, two very nice young ladies (each 21 years of age), were on their way to a Christmas party. They were travelling down Parkview Drive when they hit black ice. Their vehicle spun around and they were struck by a vehicle coming up the hill. The lady on the passenger side never spoke, and she had very limited mobility, from that day, until she passed away at the age of 46, two years ago. Speed or alcohol were not factors in this tragedy.

3. A number of years ago a very nice teenaged boy and his friend had just left the Medicine Hat Golf Club and were sitting on Prairie Drive waiting to turn onto Parkview Drive. Two punks came speeding over the hill and struck the young man as he was turning out. He died calling out for his Mom to save him. Speed was definitely the reason for this death.

My opinion:

The photo radar location at Parkview Close and Parkview Drive does not meet the criteria set out for photo radar locations. It is certainly not, a high collision area. This is only located there because it produces a lot of revenue. People just naturally step on the gas to get some momentum, as they approach the hill. **The photo radar unit should be removed from that location and placed at the top of the hill. That is a very dangerous area, because of the short distance between the top of the hill and Prairie Drive.** The speed limit from the bottom of Parkview Drive to Ranchlands Boulevard, should be left at 50 kph.

The comments I made concerning the stretch of Parkview Drive from Ranchlands Boulevard to 11th Avenue, seem to have stuck a chord. The posted speed limit of 50 kph is nothing short of ridiculous. As I stated at the meeting, my 74 year old wife has been driving for approximately 43 years and she is very careful. She received her first ever speeding ticket in the amount of \$120 for going 65 kph on that stretch of road. The posted speed limit sign showing the change in the speed limit to 70 kph was exactly 1.5 tenths of a kilometer from where the photo radar unit was sitting. Another cash cow location. It hurts even more that the city allows this to happen while current council members acknowledge that this road was built for higher speeds. 50 kph is a posted limit in some construction zones, such as 23 Avenue NE, where they are currently installing some large poles for hydro, or, some other use. In the interest of consistency, I just want to point out that the posted speed limit on Brier Park Road, is 60 kph and it runs right through an industrial park.

One final comment: It should be pointed out to the Terrace View residents that the people living in the condo units bordering the Parkview Drive extension between Northlands Way and Division Avenue, get no relief from any traffic noise, as their properties are at the same elevation as the road.

Yours truly

[REDACTED]

Photo Radar Feedback Form Submitted

'no-reply@mhpc.ca'

Fri 11/27/2015 1:44 PM

To:MHPC Chair <chair@mhpc.ca>;

Please take a moment to offer your thoughts, observations & suggestions:	<p>- Thank you for doing this review. Following are my thoughts on the pros and cons of photo radar.</p> <p>- Photo radar is a good tool when used in school or play ground zones.</p> <p>CON- ALL MONEY COLLECTED FROM SPEEDING FINES SHOULD BE SPENT ON TRAFFIC SAFETY EQUIPMENT FOR SCHOOL AND PLAYGROUND ZONES. eg--flashing lights on cross walks entering school or play ground zone. A chain link fence around these zones. Use the portable radar unit that shows the speed for on-coming traffic.</p> <p>CON- THE SPEED POSTED FOR PARK VIEW DR., IS TO LOW. eg--when a speeding fine is given in this area for 7 mph over the limit all respect for the photo radar tool is lost.</p> <p>CON- MONEY RECEIVED FROM PHOTO RADAR FINES SHOUD NOT BE USED TO SUBSIDIZE OTHER POLICE EXPENSES.</p>
Name (Optional)	<div></div>
Email (Optional)	<div></div>

Photo Radar Feedback Form Submitted

'no-reply@mhpc.ca'

Fri 11/27/2015 2:31 PM

To:MHPC Chair <chair@mhpc.ca>;

Please take a moment to offer your thoughts, observations & suggestions:	<p>I have a couple of opinions regarding photo radar.</p> <p>1. Revenue from photo radar tickets should not go into the police budget. It should go into general revenue, as it does in many other municipalities. The police budget should stand on its own.</p> <p>2. The cameras should not be set up in locations where they are intended to catch people in areas where there are minimal safety hazards. The speed limits in Medicine are 50 kph on streets that are 60 kph in Calgary or Edmonton. I believe there is a fine line between maintaining safety and generating revenue with photo radar.</p> <p>I have found drivers take a lot liberties in running amber and even red lights. A lot of drivers are very inconsiderate of pedestrians crossing at marked crosswalks. They might stop if you are already in the crosswalk but not very often if you are waiting to cross. Maybe the police should take a little more time to patrol these activities.</p>
Name (Optional)	
Phone # (Optional)	
Email (Optional)	

Photo Radar Feedback Form Submitted

'no-reply@mhpc.ca'

Sun 11/29/2015 6:57 PM

To:MHPC Chair <chair@mhpc.ca>;


Please take a moment to offer your thoughts, observations & suggestions:	<p>When the dollar value of enforcement is measured and utilized to offset basic enforcement budgetary needs you do not have a tool that educates. The placement of traffic photo infraction devices is typically based on potential volume of assumed violations rather than to create a visible deterrent to would be violators which in turn does enhance and facilitate the safe flow of traffic.</p> <p>An improved use for camera violation devices would be permanently placed units in areas not necessarily with high traffic flow but more importantly in areas where all users of a highway benefit as in school, playground and hospital zones.</p> <p>Revenue generated can be divided into categories to benefit specific traffic education programs not contained within current police budgets and towards victims of traffic incidents.</p> <p>Useage of these units for purposes to add to police budget shortcomings is not the correct method to address police operations expenses.</p>
Email (Optional)	

Photo Radar Open House & Info Session Comments from Citizen

[REDACTED]

Mon 11/30/2015 12:21 PM

To: MHPC Chair <chair@mhpc.ca>;

Cc: [REDACTED]

📎 1 attachment

Photo Radar Open House & Info Session Comments (FWD Police Nov. 30, 2015).pdf;

Good Afternoon,

Please see the attached comments regarding the Photo Radar Open House & Info Session.

Thank you,

Breanne Tillier

Administrative Assistant to the Mayor & Councillors

City of Medicine Hat

580 1st Street SE

Medicine Hat, AB T1A 8E6

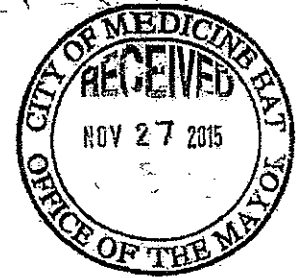
Tel: (403) 502-8592

Email: brettil@medicinehat.ca



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Medicine Hat Police-Commission
Photo Radar Open House and Information Session

Thoughts/Observations/Suggestions

What a waste of time. No greeters, no refreshments, no pens, no options. The room was filled with propaganda and arrogance. The chair was right this morning on radio that it was unlikely changes would be made to this unpopular cash/grab!

MHPS and City Council need to do following:

1. MHPS has an expense problem, not a revenue problem. No one wanted highest paid police in country and the most police/capital in small senior/family city. By attrition reduce force to cover 85% of ticket revenue (12 cops = \$2m/year).
2. Go back to original promise of schools/playgrounds. South Ridge Drive has photo radar 3-6x/week. Target is not working citizens and Sunday school teachers driving 60 km/hr.
3. Increase/standardize road speeds esp. collectors and arterials at 60 km or 70 km, not 50.
4. Increase DTT revenue and get police out of cars. A safety at schools or rotary track.

Comments regarding the photo radar review can be emailed directly to Police Commission Chair, Mr. Rolf Traichel at chair@mhpc.ca or mailed to the Medicine Hat Police Commission at 884 2nd Street SE, Medicine Hat, AB T1A 8H2.

Name (Optional): _____ Ph. # (Optional): _____

Email (Optional): _____

are an issue, have police presence. A ticket
4 weeks later in mail prevents nothing.

5. 53% of electors is not a mandate to tax
citizens and visitors with hidden "mailboxes"

6. Photo radar will not reduce collisions in a
significant manner. This is weak argument.

Drivers today too distracted, not courteous,
no respect. Often roads poorly designed.

7. Check the annual increase of the MTHPS
budget. Expect unreasonable massive increases
in expenses that this community cannot
afford.

8. Show courage. Changes need to
be made. Leadership and hard

decisions are needed.

Photo Radar Feedback Form Submitted

'no-reply@mhpc.ca'

Wed 12/2/2015 9:06 AM

To:MHPC Chair <chair@mhpc.ca>;

Please take a moment to offer your thoughts, observations & suggestions:	Having driven in numerous cities, large and small, throughout North America, I remain convinced that the most obvious issue in vehicle accidents and injuries remains speed. Posted limits appear to too many as "guidelines" similar to Stop signs that some drivers consider to be Yield signs! I am in favor of enforcing the Highway Traffic Act by whatever means available to law enforcement. In fact, I would be in favor of expanding the use of cameras to include intersections in an effort to reduce the running of red lights, drivers speeding to beat the light etc.
Name (Optional)	[REDACTED]
Phone # (Optional)	[REDACTED]
Email (Optional)	[REDACTED]

Photo Radar Review

Additional Material from Open House

Photo Radar: Right and Wrong

About 20 years ago, many communities and police chiefs saw photo radar as a means of raising revenue for cash strapped police departments. There would be little expenditure of police resources and the public would support increased enforcement in school zones. It was easy pickings and the revenue flowed. Police Departments were able to hire more police and their budgets increased.

After a while, the public got smarter, started to slow down and the revenue that police were now dependent upon, started to dry up. Since school zones were only enforceable at certain hours of the day and only about 200 days a year, playground zones were a much more practical choice, since they could be enforced 7 days a week and throughout the entire day. So more playground zones were created and the revenue grew again.

Back in the days of miles per hour, most police would give a tolerance of about 10 MPH before writing a ticket to an offender. If the speed limit was 30MPH, you get a ticket at 40MPH. That is about 33 percent tolerance. With the metric system, you get a ticket for going 60 KPH in a 50KPH zone. That is only 20 percent tolerance and the revenue continued to grow and the hiring of police officers, with even higher salaries, increased.

The revenue from photo radar is now such a significant part of the policing budget, that the revenue stream must be maintained to meet that budget. The only way to do that is to increase the amount of enforcement and be sure that the engineering department is creating or maintaining low speed limits in those areas that are ripe for enforcement. We also need the complicity of the Council and the Police Commission; while we remind the member of the force that the jobs of a significant number of them are dependent on the revenue from traffic enforcement, especially photo radar.

The public is not stupid and can see through this deliberate plan to raise revenue in lieu of taxes and call it a traffic enforcement and public safety program. The result is that the politicians and the police lose the respect of the public. A police department that does not have the respect and support of its citizens cannot be as effective as it needs to be.

Photo radar should first and foremost be a safety program that aims to increase safety of citizens in school and construction zones and in high accident areas, by reducing speeding. The beauty of this program is that, in spite of the warnings, there will likely be enough people who fail to comply, and will cover the cost of the program. The vast majority of those people will accept that they made a mistake rather than feeling they were stalked and trapped.

Medicine Hat is somewhat unique in that we have ownership in some of our utilities and that we can generate income for the city. We have had some of the lowest municipal taxes in the country as a result. Recently, however our tax rates have been creeping up to the point that they are getting close to average. I was curious to know why. Since I have 35 years of experience in Policing and was the Chief of Police for an Alberta Municipality prior to my retirement, I decided to look at policing first.

Medicine Hat has 115 uniformed police officers and 40 support staff, including bylaw enforcement staff. Our Police Officers are among the highest paid in Canada. I wondered if either of these circumstances in justified.

There are several factors which help to determine the appropriate number of officers for a jurisdiction. Although many Cities have much higher Police to population ratios; the average is around 1 officer for each 700 population. Medicine Hat has one officer for 540 people.

The crime rate or the number of criminal cases per officer is also a consideration. Some communities have up to 70 criminal cases per officer per year but an average work load of 40 cases per officer is considered a comfortable level. Medicine Hat's criminal case load per member is difficult to determine from the stats they provide but it appears to be about 20. There are many things that officers do besides investigating criminal offence but that is true for all police services, even those with 70 cases per officer. These stats were gathered from the Medicine Hat's Police Commission website. It appears that our Medicine Hat officers may have a lot of spare time on their hands.

Demographics also factor into the requirements for policing. In particular, the average age of the community. The vast majority of crime is committed by people under 30. Due to the number of retired people in Medicine Hat, I suspect that the percentage of people under 30 is much lower than most cities.

It is clear to me from this and other evidence, that the policing in this community is way over done. The working conditions here do not justify some of the highest salaries in the country and one has to wonder if the Mayor, being the former police chief is a factor in this. Reducing the establishment of the uniformed and support staff by twenty percent would leave them still very well staffed and would save taxpayers nearly \$3,000,000 dollars per year. The revenue from traffic tickets would likely drop a little because they may not be able to find the time to maintain the issuing of nearly 1100 traffic tickets per month. That, of course, is in addition to about 3600 monthly photo radar charges.

I suspect that there are other departments in the city that are bloated and over paid as well. It is time for Council to put a much tighter rein on the money. Just because we are comfortable, does not justify Council wasting our money in bloated bureaucracy, inflated salaries and projects of questionable benefit and value. We are on the same path that the City of Detroit was on 40 years ago.

MUNICIPAL BUDGETS 101

Who should be looking after the money in your municipality? Who is looking after the money in your municipality? The easiest way to tell is to be the fly on the wall at a Department Head budget meeting or at a negotiation with one of the unions representing the municipal employees. We cannot do that but we can sure get a real good hint from some of the local news in recent months.

The department heads come to the meeting prepared to fight for their piece of the pie. They want to do the best they can for their department and get the most resources. The one with the strongest voice, best argument or who can espouse the most political consequences will win. They have to convince the senior City Managers and the Council that they need the money to accomplish their goals and meet the political goals of the elected officials. It does not mean that the resources will be distributed fairly, evenly or in the most efficient manner. It means the resources will go to the loudest voice or to do the most politically expedient thing.

The elected officials for the most part are short sighted and refuse to wear glasses because they only need to see as far as the next election. We have department heads that are looking after their interests and wanting to make their department look good and run well. The Upper managers are focused on looking after the political will of the councillors because they are the ones who hire them and look after their salary level. The councillors are concerned with looking after the political issues and making sure things run smoothly so they look good until the next election. Few if any, have their primary focus on their fiscal responsibility to the taxpayer.

The unions have power because they have the ability to disrupt the smooth running by bullying the negotiators and Council. The councillors have no will to stand up to them since they do not want to take the political heat that comes with a public service strike. They would simply rather cave to the union demands and silence them by negotiating what may prove to be unsustainable salaries and pensions with the money entrusted to them by the taxpayers.

With this method of doing business, there is really only token control of the taxpayers' money. The main goal is to build empires and keep things looking to be running smoothly. Looking after taxpayers' money should be the focus of every one of these people. In many municipalities, that does not happen. The lucky cities get at least one strong leader in a COO or Council position who is bent on challenging the waste and frivolity in spending and trying to rein it in.

The Department heads and senior managers should be working as a team within a budget provided by council. They should be doing their utmost to be fiscally responsible and provide the best services at the lowest cost. Departments working in a team atmosphere will assist others in meeting their goals and will ensure that there is no gravy meted out to those with the loudest voice. They provide checks and balances to each other like a team.

Just because we have money and have some benefits to living in Medicine Hat, we cannot throw out common sense. We do not have to have the highest paid employees. We need to treat them fairly. We do not need the best of everything. We need what is functional. We do not need to waste money on interest, when we have the capacity to save. Having a little extra money is a dangerous thing. Just ask all the lottery winners that have gone broke. Extra money requires extra diligence and then it can be a good thing in the long run but not if it is spent carelessly.

If we have administrative leaders that are more interested in building empires rather than being responsible to the taxpayer, then our council was elected to deal with that. They are supposed to be the watchdog and they need to start taking that responsibility more seriously and making everyone work to ensure that their departments are running as efficiently as they can and that all requests for funding are practical and sound. It seems unimaginable that we are threatened with a tax increase should photo radar revenues be reduced. To suggest that our administration cannot trim some fat to find the means to reallocate less than one percent of our budget to make up for this change in revenues is unfathomable to me. The question remains. Who is looking after the taxpayers' money?

How Independent is the Photo Radar Review

Finally, the long awaited photo radar review is imminent. The question is how useful will it be. Recent articles in the Medicine Hat News offer us a whole series of valuable clues. There is a great deal of concern about the loss of over four million dollars in revenue if the program is scraped. As I rub the inside of my check with the tip of my tongue, I wonder if that will have any influence on the final findings of the review.

There is a great deal of concern about how the cost of nearly 25% of our police force will be covered without that money. I have a great deal of concern as to the independence of the review when one considers that it was the Police Commissions over the past 20 years that supported a succession of Chiefs in implementing this program and allowing it to morph into its present state.

Our Councils over that time also allowed the program to get out of hand to the point that it grew to where the Police Department and the Council have become highly dependent on that revenue. From what I have seen, the focus of this program was always about revenue and the goal of reducing speed and accidents was always secondary. That is not how a good program works.

The departments in the city that set up a myriad of school zones, playground zones and areas with questionably low speed limits are also complicit in this fiasco. There is no group in the city administration that one could describe as independent and impartial in this matter. The fact that the revenue issue is even part of the consideration taints any discussion of the value of the program and certainly taints the review. It then becomes nothing more than the fulfillment of an election promise and a meaningless exercise in public relations.

The thing that is required here is some leadership. We need a Mayor, Police Commission, or a Chief of Police that is willing to take a stand and make the changes necessary to this program to make it effective and sustainable. We need a Chief and Council to "right size" the program and the police department to fit into the budget available. The money issue has to be set aside while the merits of the program and the way it is administered are addressed.

Once the value, need and viability of the program are established, then the financial implications can be dealt with.

Photo radar is a good and useful program for reducing speed and increasing safety. A properly run program will have that as its goal. A photo radar program has the added benefit of being a program that pays for itself. If it is implemented in a judicious manner, it can gain the support of the community and benefit everyone. The problems arise when Councils and Police Organizations see dollar signs and become addicted to the revenue.

This photo radar review will be a useless exercise if it is conducted by groups from the City Administration. It will be akin to having heroin addicts debate their use of the drug.

So here is my solicited opinion;

If a police officer happened to see a person being violently attacked, being dragged into the bushes and accosted I sincerely doubt said cop would take a picture of the offence and then send a letter requesting they show up at the police station to be arrested next week. The officer would stop the crime IN PROGRESS. That is how people feel about photo radar. Does it stop the crime right now? NO. Thus, is it a deterrent or is it a cash cow?

In the UK photo radar is clearly labelled as such. (See picture)

In 2001 the law was changed so that speed cameras had to be painted yellow to ensure visibility. Many other rules were also brought in regarding speed cameras.

The regulations decree that:

- Speed camera housings must be coloured yellow
- Camera housings cannot be obscured, e.g. by trees, bushes or signs
- Cameras must be visible from 60m away in 40mph or less zones and 100m for all other speed limit zones
- Signs must only be placed in areas where camera housings are located or where mobile cameras are in operation
- In order to make them visible, mobile speed camera operators must wearing fluorescent clothing, and their vehicles should be marked with reflective strips
- Camera sites are to be reviewed at least every six months in order to ensure that cameras are adequately visible and signed

<https://www.lawontheweb.co.uk/personal/speeding>

Why did they do this? To avoid accusations and resentment that cameras were only a cash cow and made no effort to stop the crime.

You see a speed trap you slow down. Mission accomplished! That is, if photo radar is really about slowing drivers down as opposed to making money. In this community, drivers feel that it is the later.

Also there are some areas of town that aren't residential and yet are only 50 km. That is where the vast majority of the police hide in the bushes in their ghost cars with cameras. The airport on 10th, really? It feels sneaky, underhanded and greedy. You want people to respect the law? Treat it like it peoples safety is the issue, set up the speed trap at the park or at pedestrian crossings.

