



PROTECTIVE SERVICES AUTOMATED TRAFFIC ENFORCEMENT 2021 ANNUAL REPORT

Your City, Your Family, Our duty



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Introduction

Automated Traffic Enforcement (ATE) refers to those traffic law enforcement operations that are performed by either a fixed Intersection Safety Device (ISD), or mobile system in which the violator is not immediately stopped, but instead the registered owner is issued a violation notice in the mail. Although the fixed systems do not have an operator present at the time of infraction, like the mobile systems, every infraction is reviewed and approved by a community peace officer.

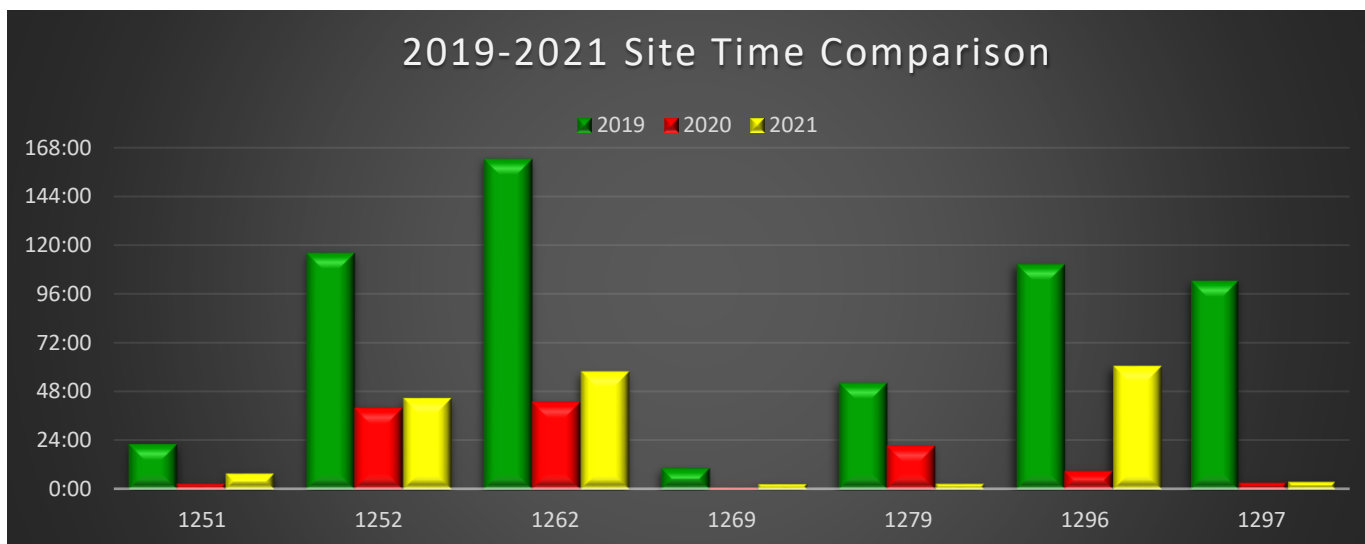
The intent of this report is to increase the amount of analyzed data that is released through annual public reporting, thereby enabling the public to make informed opinions on the effectiveness of the ATE program in Spruce Grove. In analyzing the 2021 data, Protective Services was mindful of the recommendations contained in the 2020 report. Once again, this report took a considerable amount of time to prepare, and the data is reviewed for accuracy.

2021 saw a pilot project being operated whereby two Community Peace Officers were dedicated to traffic enforcement for most of the year resulting in an increase in traffic enforcement from a staffed or traditional perspective. In 2021, the Community Road Safety Advisory Committee recommended that these positions be made permanent, and the 2022 budget was approved with this pilot becoming permanent. With these positions now in place, Protective Services is recommending a shift from mobile ATE to more ISD systems.

Stop Signs

Frequency of enforcement

In 2021, there were eight stop sign locations (sites) approved for monitoring. Seven of these sites were monitored by ATE peace officers for a total of 184 hours and 50 minutes of enforcement. Stopping at a stop sign is required 24/7 therefore the maximum potential enforcement time at these sites was 70,080 hours. This means the sampling of driver behaviour was on average 0.26% of vehicles, based on time.



Violations observed vs tickets issued

In 2021, there were 549 violations observed and 297 tickets issued. In 2020, there were 715 violations observed and 535 tickets issued.

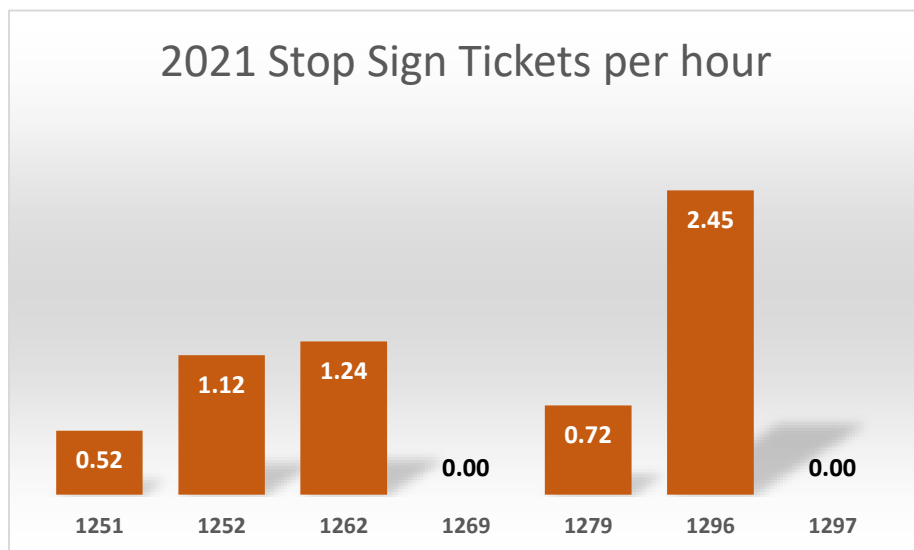
The reasons for observed violations not being ticketed vary from obscured license plates to officer discretion. There are no fixed systems related to stop sign violations and an officer is present to observe every violation. If all circumstances witnessed at the time of the offence the officer forms the opinion that a ticket is not warranted, then no ticket is issued.



Tickets per hour per site

In 2021 Site 1269 generated the most violations per hour at 2.45 violations per hour.

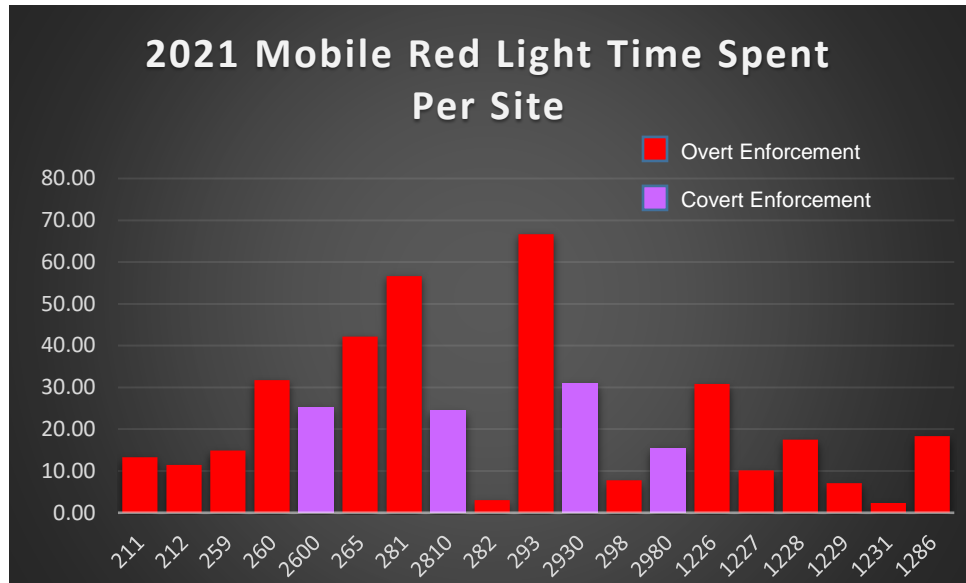
This is a lower number of tickets per hour than 2019, but higher than 2020 numbers. It appears that violations are trending upwards.



Mobile Red Light

Frequency of enforcement

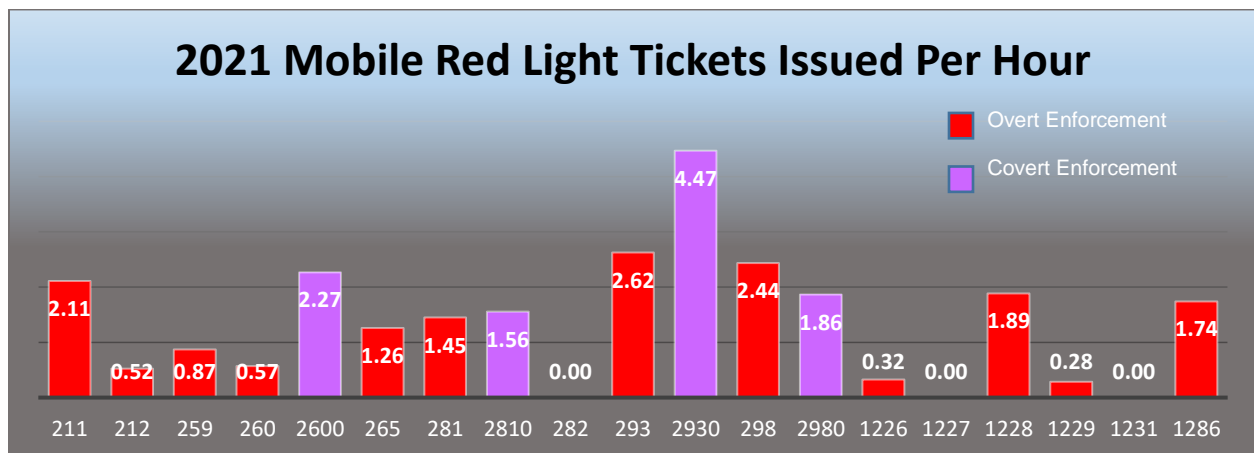
In 2021, there were 30 mobile red light sites that could be monitored in either an overt or covert manner. Of the total 30 sites only 15 sites were monitored in an overt manner and four sites monitored in a covert manner. Site 293 received



the most hours of overt and covert monitoring time (66 hours and 42 minutes in overt monitoring time; 31 hours 6 minutes in covert monitoring time).

Tickets issued

Mobile Red Light enforcement produced a total of 754 tickets in 2021 with an average of



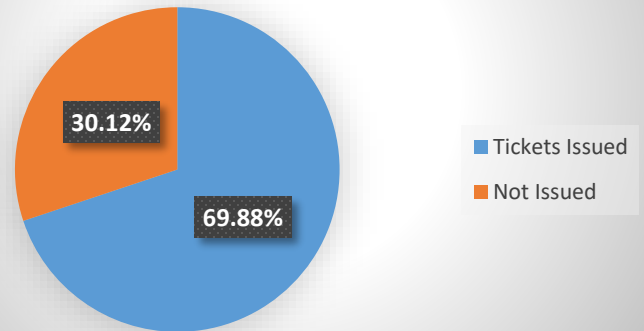
1.71 tickets per hour. Site 2930 had the highest number of tickets per hour, at 4.47 tickets per hour, while the sites 282, 1227, and 1231 had no tickets issued in 2021.

Violations observed vs tickets issued

2021 Mobile Red Light (failing to stop) violations observed for all sites combined totaled 1,079, with 754 tickets issued.

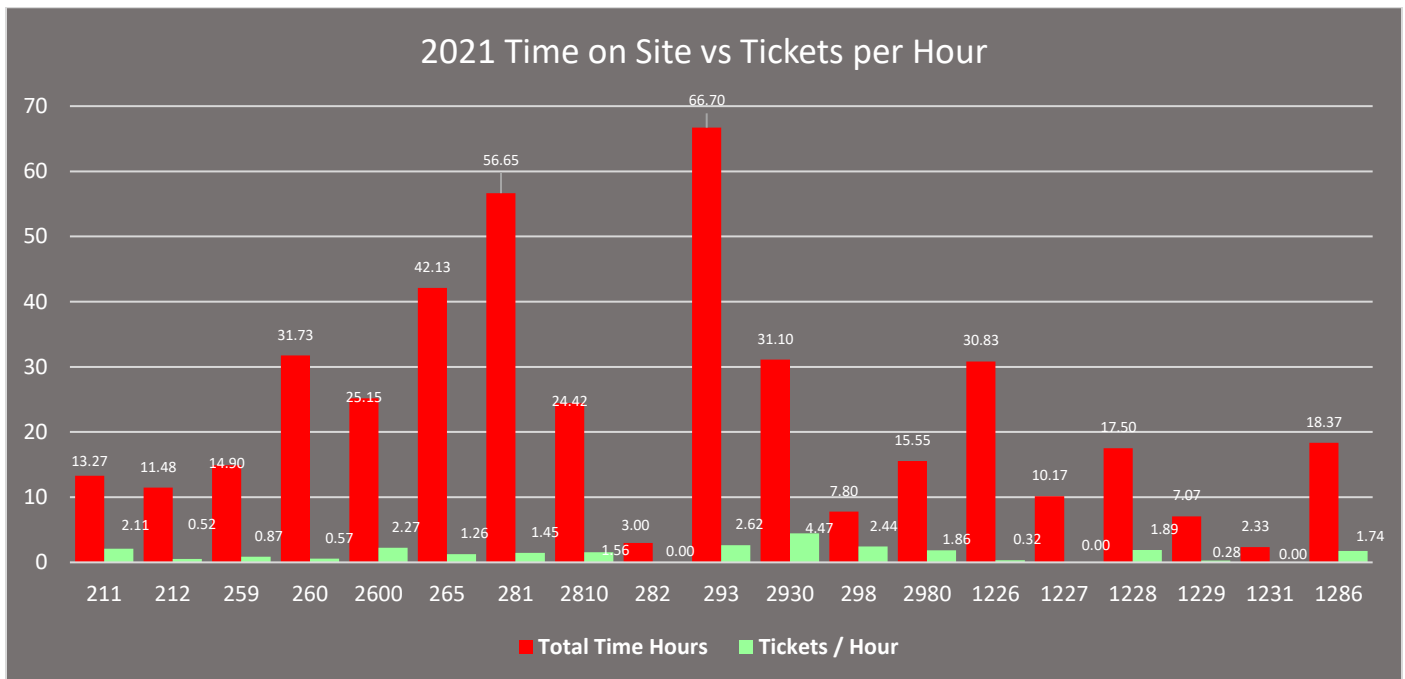
The reasons for not issuing a ticket range from obscured licence plates to officer discretion. In most cases, the reason is officer discretion, based on all the circumstances present when the offence was observed.

2021 Mobile Red Light Violations Observed - Tickets Issued vs Not Issued



Time on site vs tickets per hour

This chart shows the amount of time spent during the year on any particular site compared to the number of tickets generated per hour.



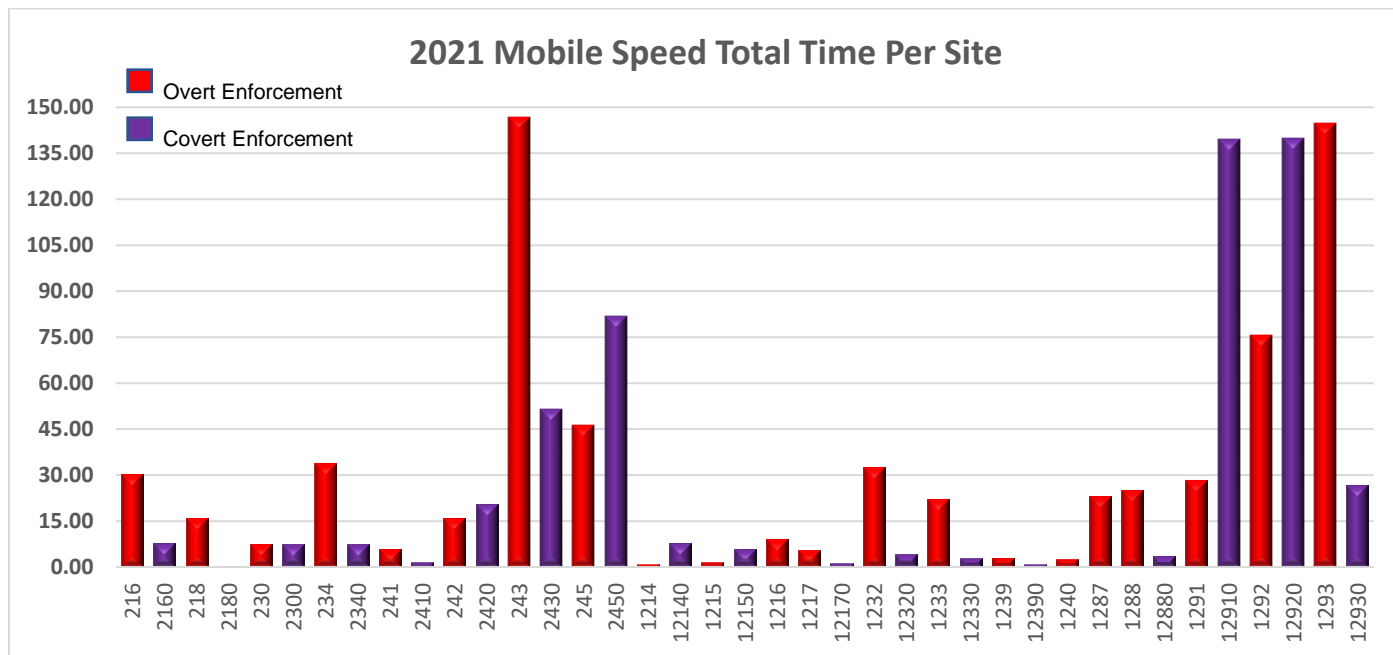
Mobile Speed

Frequency of enforcement

In 2021, there were a total of 56 sites that could be monitored for speed with ATE mobile enforcement. Many of these sites are duplicated sites. This is due to reporting requirements of overt¹ vs covert². As an example, site 245 and 2450 are actually the same location but 245 is overt enforcement while 2450 is covert enforcement. In 2021, there were 18 sites used covertly for speed enforcement and 21 sites used for overt speed enforcement. Therefore, of the possible 56 mobile speed monitoring sites, only 39 sites were actively enforced in 2021. There was a total of 1,187.28 hours of mobile speed enforcement (510.98 hours being covert and 676.30 hours being overt).

Site 243 had the highest amount of enforcement time at 146 hours and 54 minutes or 12.37% of the total time.

The following chart shows the amount of time spent at each mobile speed location that was enforced in 2021.



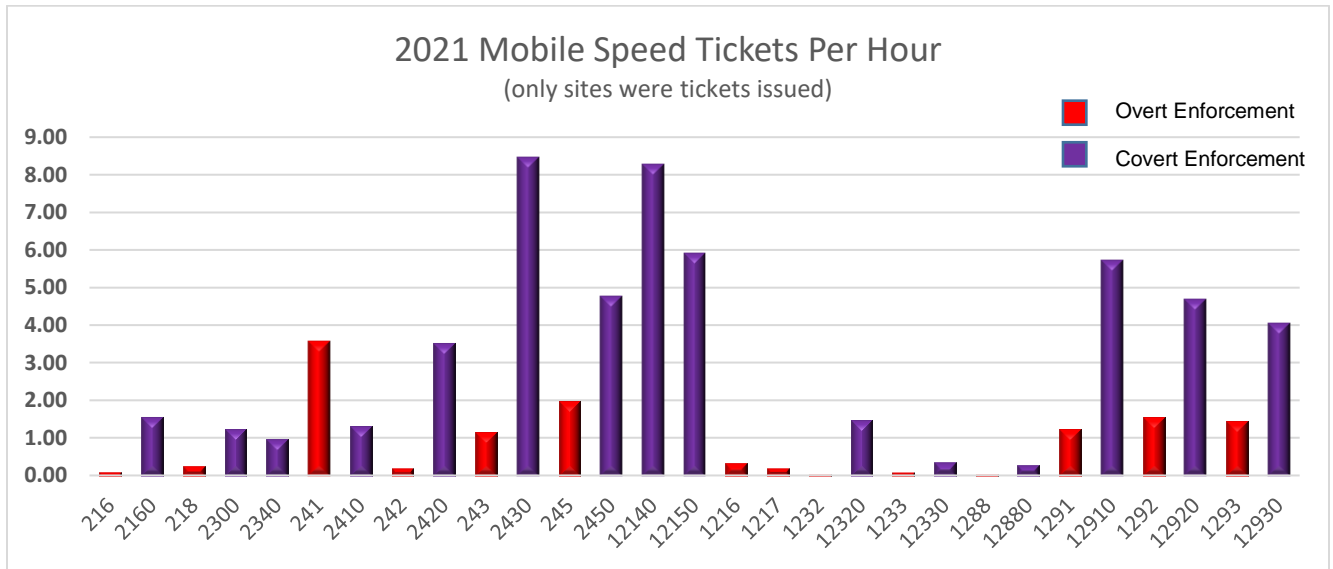
¹ Overt is defined in section titled Overt vs Covert found on page 13.

² Covert is defined in section titled Overt vs Covert found on page 13.

Tickets issued

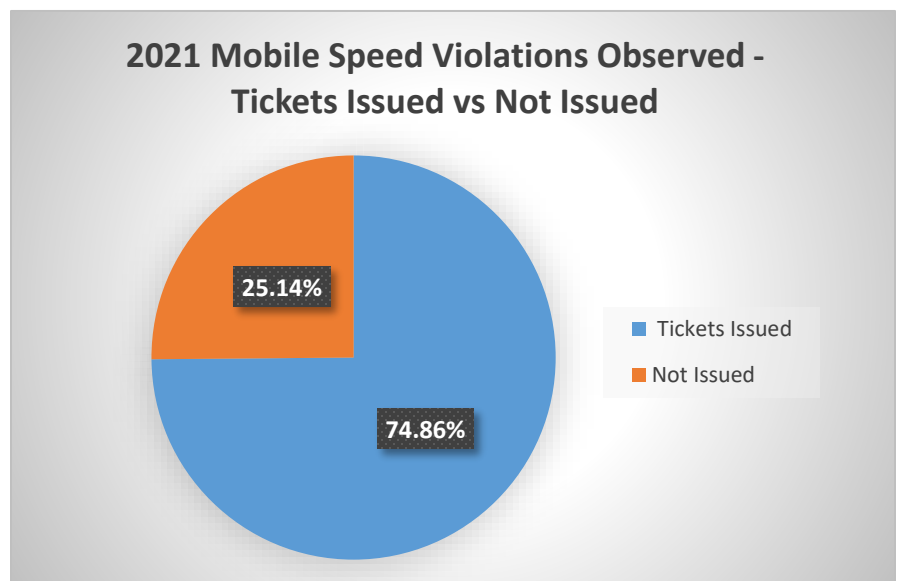
There were 3,294 tickets issued in 2021 from mobile speed enforcement. Site 2430 had the highest number of tickets per hour at 8.49 tickets per hour, while 15 sites resulted in no tickets being issued.

Sites where tickets were issued are shown in the following chart.



Violation observed vs tickets issued

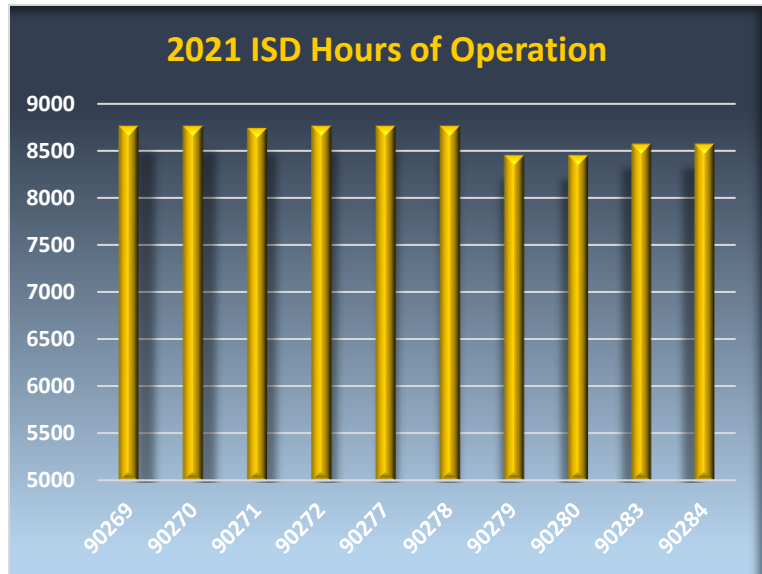
In 2021, there were 4,400 Mobile Speed Violations observed with 3,294 tickets issued.



Fixed (ISD)

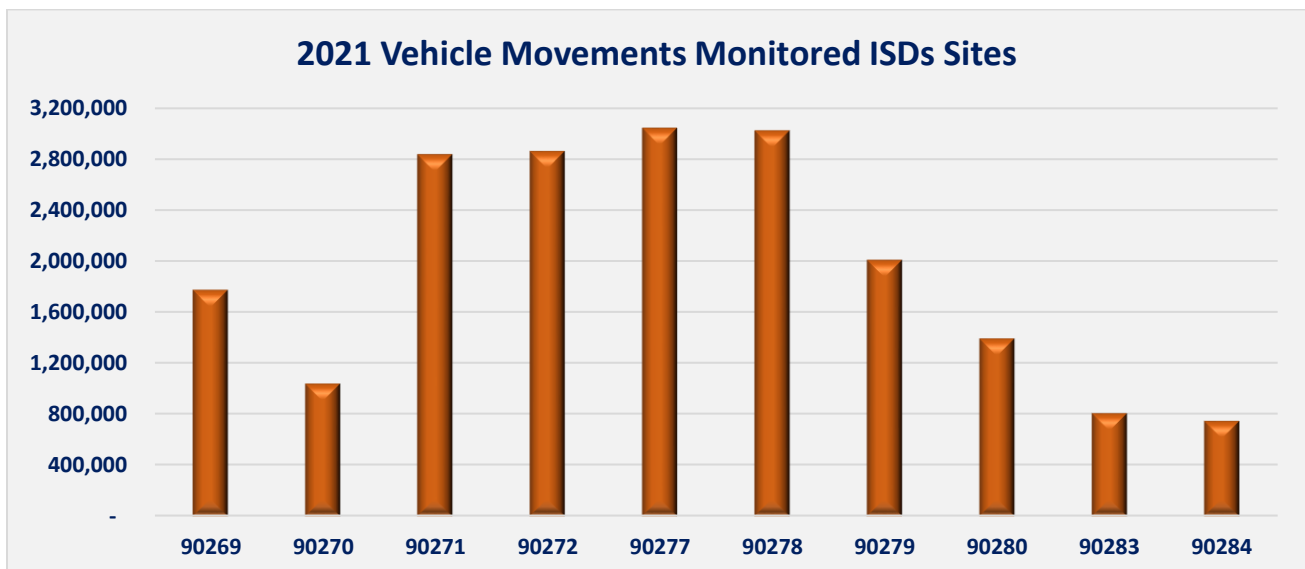
Frequency of enforcement

In 2021, there were 10 Intersection Safety Devices (ISD) or Fixed Systems. These devices are designed for use 24 hours a day, 365 days a year. They monitor both speed and red light infractions. In total, the sites were operational for 86,568 hours out of a potential 87,600 hours. The service interruption is attributed to resurfacing operations along Grove Drive and a camera servicing requirement on one camera on Highway 16A at Jennifer Heil Way.



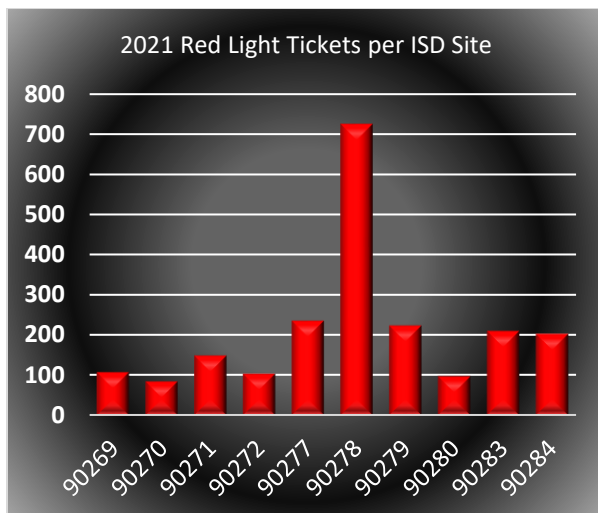
Number of vehicles monitored - ISD

In 2021, there were a total of 19,572,378 vehicles movements monitored at the ISD sites. Site 90277 had the most vehicles monitored at 3,043,327



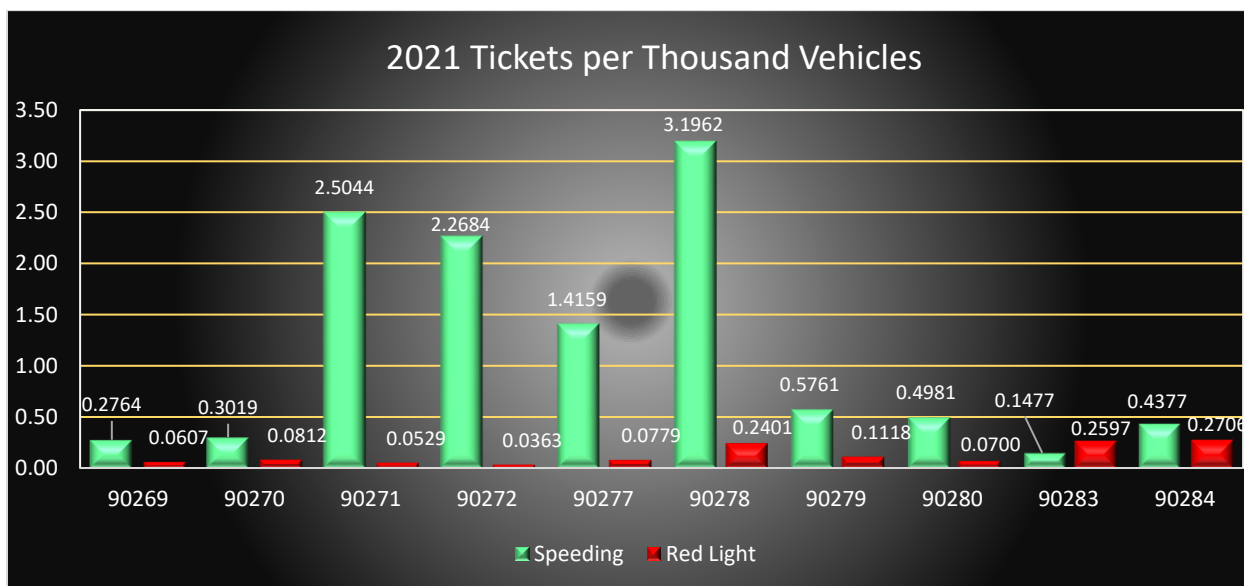
Tickets issued

In 2021, there were 30,689 speeding tickets issued and 2,149 red light tickets issued at the ISD sites.



Tickets issued vs total traffic volume

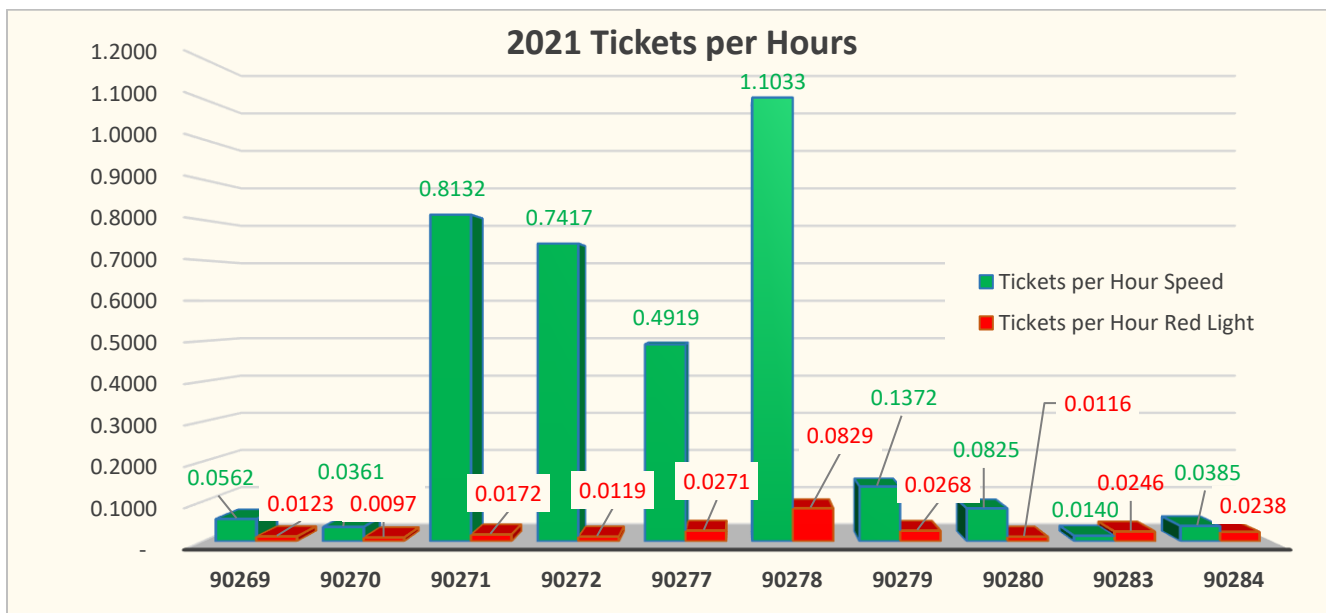
In 2021 there were 19,572,378 vehicles monitored at ISD sites and a total of 32,838 tickets issued, or 0.1678% of vehicles ticketed.



Tickets issued - per hour of operation

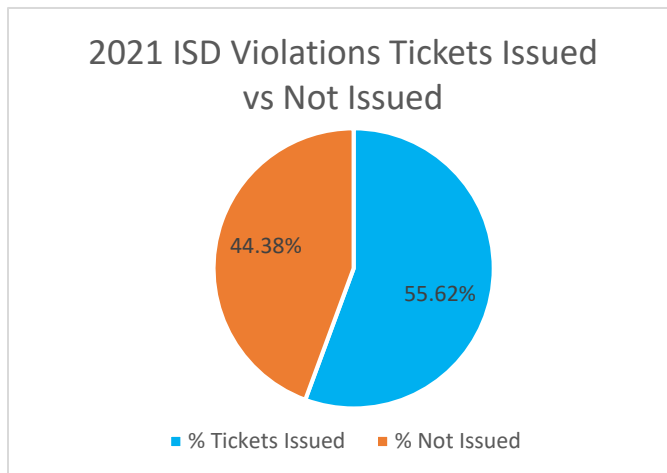
In 2021, Site 90278 had the most speeding tickets issued per hour with 1.1033 tickets issued per hour.

Failing to stop at the ISD sites remains very low. Site 90270 had the most tickets issued per hour at 0.0123.

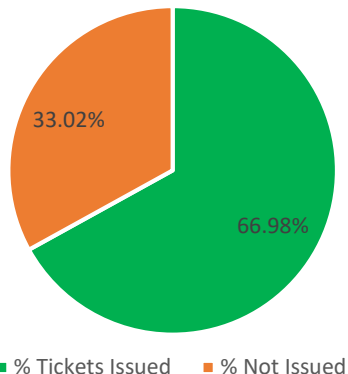


Violation observed vs tickets issued

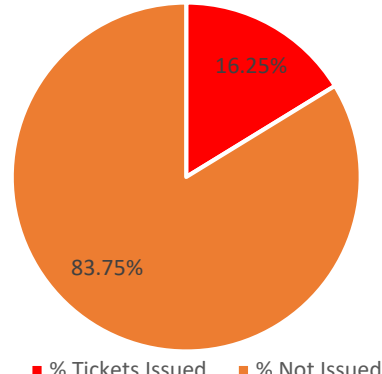
In 2021, the ISD system observed 45,821 speeding violations resulting in 30,689 speeding tickets being issued. There were 13,223 red light (failing to stop) violations observed with 2,149 tickets being issued.



2021 ISD Speed Violations Tickets Issued vs Not Issued



2021 ISD Red Light Violations Tickets Issued vs Not Issued

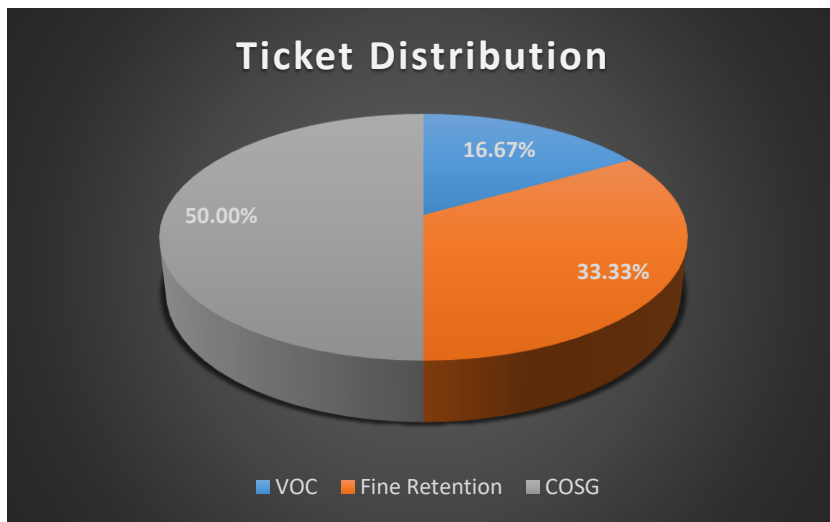


Fines

Fine revenue is divided between the provincial Victims of Crime Fund (VOC), the Province of Alberta Fine Retention, and the City of Spruce Grove (COSG). For clarity, the VOC fund is a 20% surcharge on top of a fine. As a result, a \$100.00 fine would be written as \$120.00.

The \$120.00 ticket would then be divided as follows:

\$20.00 for VOC, \$40.00 for Provincial Fine Retention, and \$60.00 for the COSG.



Fines paid

Fines may be paid by the court date identified or after the finding of guilt. Once there is a finding of guilt, the fine then gets registered into the provincial system. It then may be paid when an individual goes to register a vehicle, renews a driver's license, or when it moves to provincial enforcement, or written off by the province, or dealt with by alternate

measures such as community services. The City has no control over when or if a fine is paid; that authority rests with the court and the province.

In 2021, the COSG received \$2,171,001.25 in fine revenue from ATE. As the Fine Retention and VOC surcharge percentages have changed, and these changes only affect tickets written after the change date, it is nearly impossible to determine actual amounts paid to VOC and Fine Retention. However, with the changes the simple “go forward” formula is that for every dollar paid to the City of Spruce Grove, the province receives one dollar. Of that dollar, 1/3 goes to VOC and 2/3 goes to the province.

Use of ATE Funds

In 2021, the City received \$2,171,001.25 in ATE fines. Where are these funds used? The funds are allocated to general revenues as are all revenues received within Protective Services. General revenue is used to fund Protective Services, which in 2021 had a net cost of almost \$11.5 million. The net cost of operating each area of Protective Services in 2021 were as follows:

Fire Services	.....	\$6,218,470
Police Services	.....	\$5,156,684
Enforcement Services	.....	\$1,058,728
Safe City (includes ATE)	.....	-\$938,761
Total	.....	\$11,495,121

ATE is not the only source of revenue generated by Protective Services. In 2021 each separate area of Protective Services generated the following revenues with ATE being the majority of revenue in Safe City:

Fire Services	.....	\$3,931,773
Police Services	.....	\$1,293,430
Enforcement Services	.....	\$158,875
Safe City (includes ATE)	.....	\$2,284,001
Total	.....	\$7,668,079

Overt vs Covert

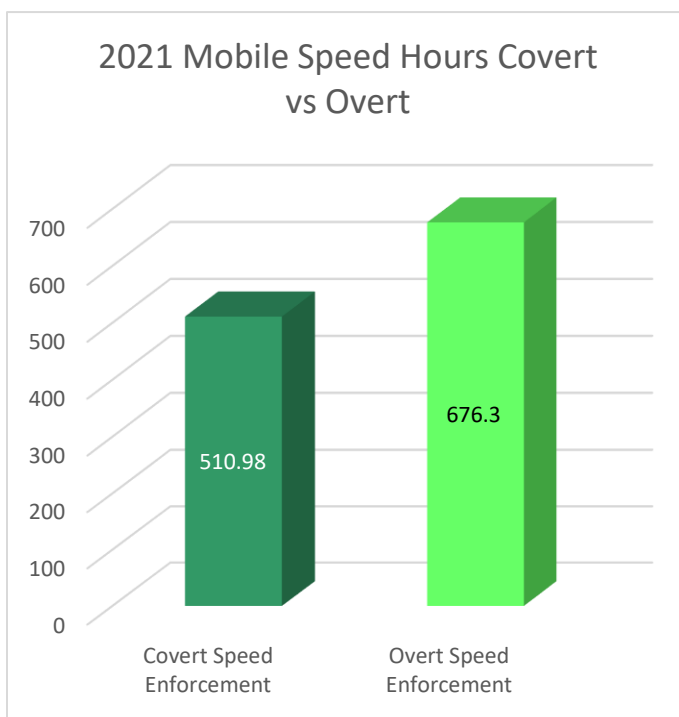
ATE is most effective when motorists are reminded of its existence using visual reminders such as signage and visible enforcement. To remind motorists of the existence of ATE in Spruce Grove, both signage and overt ATE enforcement have been deployed with a goal of 50/50 between overt and covert mobile ATE.

Overt enforcement is achieved when the ATE vehicle is clearly marked and visible to motorists prior to the possibility of a violation occurring. An example of this is the clearly marked ATE peace officer vehicle parked on the side of the road monitoring speeds, red lights, or stop signs. The motorist can clearly see the ATE vehicle prior to passing it and entering the area of enforcement. In theory, this visual reminder should result in no violations as the motorist is instantly reminded to obey the traffic laws.



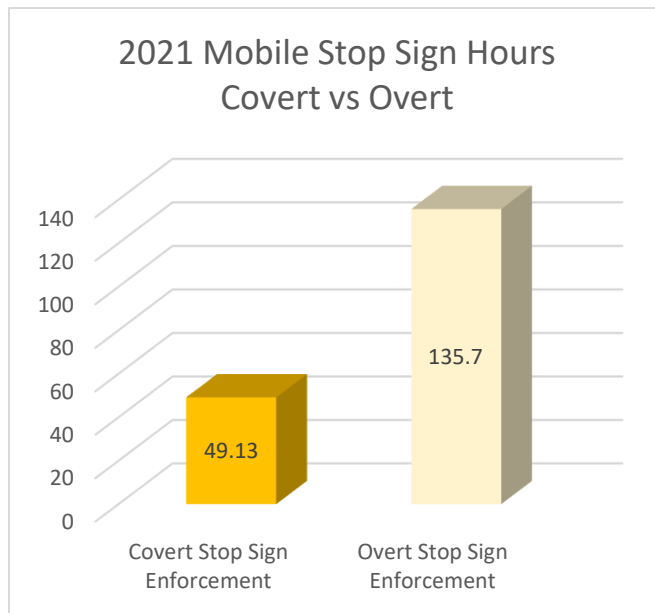
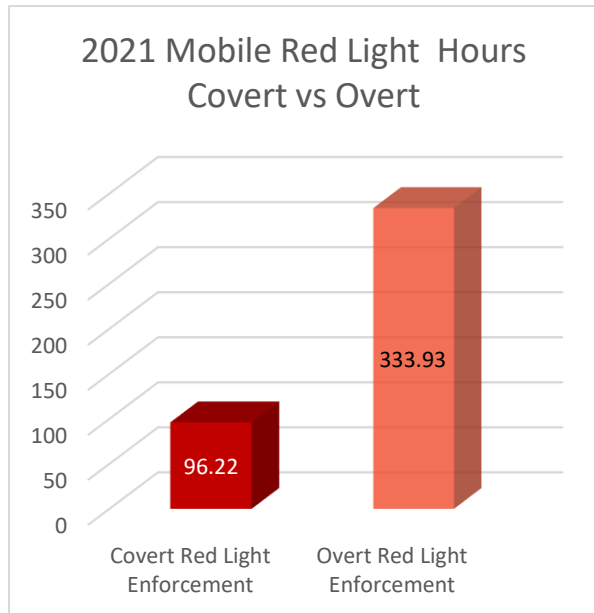
Covert enforcement, however, occurs when an unmarked vehicle is used, the ATE vehicle is hidden, or when using remote devices. In this case, the motorist does not see the ATE vehicle and is expected to obey red lights, speed limits or stop signs as a matter of practice. The overt (visible) system reminds motorists of the ATE's existence even if hidden. In doing so, it intends to remind motorists to obey the rules of the road at all times.

The City has created an interactive map which allows citizens to view in real time where mobile ATE is being conducted, regardless of whether the operation is overt or covert. In 2021, the hours dedicated to mobile automated traffic speed enforcement



was 510.98 hours covert and 676.30 overt for a total of 1,187.28 hours.

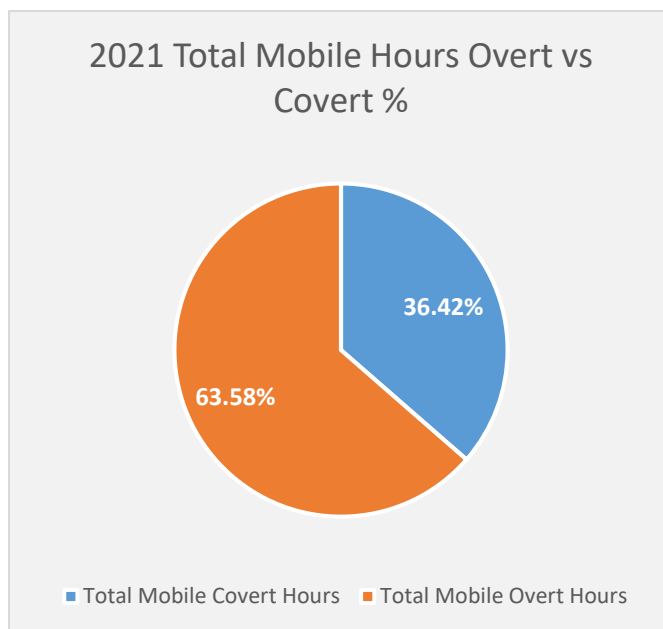
This means that 43.04 % of the mobile ATE enforcement hours for speeding was conducted covertly and 56.96% was done overtly or visibly.



The respective mobile enforcement hours and percentage for red light enforcement was 96.22 covert hours and 333.93 hours overt for a total of 430.15 hours; or 22.37% of the time covert enforcement and 77.63% of the time overt enforcement.

The hours for mobile automated traffic stop sign enforcement was 49.13 hours covert and 135.70 hours overt or 26.58% of the time covert enforcement and 73.42% of the time overt enforcement.

This equates to a total of 656.35 hours covert enforcement and 1,145.93 hours overt enforcement for a total of 1,802.28 hours (or 36.42% covert and 63.58% overt). This is above the 50/50 optimal ratio with more overt enforcement conducted than covert.



ATE Citizen Inquiries

The City of Spruce Grove tracks inquiries, and concerns received from the public regarding its Automated Traffic Enforcement program. In 2020, the City of Spruce Grove changed its service provider. As a result, the Automated Traffic Enforcement program was not operational for approximately a seven month period (April to October 2020). Prior to the change in provider, the fixed I.S.D.'s did not use a flash system. The more overt nature of the new I.S.D. flash system prompted several inquiries from the public.

ATE COMPLAINT TYPE / CATEGORY	2020	2021
Disagree where ATE is parked	4	2
Wish to learn more / understand the ATE Program /justify the program	10	12
Stolen license plate / stolen vehicle	1	4
Dislikes program / cash cow / private company/ticket too Expensive	4	6
Request for ATE to be enforced in area / praised program	2	2
Should not be enforced during inclement weather	0	3
Speed limit / tolerance inquiry	1	0
Request video / program inquiry from law enforcement	4	8
Request video/ collision program inquiry - non law enforcement	3	5
ATE flash system - equipment testing - malfunction concerns / training	25	17
Request to withdraw ticket as staffed enforcement and ATE captured same offence	0	1
ATE vehicle obstruction - Founded	1	0
Complaint against ATE operator	1	1
Ticket inquiry - did they receive one, misplaced same, how to pay, how to dispute, how to obtain disclosure	11	36
Law enforcement in the execution of their duties	0	4
Compassionate reasons cited	0	1
TOTAL	67	102

The top three ATE citizen inquiries were: Ticket inquiries, (total = 36); ATE flash system inquiries, (total = 17); and people wishing to understand how the ATE program operates, (total = 12).

Provincial Guideline Adherence

The City of Spruce Grove communicates regularly with the Solicitor General's office to ensure all ATE operations adhere to provincial guidelines. Quarterly and year-end reports are submitted, as well as traffic safety plans, site rationales and other documentation.

Effective December 1, 2019 the provincial government instituted a "freeze" to any new ATE sites or technologies. This freeze was in place throughout 2021, and is expected to be lifted December 2022. Furthermore, on December 3, 2021, the province released new Automated Traffic Enforcement Technology Guidelines which will significantly impact automated traffic enforcement operations within the province. Operations within Spruce Grove will minimally be impacted as Spruce Grove's program already subscribes to most of the operational components now required. However, there will be significant impact to the reporting and analysis components. These are still being reviewed.

Other Traffic Safety Initiatives

Staffed enforcement

In an effort to maximize visibility, enforcement services conducted high visibility operations in 2021:

- 30 joint forces traffic safety operations were conducted.
- 400 school zone and school area patrols were completed in 2021.
- 1,228 dedicated traffic operations and roving traffic patrols were conducted, resulting in 3,750.58 hours devoted to staffed traffic enforcement.
- 27 violations were issued in relation to vehicles contributing to excessive vehicle noise.
- 100 tickets were issued for distracted driving.



Data collection

Data collection occurs via the Houston Radar boxes (speed and traffic volume recorders), speed display monitoring signs, and a Vermac (mobile) speed display sign. These devices are rotated throughout the city.

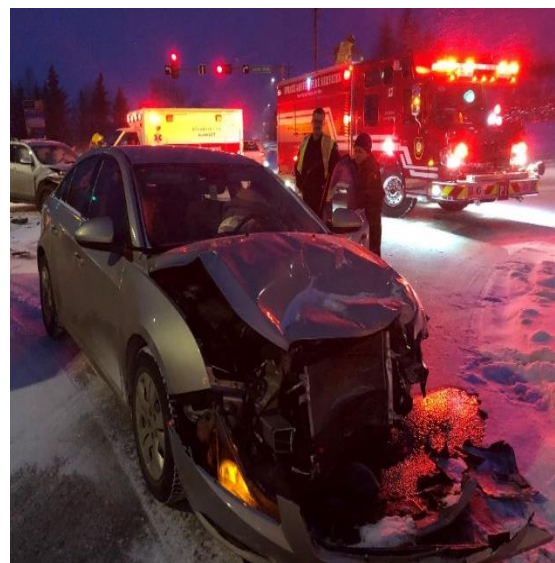
The speed display signs are designed to instantly remind traffic of the correct speed limit and advise motorists of their speed and if they are speeding. The Houston Radar boxes are covert and designed to identify areas of the city where speeding is an issue.

Once data is analyzed, a corrective action is implemented that best suits the situation.

Collision Statistics (2021)

In 2021, there were a total of 615 collisions. 632 collisions were reported, however, seven were duplicated files, five were not in Spruce Grove, and five were not collisions at all. Therefore, the correct total is 615. This is an 8.85% increase over 2020. It should be noted that during 2020 the province instituted COVID restrictions / closures which impacted traffic volume. The number of collisions in 2021 represents a decrease of 12.9% when compared to 2019 collision statistics.

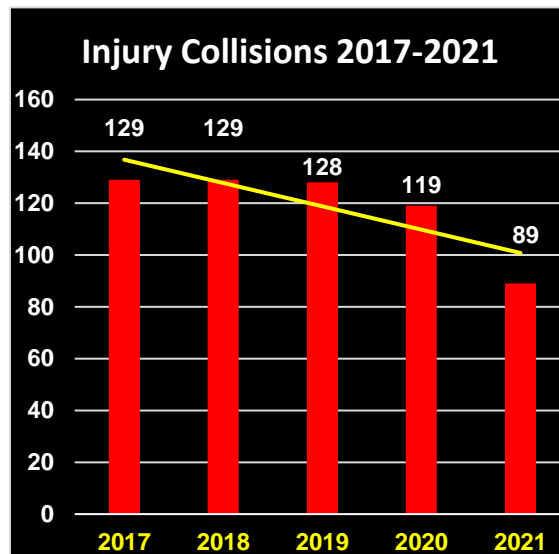
- Parking lot and driveway 214
- Vulnerable³ road user 13
- Intersection 117
- Rear end collisions 125
- Other causes 146



³ Cyclists, pedestrians, wheel chairs.

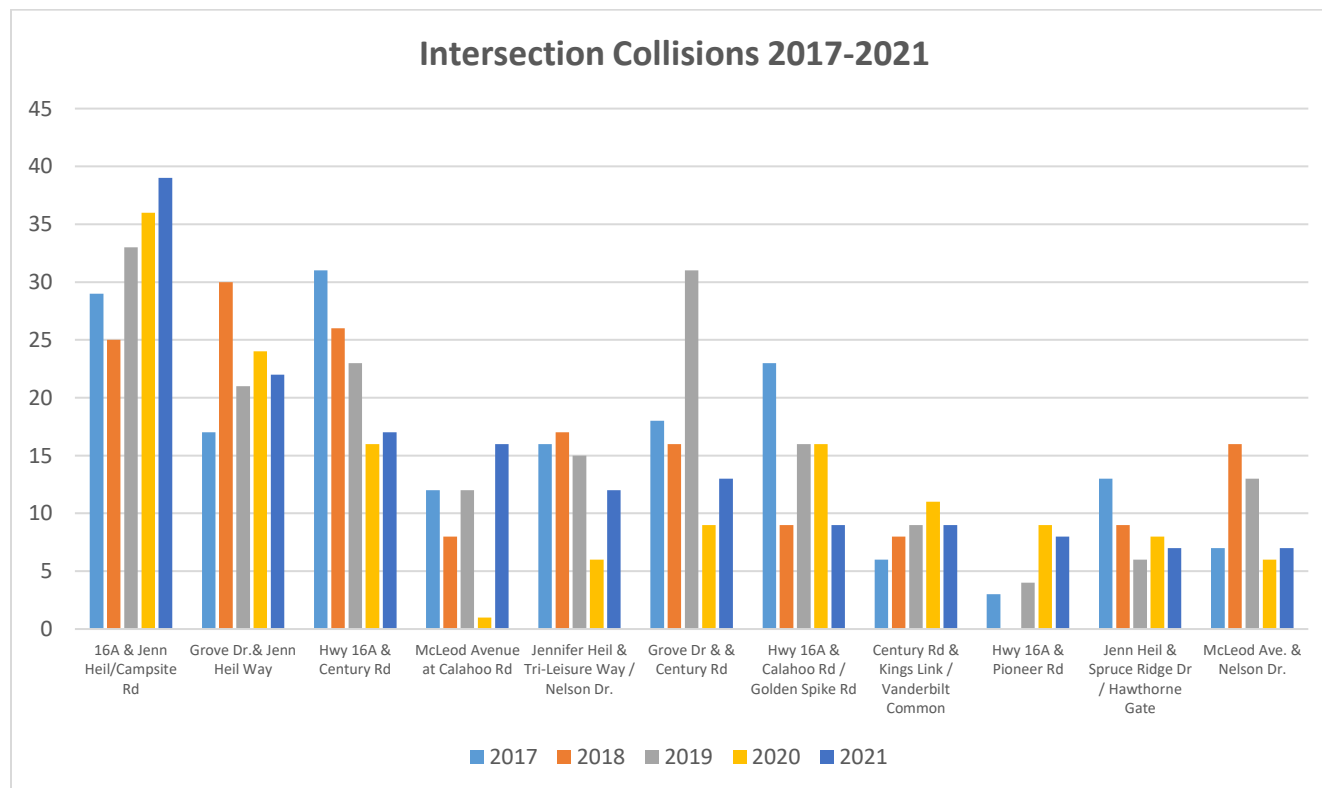
There were no fatal collisions in 2021, but there were 89 collisions with injuries reported. This is a 25.21% decrease over 2020. Of the 89 injury collisions, the collision type may be described as follows:

- Intersection 32
- Rear End 23
- Pedestrian 11
- Driveway/Parking Lot 9
- Other 14



Primary collision routes were:

1. Hwy 16A 96
2. Jennifer Heil Way 92
3. Grove DR. Corridor 58
4. Century RD. 55
5. McLeod Avenue 52
6. Calahoo RD. Corridor 41



Top ten collision intersections⁴

1. Hwy 16A at Jennifer Heil Way/Campsite RD.	.....	39
2. Grove DR. at Jennifer Heil Way	.....	22
3. Hwy 16A at Century RD.	.....	17
4. McLeod Avenue at Calahoo RD	.....	16
5. Jennifer Heil Way at Tri-Leisure Way / Nelson Drive	.....	12
6. Grove DR. at Century RD.	.....	11
7. Hwy 16A at Calahoo RD. / Golden Spike RD	.....	9
8. Century RD. at Kings Link / Vanderbilt Common	.....	9
9. Hwy 16A at Pioneer RD.	.....	8
10. Jennifer Heil Way at Spruce Ridge Drive / Hawthorne Gate	.....	7
McLeod Avenue at Nelson Drive	.....	7

Site Rational

All sites with rational are listed on the City web page

<https://www.sprucegrove.org/services/emergency-protective-services/automated-traffic-enforcement/automated-enforcement-locations-and-rationale/>

The provincial review and pursuant release of the new Automated Traffic Enforcement Technology Guidelines modified the criteria for site rational. The following criteria were removed:

- Area where the public or community has expressed concerns related to speeding;
- High-risk locations where the safety of citizens or police officers would be at risk through conventional enforcement.

Staffed Enforcement versus ATE Balance

The City continues to explore methods to improve the tracking and reporting of hours devoted to staffed or traditional traffic enforcement against those expended on Automated Traffic Enforcement. It is unrealistic for staffed enforcement to compete

⁴ Table excludes collisions in parking lots, alleys or in a driveway (If backing onto street the collision was included).

against the efficiency of an automated system. A more appropriate comparison and the intent of this comparison is to achieve a more equitable balance of hours between the two traffic enforcement methods. In 2021, Enforcement Services not only tracked the hours dedicated to specific targeted traffic enforcement operations but also those which may be attributed to roving traffic patrols. Roving traffic patrols are patrols where officers drive throughout the city, thereby enhancing their visible presence, and search out traffic violations. Although Spruce Grove Enforcement Services tracks its staffed traffic enforcement hours, it does not have access to RCMP data associated to its traffic enforcement hours.

In March 2021, the City commenced a 12-month pilot project whereby two Community Peace Officers were removed from conducting their regular duties in order to focus specifically on traffic enforcement. The allocation of two traffic officers would make Spruce Grove equal to Edmonton on a per capita basis for staffed traffic enforcement.

In 2021, Spruce Grove Enforcement Services devoted 3,750.58 hours towards staffed traffic enforcement operations. During the period of March 2021 to December 2021, a 10-month period, the two dedicated traffic enforcement positions issued 1,186 traffic tickets and 79 warnings. The total number of hours expended on mobile Automated Traffic Enforcement in 2021 was 1,802.27 hours. During this period, a total of 4,286 tickets were issued.

The City exceeded its goal of achieving an equitable ratio, 50/50 split, between staffed traffic enforcement hours with that of mobile ATE hours. In fact, the ratio is 2.18 to 1 staffed enforcement versus mobile Automated Traffic Enforcement hours. This number excludes any staffed enforcement hours conducted on the City's behalf by the RCMP.

Education Initiatives

2021 presented many challenges with the continuing impact of the COVID pandemic. The provincial government announced changes to the Automated Traffic Enforcement Technology Guidelines, as well as a potential shift from the conventional issuance of violation tickets to an electronic administrative penalty contravention process. The latter was eventually dismissed in early 2022. This year also established the first full year of Spruce Grove's Community Road Safety Advisory Committee. The ensuing impact of the aforementioned, necessitated educational information sharing with those who impact policy development.

The Community Road Safety Advisory Committee is a Council Committee comprised of community members and council members. Presentations were made to the committee on various road safety topics which included:

- A history of Automated Traffic Enforcement
- Regulations and standards concerning School and Playground zones and areas, including authorities under the Traffic Safety Act and Municipal Bylaws. This also included exposure to the Manual of Uniform Traffic Control Devices for Canada (MUTCDC) which sets uniform guidelines for signage and markings in these zones and areas.
- Crosswalk standards and practices
- Municipal / Urban Speed Limit Reduction.
- The Protective Services Automated Traffic Enforcement 2020 Annual Report.
- The role of Community Peace Officers and Bylaw Officers
- The Spruce Grove City Centre Redevelopment Plan
- Review of the 2019-2022 City of Spruce Grove Traffic Safety Plan
- High Load Corridors
- City of Spruce Grove Community Peace Officer Pilot Program
- Traffic Light Signal Change for Protected Left Turn Lanes
- RCMP Role in Traffic Safety
- Century Road, Westwind Drive Access

Further information may be located at <https://www.sprucegrove.org/government/city-council/boards-and-committees/community-road-safety-advisory-committee/>

The City continues its involvement with the Capital Region Integrated Safety Partnership (CRISP) which provides education to motorists, engineers, and government officials. More on CRISP may be found at <https://drivetolive.ca/what-we-do/strategic-plan-2017-2021/>

The City's communications department helps with traffic safety messaging via the City's website and social media. The website information may be found at <https://www.sprucegrove.org/services/emergency-protective-services/safe-city/traffic-safety/> for more information.

Community Road Safety Advisory Committee Comments

The Committee reviewed this report at their May 25, 2022 regular meeting and support Administration's recommendation to amend Corporate Policy Automated Traffic Enforcement – CP-1014-19. With the required changes from the Province and the City's two officers dedicated to the traffic unit, eliminating mobile ATE is possible. If mobile

ATE is eliminated there may be a need for increased staffed enforcement where collisions are greater in number and/or severity.

Additionally, the Committee had the following observations and recommendations to consider:

- Clarity that “intersections” may mean multiple directions at a particular site.
- Clarity that for mobile ATE, the person in the vehicle is the ATE contractor, not a Spruce Grove employee.
- The addition of dedicated manned staff allows the City to be more nimble to changes in legislation and guidelines.
- Report is very strong and narrative is more appropriate than in the past. At the same time, further clarity with a public viewpoint could be incorporated vs. an administrative lens.

Provincial Changes to the ATE Program

The City abides by all legislative requirements in its management and operation of the Automated Traffic Enforcement Program. Previous audits and reviews have stated that the City of Spruce Grove’s ATE program was well run, professional and dedicated in ensuring it is run in accordance with the underlying principles of the Provincial ATE Program. In December 2021 the Province released the updated Automated Traffic Enforcement Technology Guidelines. These guidelines provide standards that must be adhered to when using Automated Traffic Enforcement. Some notable changes are within the following three areas: 1. New Location Selection Criteria; 2. Automated Traffic Enforcement vehicle markings; 3. Enhanced data collection.

1. New Location Selection Criteria. (Where ATE may be deployed)
 - The Location Selection Criteria was modified, with the removal of selection criteria such as: areas where the public has raised a concern, or where conventional enforcement was ineffective or unsafe.
 - Specification of data requirements, to support location selection criteria rationale.
 - A new standardized location selection form.
 - That locations must be reassessed every two years.
 - The identification of specific requirements necessary to initiate a new automated traffic enforcement location.
2. Automated Traffic Enforcement Vehicle Markings.

- Mobile units must be clearly identifiable by the public
3. Enhanced Data Collection
- Traffic Safety Plans are required to be provided to the Director of Law Enforcement and Audits every two years or upon request.
 - Traffic Safety Plans must be reviewed annually and updated as necessary.
 - The identification of specific Traffic Safety Plan criteria which are required to support ATE performance and traffic safety outcomes.

These changes are to be phased in to allow municipalities to adjust their programs to meet the new requirements.

Protective Services Recommendations

- The recommendation for 2021 builds upon the 2020 recommendation of

“Based on the effectiveness of new technologies review the enforcement ratios of staffed to automated enforcement with the goal of utilizing new technologies and needs assessments to:

- Eliminate ATE,
- Modify ATE,
- Maintain ATE, or
- Reduce ATE.”

The following recommendation is being made:

That the Corporate Policy Automated Traffic Enforcement – CP-1014-19 be amended to:

- Eliminate all forms of mobile ATE.
- Require ISD (Fixed Systems) to be utilized, where possible, at any intersection that makes the top ten list of collision intersections.
- Maintain, as feasible, ISD (Fixed Systems) once installed at any intersections.

Appendix A (Site Identifiers)

NOTES: Sites in **Red** are covert sites, while all sites that start with a “9” are ISD (fixed) sites.

211	HWY 16A west bound at Nelson DR.
2110	HWY 16A west bound at Nelson DR
212	HWY 16A east bound at Nelson DR.
2120	HWY 16A east bound at Nelson DR.
213	Nelson DR. south bound at HWY 16A
2130	Nelson DR. south bound at HWY 16A
216	Century RD. north bound at or near Grove Meadow DR.
2160	Century RD. north bound at or near Grove Meadow DR.
218	Century RD. south bound at or near Kings Link
2180	Century RD. south bound at or near Kings Link
223	Grove DR. east bound at or near Fieldstone DR.
2230	Grove DR. east bound at or near Fieldstone DR.
230	Grove DR. east bound at or near Hilldowns DR.
2300	Grove DR. east bound at or near Hilldowns DR.
234	Jennifer Heil Way south bound at or near Tri Leisure Centre
2340	Jennifer Heil Way south bound at or near Tri Leisure Centre
241	Grove DR. east bound at or near Jubilee Park
2410	Grove DR. east bound at or near Jubilee Park
242	Grove DR. west bound at or near Jubilee Park
2420	Grove DR. west bound at or near Jubilee Park
243	HWY 16A west bound at or near King Street
2430	HWY 16A west bound at or near King Street
245	Golden Spike RD. south bound at or near Diamond Avenue
2450	Golden Spike RD. south bound at or near Diamond Avenue
259	Brookwood DR. east bound at Century RD.
2590	Brookwood DR. east bound at Century RD.
260	Grove Meadow DR. west bound at Century RD.
2600	Grove Meadow DR. west bound at Century RD
265	McLeod Avenue east bound at Century RD.
2650	McLeod Avenue east bound at Century RD.
271	HWY 16A west bound at or near Jennifer Heil Way
272	HWY 16A east bound at or near Campsite Road
277	HWY 16A east bound at Century RD.

- 278 HWY 16A west bound at Century RD.
- 2780 HWY 16A west bound at Century RD.
- 281 Calahoo RD. north bound at Grove DR.
- 2810 Calahoo RD. north bound at Grove DR.
- 282 Calahoo RD. south bound at Grove DR.
- 2820 Calahoo RD. south bound at Grove DR
- 291 HWY 16A west bound at or near Calahoo Road
- 2910 HWY 16A west bound at or near Calahoo Road
- 292 HWY 16A east bound at or near Campsite Road
- 2920 HWY 16A east bound at or near Campsite Road
- 293 Calahoo RD. south bound at HWY 16A
- 2930 Calahoo RD. south bound at HWY 16A
- 298 McLeod Avenue west bound at Jennifer Heil Way
- 2980 McLeod Avenue west bound at Jennifer Heil Way
- 1210 Jennifer Heil Way north bound at Grove DR.
- 12100 Jennifer Heil Way north bound at Grove DR.
- 1211 Jennifer Heil Way south bound at Grove DR
- 12110 Jennifer Heil Way south bound at Grove DR.
- 1212 Grove DR. east bound at Jennifer Heil Way
- 12120 Grove DR. east bound at Jennifer Heil Way
- 1213 Grove DR west bound at Jennifer Heil Way
- 12130 Grove DR west bound at Jennifer Heil Way
- 1214 Harvest Ridge DR. east bound at Heron Crescent
- 12140 Harvest Ridge DR. east bound at Heron Crescent
- 1215 Harvest Ridge DR. west bound at Heron Crescent
- 12150 Harvest Ridge DR. west bound at Heron Crescent
- 1216 Grove DR. east bound at Spring Gate
- 12160 Grove DR. east bound at Spring Gate
- 1217 Grove DR. west bound at Hartwick Way
- 12170 Grove DR. west bound at Hartwick Way
- 1218 Grove DR. east bound at Calahoo RD
- 12180 Grove DR. east bound at Calahoo RD.
- 1220 Jennifer Heil Way north bound at or near Grove Drive
- 1221 Jennifer Heil Way south bound at or near Grove Drive
- 1222 Grove Drive east bound at or near Grove DR
- 1223 Grove Drive west bound at or near Grove DR
- 1224 Calahoo Road north bound at or near Woodhaven Drive
- 12240 Calahoo Road north bound at or near Woodhaven Drive
- 1225 Calahoo Road south bound at or near Millgrove Drive
- 12250 Calahoo Road south bound at or near Millgrove Drive
- 1226 Millgrove DR. east bound at Calahoo RD

- 12260 Millgrove DR. east bound at Calahoo RD.
- 1227 Woodhaven DR. west bound at Calahoo RD.
- 12270 Woodhaven DR. west bound at Calahoo RD.
- 1228 Spruce Ridge DR. at Jennifer Heil Way
- 12280 Spruce Ridge DR. at Jennifer Heil Way
- 1229 Hawthorne Gate west bound at Calahoo RD.
- 12290 Hawthorne Gate west bound at Calahoo RD
- 1230 Grove DR. east bound at Calahoo RD.
- 12300 Grove DR. east bound at Calahoo RD.
- 1231 Grove DR. westbound at Calahoo RD.
- 12310 Grove DR. westbound at Calahoo RD.
- 1232 Grove DR. east bound at Grove Senior Village
- 12320 Grove DR. east bound at Grove Senior Village
- 1233 Grove DR. west bound at Grove Senior Village
- 12330 Grove DR. west bound at Grove Senior Village
- 1239 Calahoo Road north bound at or near Woodhaven Drive
- 12390 Calahoo Road north bound at or near Woodhaven Drive
- 1240 Calahoo Road south bound at or near Millgrove Drive
- 12400 Calahoo Road south bound at or near Millgrove Drive
- 1251 Diamond Avenue east bound at Golden Spike RD.
- 12510 Diamond Avenue east bound at Golden Spike RD.
- 1252 Diamond Avenue west bound at Golden Spike RD.
- 12520 Diamond Avenue west bound at Golden Spike RD.
- 1262 south Avenue east bound at Century RD.
- 12620 south Avenue east bound at Century RD.
- 1269 Madison Crescent west bound at Campsite RD
- 12690 Madison Crescent west bound at Campsite RD.
- 1279 Spruce Ridge DR. west bound at Spruce Ridge RD.
- 12790 Spruce Ridge DR. west bound at Spruce Ridge RD.
- 1280 Spruce Ridge DR. east bound at Spruce Ridge RD.
- 12800 Spruce Ridge DR. east bound at Spruce Ridge RD.
- 1285 Harvest Ridge Drive south bound at Grove DR
- 12850 Harvest Ridge Drive south bound at Grove DR
- 1286 Spruce Ridge RD. north bound at Grove DR
- 12860 Spruce Ridge RD. north bound at Grove DR.
- 1287 Jennifer Heil Way north bound at Tri Leisure Centre
- 12870 Jennifer Heil Way north bound at Tri Leisure Centre
- 1288 Grove DR. west bound at or near Hilldowns DR.
- 12880 Grove DR. west bound at or near Hilldowns DR.
- 1289 Grove DR. west bound at or near Fieldstone DR.
- 12890 Grove DR. west bound at or near Fieldstone DR

- 1291 HWY 16A at or near Nelson DR.
- 12910 HWY 16A at or near Nelson DR.
- 1292 HWY 16A east bound at or near Westgrove DR.
- 12920 HWY 16A east bound at or near Westgrove DR.
- 1293 HWY 16A east bound at or near King Street
- 12930 HWY 16A east bound at or near King Street
- 1296 Spruce Ridge RD. north bound at Spruce Ridge DR.
- 12960 Spruce Ridge RD. north bound at Spruce Ridge DR.
- 1297 Spruce Ridge RD. south bound at Spruce Ridge DR.
- 12970 Spruce Ridge RD. south bound at Spruce Ridge DR.
- 90269 Century RD. north bound at or near Grove DR.
- 90270 Century RD. south bound at or near Grove DR.
- 90271 HWY 16A west bound at or near Jennifer Heil Way
- 90272 HWY 16A east bound at or near Campsite RD.
- 90277 HWY 16A at or near Century RD.
- 90278 HWY 16A east bound at or near Century RD.
- 90279 Jennifer Heil Way north bound at Grove DR.
- 90280 Jennifer Heil Way south bound at Grove DR.
- 90283 Grove DR. east bound at Calahoo RD.
- 90284 Grove DR. west bound at Calahoo RD.