



CITY OF  
**FORT SASKATCHEWAN**  
ALBERTA

2022/23

2022/2023

Automated Traffic Enforcement  
Annual Report

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## Key Findings

- Fort Saskatchewan has grown since the implementation of automated traffic enforcement (ATE) in 2009.
  - Since 2008, the population of Fort Saskatchewan has increased by 67%.
  - In the last five years, the population of Fort Saskatchewan has increased by 6.5%.
- Overall, the traffic volume through the Intersection Safety Device (ISD) sites increased by 28.15% (3,088,981) since 2018.
  - This means there were 3,088,981 more instances of vehicles travelling through a ISD site in 2022 when compared to 2018.
- Since 2008, the overall rate per 1000 residents of fatal and injury collisions has decreased by 48%.
- There has been a 26% increase in fatal and injury collisions in 2022 (58 collisions) when compared to 2018 (46 injury collisions); however, the increase in traffic volume and population likely contribute to this increase.
- Over the last five years, the number of property damage collisions has decreased by 15%.
- The Highway 21 and Highway 15 intersection is the busiest intersection in Fort Saskatchewan.
  - This intersection accounts for 33% (4,633,217) of all monitored vehicles at ISD sites.
  - This intersection experiences the highest number of collisions when compared with the other ISD sites with 17 collisions.



## Transportation Safety as Primary Goal

*"Vision Zero is the City's long-term goal of zero traffic fatalities and major injury collisions on our roadways."*

Fort Saskatchewan adopted Vision Zero as the City's traffic safety platform in 2018. Vision Zero recognizes that people will make mistakes, therefore road systems and related policies should be designed to ensure those inevitable mistakes do not result in severe injuries or fatalities. Vision Zero utilizes a Safe System Approach to traffic safety. The road to Vision Zero is a collaborative process that is exemplified in the City of Fort Saskatchewan with the partnerships between Municipal Enforcement, RCMP, Fire, Fleet, Facilities and Engineering, and Public Works.

### Safe Systems Approach to Traffic Safety

A Safe System Approach to traffic safety includes elements of Education, Engineering, Engagement, Enforcement, and Evaluation. This evidence-based approach allows users to check, guide, and improve traffic safety by considering how all parts of the transportation system interact.

### 5 Pillars of Safe Systems

- Safe Road Use.
- Safe vehicles.
- Safe speeds.
- Safe roads and roadsides.
- Post-crash response.

### Vision Zero Guiding Principles

- We all make mistakes.
- No loss of life is acceptable.
- Traffic fatalities and serious injuries are preventable.
- We are physically vulnerable when involved in motor vehicle collisions.
- Eliminating fatalities and serious injuries is a shared responsibility between road users and engineers.



## How will we achieve Vision Zero?

Vision Zero is a long-term strategy, that means changes to infrastructure and traffic safety culture will take time. The Safe Systems Model is an evidence-based approach that allows us to check, guide and improve traffic safety by considering how all parts of the transportation system interact.

### Fort Saskatchewan’s Approach to Safe Systems

<ul style="list-style-type: none"> <li>• <b>Education</b></li> </ul>	<ul style="list-style-type: none"> <li>• Website info and collision data on <a href="http://www.fortsask.ca">www.fortsask.ca</a>.</li> <li>• Speed Display Signs – 10 locations.</li> <li>• CRISP Membership (Capital Region Integrated Safety Partnership).</li> <li>• Bike Rodeo – bicycle safety training for youth.</li> <li>• Option 4 – Education in lieu of payment of ticket.</li> <li>• Public messaging campaigns through various media sources.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Engineering</b></li> </ul>	<ul style="list-style-type: none"> <li>• Traffic calming measures – circles / speed bumps / flow through turns.</li> <li>• Flashing Beacon Pedestrian crosswalks.</li> <li>• Road design.</li> <li>• Pavement markings on crosswalk.</li> <li>• Safe speed limits.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Engagement</b></li> </ul>	<ul style="list-style-type: none"> <li>• Traffic Survey.</li> <li>• Traffic Safety Town Hall.</li> <li>• 2021 Public engagement on speed limit review.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Enforcement</b></li> </ul>	<ul style="list-style-type: none"> <li>• Automated Traffic Enforcement.</li> <li>• Conventional Traffic Enforcement by RCMP and MES Officers.</li> <li>• Joint Force Traffic Operations.</li> <li>• Commercial Vehicle Enforcement.</li> <li>• Procurement of Traffic Safety equipment.</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Evaluation</b></li> </ul>	<ul style="list-style-type: none"> <li>• Traffic Safety Working Group Committee – focus on traffic safety concerns.</li> <li>• Policing Committee.</li> <li>• Repeat ISD violator research - identifies repeat offenders going through the intersection safety devices. Currently this program is research and evaluation, and we are working with our partners in CRISP to come up with a model that other municipalities can use to evaluate ISD sites.</li> <li>• Collision Analysis.</li> <li>• University of Alberta Traffic Study 2018.</li> </ul>



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## Traffic Safety Plan 2023- 2026

The Protective Services Department is currently operating under the City’s three-year traffic safety plan (2023-2026). The traffic safety plan aligns with Provincial priorities and complements the RCMP’s traffic safety plan and adheres to the Automated Traffic Enforcement Provincial Guidelines.

### Traffic Safety Initiatives

The City of Fort Saskatchewan adopted Vision Zero as our traffic safety program and the Safe System Approach as our strategy to achieve Vision Zero. In addition to the regular traffic safety funding allocated to Municipal Enforcement Services and the RCMP, Council extended its commitment to Traffic Safety by allocating \$85,000 in special funding to support a variety of operational traffic safety initiatives and \$75,000 for Capital Road Rehab traffic safety. Total of \$160,000 towards traffic safety and Vision Zero goals for the city.

Our traffic safety funds support the following initiatives:

- 1) Purchase and use of traffic speed survey and feedback signs.
- 2) Pedestrian crosswalk rectangular rapid flashing beacon light sets.
- 3) Youth / Pedestrian visibility initiative: MES officers attend each elementary school and gave pedestrian safety talks, followed by the distribution of high visibility clip on lights/reflective slap bands).
- 4) Bicycle Helmets for the youth bicycle rodeo.
- 5) Traffic enforcement equipment.
- 6) Education - Vision Zero Marketing – Mix 107.9 Vision Zero and Drive Safe campaign.
- 7) Traffic High Visibility Enforcement Operations (conventional enforcement).
- 8) Commercial Vehicle Enforcement.
- 9) “Option 4” Education Sessions focus vehicle equip. regulations – 49% compliance.

### Analysis/Evaluation:

The Protective Services Analyst provides weekly reports about the collisions, underlying causes, and trends. This information is helping to guide our traffic safety program and assess the benefits/efficacy of our interventions.

### Traffic Safety Working Group (TSWG)

The Protective Services Department leads a Traffic Safety Working Group committee that is committed to traffic safety. The mandate of the TSWG is to address traffic safety concerns within the City of Fort Saskatchewan from an interdepartmental perspective to achieve the safest possible conditions for all users of our roadways. The scope of topics or issues considered by the



TSWG may relate to education, engineering, engagement, enforcement, and evaluation. Communication between city departments, outside resources, provincial partners and the community has been the cornerstone of this process.

### Capital Region Integrated Safety Partnership (CRISP)

The City of Fort Saskatchewan is a member of the CRISP Organization. This is a valuable partnership with other Municipalities who come together to share information, research, and knowledge on traffic safety issues. This partnership supports our dedication to traffic safety in our community.

### Speed Display Signs

Municipal Enforcement Services houses speed sign data through 10 digital sites across the city. Speed display signs solely capture the speed of passing vehicles and instantly relays the registered speed to the vehicle driver and occupants, and further to the end-user (MES). These speed display signs inform our Enforcement Services of driver behavior and are utilized as a traffic-calming tool.

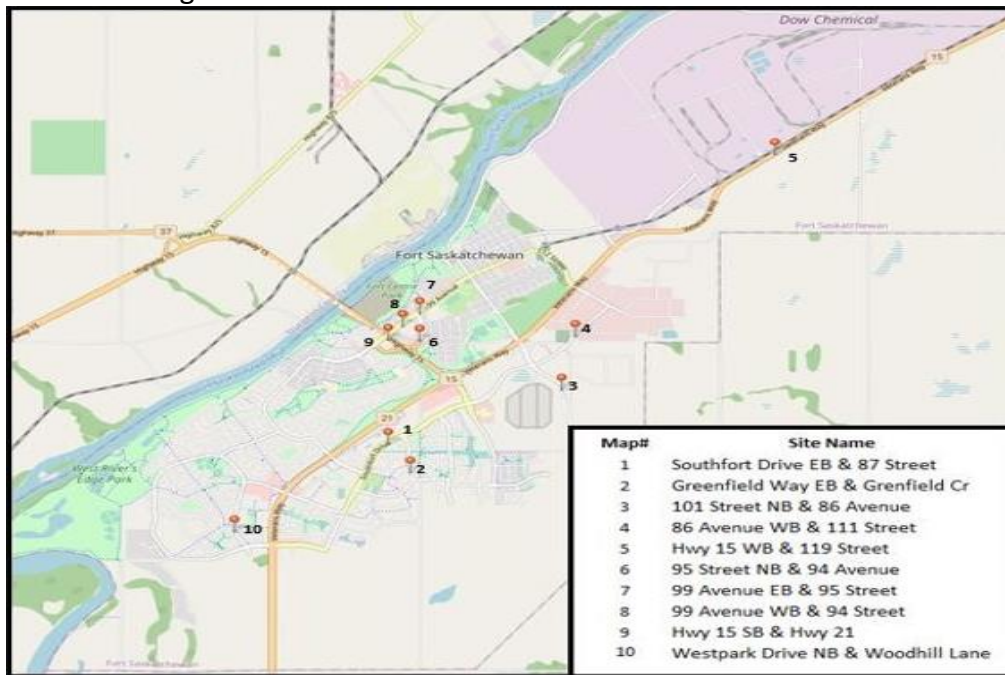


Figure 1 - Location Speed Display Signs

These digital signs display driver speed data, making drivers aware that they are travelling under, at, or above the speed limit. The goal is for speeding drivers to reduce their speeds once they realize they are travelling too fast. Driver

feedback signs operate on the feedback loop theory: when people are presented with information about their performance, they tend to notice and improve. The 10 sites have been installed in areas where speeding has been brought up as a concern and they are further used to gather information to see if additional traffic control measures are needed.



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## **Automated Traffic Enforcement - Intersection Safety Devices & Photo-Enforcement**

Municipal Enforcement Services manages the City's automated enforcement programs under the direction of the Fort Saskatchewan RCMP. The City has contracted Conduent up until February 28, 2023, to administer the ATE Program. Redflex/Verra Mobility is the new contractor for the city and has taken over as of March 1, 2023.

Nine intersection safety device cameras are used to detect red-light and speed-on-green violations at seven high-risk intersections. Municipal Enforcement Services also manages the photo enforcement program to detect and record speed related moving violations. All automated traffic enforcement sites are selected in accordance with provincial guidelines. These sites are published in local newspapers and posted on the city website.

### **Intersection Safety Device (ISD) sites: 9 ISD Cameras**

1. HWY 15 SW BND @ HWY 21
2. HWY 21 NE BND @ HWY 15
3. HWY 21 NE BND TURN LANE @ HWY 15
4. HWY 15 NE BND @ 101 ST
5. HWY 21 SW BND @ 84 ST
6. HWY 21 NE BND @ SOUTHFORT BLVD
7. 99 AVE NE BND @ 95 ST
8. HWY 15 SW BND @ 114 ST
9. HWY 15 NE BND @ 114 ST

### **Mobile Photo Enforcement sites: 12 active sites (6 sites removed due to site assessment in 2022)**

1. 101 ST NW BND @ 98 AV (Fort Elementary/Christian School).
2. 101 ST SE BND @ 98 AV (Fort Elementary/Christian School).
3. 82 ST NW BND (James Mowatt School).
4. 82 ST SE BND (James Mowatt School).
5. 93 AV W BND (John Paul II School).
6. 93 AV E BND (John Paul II School).
7. RIVER RD NE BND @ 104 ST (Turner Park).
8. RIVER RD SW BND (Turner Park).
9. HWY 15 NE BND @ 89 Ave.
10. HWY 15 SW BND @ 89 Ave 119 St.
11. HWY 15 SW BND @ 89 Ave 119 Street.
12. WESTPARK DR E BND (Pryce Alderson Park).





## Traffic Safety Outcomes

### Comparators – Population / Fatal and Injury Collisions

Comparators	2008	2018	2019	2020	2021	2022	2008-2022 (Change)
Population	16,793	26,328	26,942	27,391	27,650	28,045	67.00%
Fatal and Injury (F&I) Collisions	67	43	52	42	46	58	-13.43%
F&I Collision Rate per 1000 Residents	3.989	1.633	1.93	1.533	1.664	2.068	-48.46%
Number of Intersection Safety Devices (ISD)	0	9	9	9	9	9	Increase of 9
Number of ISD Locations	0	6	6	6	6	6	Increase of 7

Figure 2 - Fatal and Injury Collisions are representative of the total for the City of Fort Saskatchewan.

### Automated Traffic Enforcement Performance Indicators / Results

Site	Location	Vehicle Count at Site	Speed on Green Issued Tickets	Red Light Issued Tickets	Total Issued Violations	Percent Ticketed
601	HWY 15 SW BND @ HWY 21	2,106,558	155	45	200	0.009
608	HWY 21 NE BND @ HWY 15	1,794,971	171	47	218	0.012
609	HWY 21 NE BND TURN LANE @ HWY 15	731,688	0	237	237	0.032
602	HWY 15 NE BND @ 101 ST	1,285,151	130	35	165	0.013
603	HWY 21 SW BND @ 84 ST	2,198,253	1,872	118	1,990	0.091
604	HWY 21 NE BND @ SOUTHFORT BLVD	1,573,701	1,414	30	1,445	0.092
605	99 AVE NE BND @ 95 ST	953,247	2,522	232	2,754	0.289
606	HWY 15 SW BND @ 114 ST	1,687,063	7,108	29	7,137	0.423
607	HWY 15 NE BND @ 114 ST	1,730,501	5,019	34	5,053	0.292

Figure 3 - Intersection Safety Device Location - Statistics - January to December 2022



Automated Traffic Enforcement – Number of Vehicles / Violations

Description	2018	2019	2020	2021	2022	Variance 2018- 2022
Vehicles Monitored at ISD Sites	10,972,152	12,330,876	12,752,726	14,177,947	14,061,133	28.15%
Violations	30,470	44,062	36,646	31,296	31,077	1.99%
Issued Violations	16,419	20,820	13,908	20,096	19,199	16.93%
Red Light	551	420	403	653	807	46.46%
Speed on Green	15,868	20,400	13,505	19,443	18,392	15.91%
Non-Issued	14,602	23,242	22,738	11,200	11,878	-18.65%

Figure 4 - 2018 to 2022 Intersection Safety Device Data

Note 1: Violations data refers to any record when the device has been triggered to retain a red light or speed on green record.

Note 2: Issued Sub-Total is the count of all speed on green and red-light tickets that have been issued, with a more detailed description following for Red Light and Speed on Green violation data.

Note 3: Non-Issued violations may include poor quality photos, funeral processions proceeding through an intersection against a red light, obstructed or obscured plates, emergency vehicles, test shots & system calibrations, etc.



Conventional (manned) Traffic Enforcement Performance Indicators / Results

<b>RCMP Conventional Traffic Violations Issued (Cleared by Charge)</b>		
	Jan-Dec 2021	Jan-Dec 2022
Seatbelt Tickets	179	78
Speeding Tickets	281	293
Intersection-Related Tickets	45	38
Criminal Code Impaired Driving Charges	14	10
Other Moving Traffic Violations	200	75
Other Non-Moving Traffic Violations	346	291
<b>RCMP Conventional Traffic Violation Warnings</b>		
	Jan-Dec 2021	Jan-Dec 2022
Seatbelt Tickets	17	95
Speeding Tickets	99	95
Intersection-Related Tickets	50	46
Other Moving Traffic Violations	380	354
Other Non-Moving Traffic Violations	252	276
<b>Municipal Enforcement Services Issued</b>		
	Jan-Dec 2021	Jan-Dec 2022
Seatbelt Tickets	12	18
Speeding Tickets	918	835
Commercial Vehicle Enforcement Tickets	69	23
Total Provincial Traffic Warnings	995	941
Total Provincial Traffic Violations	1,462	1,671

Figure 5: Breakdown of conventional (manned) traffic enforcement tickets issued in 2022 by RCMP and MES officers.



## Collisions at ATE ISD Sites (only) – City of Fort Saskatchewan

Site	Location	Fatal Collisions			Injury Collisions			Property Damage Collisions			Total
		'20	'21	'22	'20	'21	'22	'20	'21	'22	2020-2022
601	HWY 15 SW BND @ HWY 21										52
608	HWY 21 NE BND @ HWY 15										
609	HWY 21 NE BND TURN LANE @ HWY 15	0	0	0	6	4	4	7	18	13	
602	HWY 15 NE BND @ 101 ST	0	0	0	0	4	3	9	11	5	32
603	HWY 21 SW BND @ 84 ST	0	0	0	2	2	1	1	2	5	13
604	HWY 21 NE BND @ SOUTHFORT BLVD	0	0	0	1	5	7	5	3	11	32
605	99 AVE NE BND @ 95 ST	0	0	0	1	0	0	1	4	1	7
606 607	HWY 15 SW BND @ 114 ST HWY 15 NE BND @ 114 ST	0	0	0	0	0	0	3	6	3	12

Figure 6 – Note: Property damage collisions went up at the Hwy 15 and Hwy 21, the busiest intersection in the City. This intersection is going to be expanded to a six-lane highway and work will be done to enhance the safety of this location in the next year.

## City of Fort Saskatchewan Collision Data (Entire City)

Stats/Year	2018	2019	2020	2021	2022	% Change 2018-2022
Property Damage Collisions	323	302	243	267	275	-15%
Injury Collisions	46	50	42	46	58	26%
Minor Injuries	40	44	39	40	55	38%
Major Injuries	6	6	3	6	2	-67%
Fatal Events	0	2	1	0	1	100%
Hit & Run			91	80	122	N/A
<b>Total Collisions</b>	<b>369</b>	<b>354</b>	<b>377</b>	<b>393</b>	<b>455</b>	<b>23%</b>

Figure 7 – Note: hit and run data for 2018 and 2019 was not available.

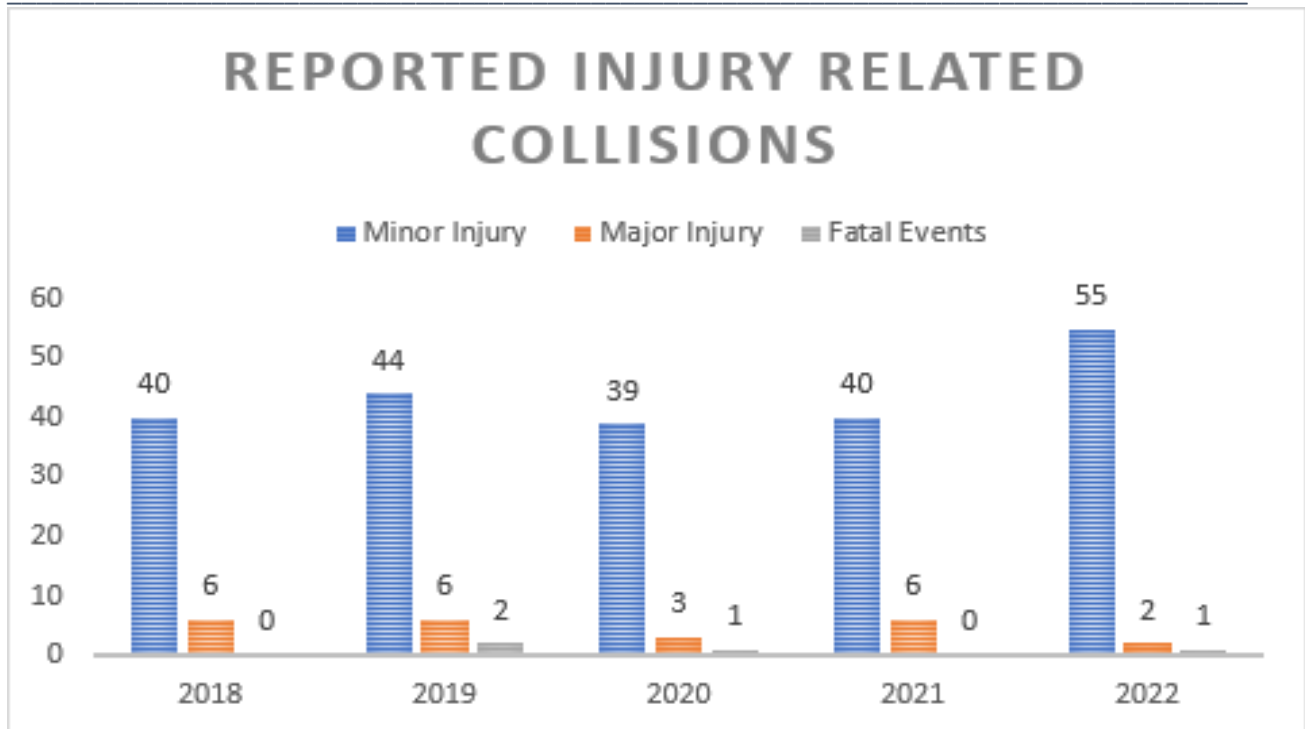


Figure 8 – Five year comparison of reported injury related collisions in Fort Saskatchewan.

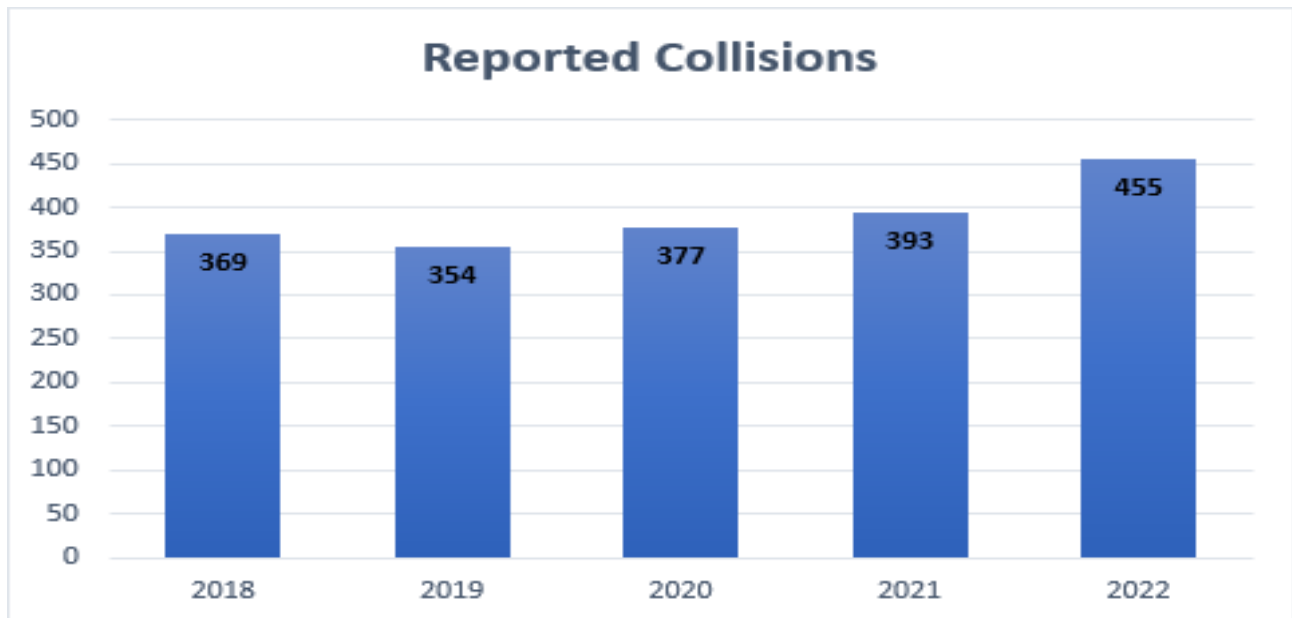


Figure 9 – Five year comparison of reported collisions in the City of Fort Saskatchewan. \*Note: Hit and Run collision data was not collected prior to 2020 and these numbers are not reflected in the 2018 and 2019 numbers\*



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## Public Awareness & Transparency

### Automated Traffic Enforcement Website and Interactive Map

The City's website is up to date with information specific to automated traffic enforcement. The site includes specific information about our automated traffic safety program including an interactive map featuring collision data, ISD and photo-enforcement locations, along with individual site justifications reports. The following screenshot captures part of the website.

<https://www.foortsask.ca/en/living-here/traffic-safety.aspx>

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### Traffic Safety: Vision Zero

We are committed to increasing traffic safety. Over the last decade, we've reduced fatal and serious collisions by 46%. Yet, people are still injured in traffic collisions. The impact can be life changing for everyone; families, first responders, and the community. Whether you drive, walk, ride a bicycle or take the bus, traffic safety affects everyone.

Let's get our families home safe. No loss of life or serious injury collision is acceptable.

[View the City of Fort Saskatchewan's Traffic Safety Plan](#)

[View our 2018 Traffic Safety Survey Results](#)

[+ Automated Traffic Enforcement \(ATE\)](#)

[+ Capital Region Intersection Safety Partnership \(CRISP\)](#)

[+ Collision Data](#)

[+ Photo Laser Sites](#)

[+ Speed Display Signs](#)

[+ Traffic Safety Working Group](#)

[+ Vision Zero](#)

Figure 10





## Automated Traffic Photo Enforcement Signage



Figure 11



Figure 12 – Signage on Hwy 21 NB, 1 KM south of Fort Sask

Signs are posted at all entrances into the City of Fort Saskatchewan notifying motorists that Automated Traffic Enforcement is used in the municipality. There are also signs posted just before all the Intersection Safety Device Cameras notifying the public the cameras are there.

City of Fort Saskatchewan ATE sites are also posted on the <https://511.alberta.ca/#:Alerts> website.

### Automated Traffic Enforcement Revenue

The City of Fort Saskatchewan invests a portion of the revenue from Automated Traffic Enforcement back into Traffic Safety Initiatives. Both Protective Services and the City Engineering Department utilize a portion of the revenue to invest back into traffic safety initiatives.

Projected 2023 Automated Traffic Enforcement Revenue: \$1,090,390

#### 1. Protective Services Traffic Safety Initiative Funds: \$85,000

Protective Services Traffic Safety Initiatives include:

- Traffic Safety Education through media campaigns Mix 107.9 radio station.
- Bike Rodeo - youth education in bicycle safety
- Slow Down lawn sign campaign – 2023 initiative.
- MES Officer Bike Patrol Program
- Traffic Safety Equipment

#### 2. Fleet, Facilities and Engineering Department Traffic Safety Initiative Funds: \$75,000

- Traffic Calming Infrastructure
- Pedestrian Flashing Beacon Lights



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### Performance targets

Automated Traffic Enforcement equipment (ISD Cameras) are utilized to curb excessive speeding, speed on green, and red-light infractions. The City of Fort Saskatchewan, with respect to Vision Zero, is committed to reduce the number of infractions at these intersections to zero. The goal is to eventually have cameras that do not dispense violations thus showing the persons driving are following the rules of the road.

### Control Sites for Automated Traffic Enforcement

Whether a fixed camera location (ISD) or a location where mobile photo enforcement is allowed, there are additional sites within the City of Fort Saskatchewan that provide data so that comparisons can be made. Essentially, a control sample.

- In the case of fixed cameras, the control site uses a speed display sign to provide data on speeds and a human counter is used to provide data on red light infractions.
- In the case of mobile photo enforcement, the control site uses a speed display sign to provide data on speeds.

### Conclusion

The City of Fort Saskatchewan's Automated Traffic Enforcement Program meets the Provincial guiding principles for Automated Traffic Enforcement. Our program adheres to the Automated Traffic Enforcement Technology Guidelines and has been implemented as part of our Traffic Safety Strategy and Vision Zero goals to have zero fatalities and major injury collisions in the City of Fort Saskatchewan.