



CITY OF
FORT SASKATCHEWAN
ALBERTA

2024

2024 Automated Traffic Enforcement Annual Report

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Introduction

As part of the requirements set out in the Alberta Automated Traffic Enforcement Guidelines, this report is intended to inform the public on the performance of the Automated Traffic Enforcement (ATE) program. Automated Traffic Enforcement is the use of fixed Intersection Safety Device Cameras that capture speeding and red-light violations and a Mobile Photo Enforcement vehicle capturing speeding at various locations within the City of Fort Saskatchewan.

[Background of the Automated Traffic Enforcement Program](#)

The City is policed by the Royal Canadian Mounted Police (RCMP) and is complimented by Municipal Enforcement Services with 9 Community Peace Officer's who are committed to traffic safety and our long-term traffic safety goal of Vision Zero. The Automated Traffic Enforcement (ATE) program is one tool we use to achieve our traffic safety outcomes and includes speed on green, red light intersection cameras and a mobile photo radar unit. There has been a direct impact to the frequency and severity of collisions in our community since starting to use ATE to help slow traffic down as it moves through the city.

The City of Fort Saskatchewan has been operating a mobile photo radar program since 2003. In 2008 the first Intersection Safety Device (ISD) camera was installed at Highway 15 and Highway 21 Intersection. Since 2008, the overall rate per 1000 residents of fatal and injury collisions has decreased by 48%. Fort Saskatchewan adopted Vision Zero as the City's traffic safety platform in 2018. Vision Zero is the long-term goal to have zero fatalities and serious injury collisions on our roadways.

Traffic Safety Program

The [Protective Services Traffic Safety Plan](#) is a detailed plan with traffic safety strategies and initiatives we use to work towards achieving Vision Zero. Automated Traffic Enforcement is one tool that we use within this plan. The City's Engineering Department has a [Transportation Master Plan](#) that sets overall direction for transportation within Fort Saskatchewan. The Traffic Safety Working Group Committee is a collaborative approach to addressing traffic safety concerns within the city. This group is a partnership between Municipal Enforcement, RCMP, Fire, Fleet- Facilities and Engineering, and Public Works, along with Elk Island Public Schools Student Transportation and a representative from NRCARE.



Safe Systems Approach to achieve Vision Zero

A Safe System model to traffic safety includes elements of Education, Engineering, Engagement, Enforcement, and Evaluation. 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. Below is a table of our approach to the Safe Systems model:

<ul style="list-style-type: none"> ● Education 	<ul style="list-style-type: none"> ● Website info and collision data on www.fortsask.ca ● Speed Display Signs – 13 locations and a mobile unit ● CRISP Membership (Capital Region Integrated Safety Partnership) ● Bike Rodeo – bicycle safety training for youth ● Option 4 – Education in lieu of payment of ticket ● Public messaging campaigns through various media sources
<ul style="list-style-type: none"> ● Engineering 	<ul style="list-style-type: none"> ● Traffic calming measures – circles / speed bumps / flow-through turns ● Flashing Beacon Pedestrian crosswalks ● Road design ● Pavement markings on crosswalk ● Safe speed limits – Reduction of residential speed to 40km/hr – June 2022
<ul style="list-style-type: none"> ● Engagement 	<ul style="list-style-type: none"> ● Traffic Survey - 2018 ● Town Hall ● 2021 Public engagement on speed limit review ● Fort Report – report a traffic safety concern
<ul style="list-style-type: none"> ● Enforcement 	<ul style="list-style-type: none"> ● Automated Traffic Enforcement ● Conventional Traffic Enforcement by RCMP and MES Officers ● Joint Force Traffic Operations ● Commercial Vehicle Enforcement ● Procurement of Traffic Safety equipment
<ul style="list-style-type: none"> ● Evaluation 	<ul style="list-style-type: none"> ● Traffic Safety Working Group Committee – focus on traffic safety concerns ● Policing Committee ● 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. ● Collision Analysis ● University of Alberta Traffic Study 2018



Automated Traffic Enforcement – Operational Overview

Municipal Enforcement Services manages the City’s Automated Enforcement Program under the direction of the Fort Saskatchewan RCMP. [Verra Mobility](#) is the current contract service provider for the ATE Program, effective March 1, 2023.

In 2024, Fort Saskatchewan used nine (9) intersection safety device cameras to detect red-light and speed-on-green violations at six (6) high-risk intersections. These ISD cameras and equipment are owned by Verra Mobility. They also provide 1 staff who is appointed as a Peace Officer by the City to conduct mobile photo enforcement. All automated traffic enforcement sites are selected in accordance with provincial guidelines and reviewed every two years. These sites are published in local newspapers and posted on the website at fortsask.ca.

New Provincial ATE Regulations

In December 2024, new regulations were released which prohibited the use of speed on green and the use of ATE enforcement on numbered highways, and restricted mobile enforcement to school zones, playground zones and construction zones.

Compliance: As a result of the new regulations, Fort Saskatchewan’s ATE program removed 8 ISD sites and 2 mobile enforcement sites that were not in line with new guidelines. Speed on green was turned off as of December 1, 2024.

Public Awareness & Transparency

The City’s [Automated Traffic Enforcement](#) webpage is up to date with information specific to automated traffic enforcement. The [site rational](#) data sheets are included on the webpage and includes specific information about our automated traffic safety program including an interactive map featuring collision data, ISD and photo-enforcement locations.

[Automated Traffic Enforcement Sites](#)

Intersection Safety Device (ISD) sites: 9 ISD Halo 2.0 Cameras (Verra Mobility)

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

* The following Intersection Safety Device sites were removed as sites capturing speed on green violations in December 2024 as they no longer aligned with the Provincial guidelines:

- ABFSAR001 – HWY 15 NE BND @114 ST.
- ABFSAR002 – HWY 21 NE BND @ SOUTHFORT BLVD.
- ABFSAR003 – HWY 21 SW BND @ 84 ST.
- ABFSAR004 – HWY 21 NE BND TURN LANE @ HWY 15
- ABFSAR005 – HWY 15 SW BND @ 114 ST.
- ABFSAR006 – HWY 15 NE BND @ 101 ST.
- ABFSAR007 – HWY 15 SW BND @ HWY 21
- ABFSAR009 – HWY 21 NE BND @ HWY 15

Mobile Photo Enforcement Sites: – 1 Mobile Unit with Radarcam equipment (Verra Mobility)

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 @ 125 St.
12. WESTPARK DR E BND (Pryce Alderson Park).

* The following mobile enforcement sites were removed in December 2024 as they did not align with provincial guidelines:

- ABFSAV030 – HWY 15 NE BND @ 89 AVE
- ABFSAV031 – HWY 15 SW BND @ 89 AVE
- ABFSAV032 – HWY 15 SW BND @ 125 ST.



The mobile photo enforcement vehicle is deployed for a total of 60 hours per month at the above locations. The Peace Officer operates at different locations and different times of the day depending on school zone times. We only operate in a school zone when school is in session.



Automated Traffic Enforcement Data

This section shows the key statistical data from our Automated Traffic Enforcement Program along with collision data and performance indicators. It does not include all conventional traffic safety enforcement conducted by Municipal Enforcement Services or the RCMP.



Fatal and Injury Collisions / Yearly Comparators

Comparators	2008	2020	2021	2022	2023	2024	2008-2024 (Change)
Population	16,793	27,391	27,650	28,045	28,624	29,857	77.7%
Fatal and Injury (F&I) Collisions	67	42	46	58	61	89	32%
F&I Collision Rate per 1000 Residents	3.989	1.533	1.664	2.068	2.131	2.98	-25.3%
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 6

Figure 1 - Fatal and Injury Collisions are representative of the total for the City of Fort Saskatchewan.

City of Fort Saskatchewan Collision Data (Entire City)

Stats/Year	2020	2021	2022	2023	2024	% Change 2022-2024
Property Damage Collisions	243	267	275	259	197	-28.36%
Injury Collisions	42	46	58	61	89	53.44%
Minor Injuries	39	40	55	42	70	27.27%
Major Injuries	3	6	2	19	19	850.00%
Fatal Events	1	0	1	0	1	0%
Hit & Run	91	80	122	97	96	-21.31%
Total Collisions	377	393	455	417	383	-15.82%

Figure 2



Fort Saskatchewan Collision Data

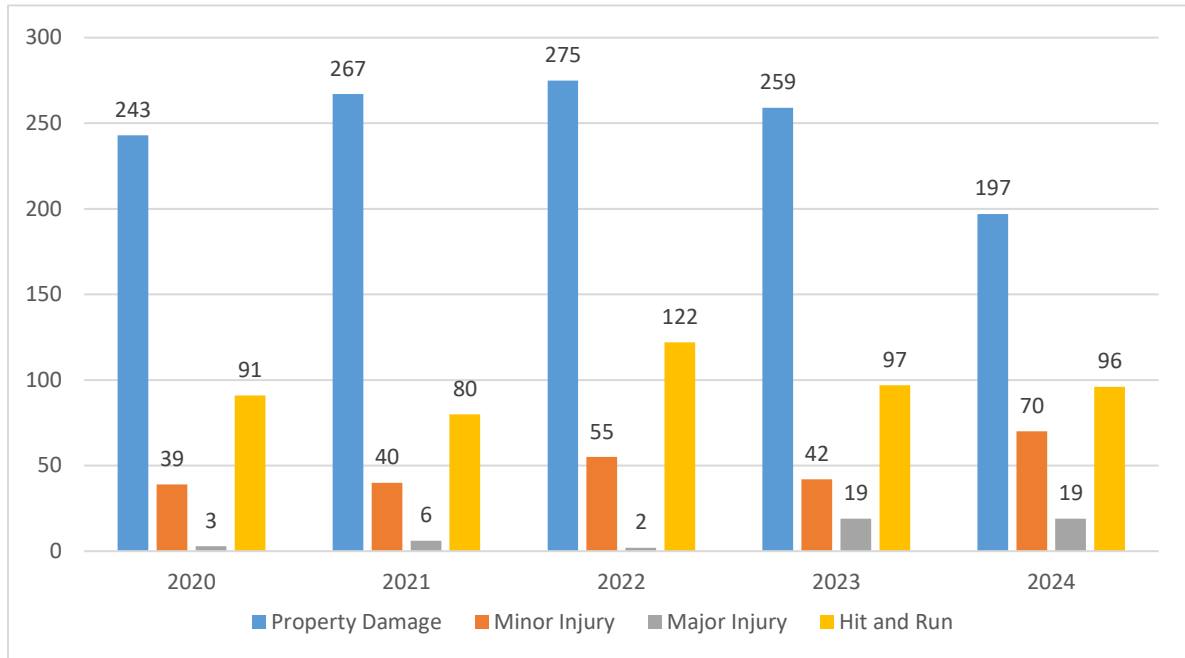


Figure 3 Collision Data, City of Fort Saskatchewan

Statistical Comparisons for a three-year period

- The total collisions for the last 3 years (2022-2024) have seen a 15.82% decrease in total collisions since 2022.
- We have seen a significant increase in major injury collisions in the last 3 years with an 850% increase in major injury collisions. A major injury collision is when someone is taken to hospital.
- The number of fatalities and injury collisions in the last 3 years has increased by 53%
- Total property damage collisions have decreased by 28% since 2022.
- Total vehicles monitored at Intersection Safety device cameras has increased by 4% when comparing 2024 to 2022.
- 2022-2024 there was an 7% decrease in total ATE violations issued. In 2023 we were not operating for six months so we have not included that year in our totals.



**2024 Automated Traffic Enforcement Performance Indicators/Results:
Intersection Safety Device**

Site	Intersection Safety Device Location 2024	Vehicle Count at Site	Speed Tickets	Red Light Tickets	Total Issued Tickets	Percent Ticketed
601/ABFSAR007	HWY 15 SW BND @ HWY 21	1,159,896	79	32	111	0.0096
608/ABFSAR009	HWY 21 NE BND @ HWY 15	1,292,771	118	23	141	0.0109
609/ABFSAR004	HWY 21 NE BND TURN LANE @ HWY 15	961,770	0	264	264	0.0274
602/ABFSAR006	HWY 15 NE BND @ 101 ST	2,175,756	64	51	115	0.0053
603/ABFSAR003	HWY 21 SW BND @ 84 ST	2,350,849	1,886	33	1,918	0.0816
604/ABFSAR002	HWY 21 NE BND @ SOUTHFORT BLVD	2,230,313	1,287	33	1,320	0.0592
605/ABFSAR008	99 AVE NE BND @ 95 ST	796,639	532	298	830	0.1042
606/ABFSAR005	HWY 15 SW BND @ 114 ST	1,996,369	5,715	48	5,763	0.2887
607/ABFSAR001	HWY 15 NE BND @ 114 ST	1,680,694	6,620	25	6,645	0.3954
	Total ISD Violations Issued	14,645,057	16,301	806	17,107	0.1168

Figure 4 - Intersection Safety Device Location - Statistics - January to December 2024

**Automated Traffic Enforcement Performance Indicators/Results
2024 Mobile Photo Radar**

Site	Mobile Photo Radar Location 2023 Data	Vehicle Count at Site	Issued Tickets (Speed)	Percent Ticketed
51/ABFSAV020	101 St NW @ 98 Ave (Fort Elementary/Christian School)	869	2	0.2301
52/ABFSAV021	101 St SE @ 98 Ave (Fort Elementary/Christian School)	29,947	451	1.5060
60/ABFSAV022	82 ST NW BND (James Mowat School)	8,189	63	0.7693
61/ABFSAV023	82 ST SE BND (James Mowat School)	5,091	30	0.5893
62/ABFSCA024	93 Av W BND @ 99 St (John Paull II School)	603	4	0.6633
63/ABFSAC025	93 Av E BND @ 99 St (John Paull II School)	442	4	0.9050
71/ABFSAV026	River Rd NE BND @ 104 St (Turner Park)	1,296	18	1.3889
72/ABFSAV027	River Rd SW BND @ Turner Park	589	10	1.6978
77/ABFSAV030	HWY 15 NE @ 11910 89 AV	280	0	-
78/ABFSAV031	HWY 15 SW @ 11910 89 AV	92,096	746	0.8100
91/ABFSAV035	Westpark Dr E BND (Pryce Alderson Park)	2,363	32	1.3542
	Total Mobile Photo Radar Violations	141,765	1,360	0.9593



Figure 5 – Photo Radar Location - Statistics - January to December 2024

Mobile Photo Radar Performance Indicators / Results

Description Mobile Unit	2020	2021	2022	2023*	2024	Variance 2020-2024
Vehicles Monitored at Photo Radar Sites	N/A	N/A	0	28,685	141,765	N/A
Violations	278	216	0	650	1,961	N/A
Issued Violations	164	158	0	466	1,360	N/A
Non-Issued	118	58	0	184	601	N/A

Figure 6 - 2019 to 2023 Photo Radar; NOTE: ATE ISD sites were not operable for several months, data in above table only reflects when sites were operable. As such, a variance was not conducted as it would not be an accurate reflection of change over time. Additionally, from 2019-2021, Photo Radar was measured by time spent and the total number of vehicles was not tracked.

Intersection Safety Device Camera (ISD)- Number of Vehicles / Violations

Description	2020	2021	2022	2023*	2024	Variance *2020- 2024
Vehicles Monitored at ISD Sites	12,752,726	14,177,947	14,061,133	6,356,328	14,645,057	N/A
Violations	36,646	31,296	31,077	13,508	37,094	N/A
Non-Issued	22,738	11,200	11,878	7,642	19,987	N/A
Red Light	403	653	807	296	1,506	N/A
Speed on Green	13,505	19,443	18,392	5,670	16,301	N/A
Total Issued	13,908	20,096	19,199	5,966	17,107	N/A

Figure 7 - 2019 to 2023 Intersection Safety Device Data; NOTE: ATE ISD sites were not operable for several months, data in above table only reflects when sites were operable. As such, a variance was not conducted as it would not be an accurate reflection of change over time.

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.



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

Collision Type at Intersection Safety Device Sites	2022	2023	2024
Total Collisions	53	46	43
Fatal Collision	0	0	0
Injury Collision	15	14	14
Property Damage Collisions	38	32	29

Figure 8- Collisions at ATE ISD sites from 2022-2024

Collisions at Mobile Photo Enforcement Sites

Collision Type at Mobile Photo Enforcement Sites	2022	2023	2024
Total Collisions	13	5	9
Fatal Collision	1	0	0
Injury Collision	1	2	4
Property Damage Collisions	11	3	5

Figure 9- Collisions at ATE Photo Radar sites from 2022-2023.

Automated Traffic Enforcement Revenue

The ATE Program issued \$2,496,921 in fines in 2024. The net revenue after expenses for this program was \$837,596. City of Fort Saskatchewan invests a portion of the revenue from Automated Traffic Enforcement back into Traffic Safety Initiatives, through the Protective Services and Fleet, Facilities and Engineering Departments.

These initiatives include:

- Vision Zero/Traffic Safety Education through media campaigns
- Bike Rodeo - youth education in bicycle safety
- Slow Down lawn sign campaign
- Traffic Safety Enforcement Equipment
- Traffic Calming Infrastructure
- Pedestrian Flashing Beacon Lights
- Installation of 2 roundabout intersections in 2024



Conclusion

The City of Fort Saskatchewan's Automated Traffic Enforcement Program meets the Provincial guiding principles for Automated Traffic Enforcement to focus on traffic safety outcomes. 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.