



City of Fort Saskatchewan
Municipal Enforcement Services
Annual Report to Director of Law Enforcement
2019



About Fort Saskatchewan

Fort Saskatchewan is the largest urban centre in Alberta’s Industrial Heartland and home to more than 26,942 people. In 2019 it covered an area of 4,642 hectares (48.12 km²). The City is the fourth fastest growing urban centre in Alberta, averaging 4.8% growth annually during the past decade. 44% of residents have achieved some post-secondary education. 11.6% of all residents hold an undergraduate, graduate or higher degree (53% of the workforce). The City enjoys an average household income of \$118,000 and has a median age of just over 35 years.



Major events, such as Canada Day, draw crowds exceeding 15,000 people to festivities situated on or near the more than 529 hectares of parks, open spaces and recreational areas. Amenities include 75km of outdoor trails, a 38-acre dog park, a performing arts theatre, the Dow Centennial Centre used by or for conventions, sporting events and community clubs, and the 1875 – 1885 NWMP Fort Representation in historic downtown.

In 2019, the City had more than 26 kilometers of rural roads, 133 kilometers of urban roadways and 16.5 kilometers of 2 or 3 lane urban highway (equivalent to 33 kilometers of highways to be patrolled). The two major highways, Highways 15 and 21, transect the City. This will increase in 2020 due to the annexation of land from Strathcona County. Each day, more than 50,000 vehicles pass through each of the City’s major intersections. Traffic is of a mixed nature, and includes a significant amount of commercial vehicle traffic including vehicles transporting dangerous goods. Traffic safety is strongly emphasized and supported by citizens of the City.

City Vision and Values

- Vision: Engaged People, Thriving Community
- Mission: Working together to create a sustainable community through responsible leadership and management
- Core Values: Leadership, Innovation, Service Excellence & Fun



Name and Position of Contact Person

Coreen Rayner, Acting Director
Protective Services Department
200 Town Crest Road,
Fort Saskatchewan, AB T8L 0G7
W: (780) 997-7901 M: (780) 221-0179

Peace Officers Employed by the City of Fort Saskatchewan during 2019

Current Level 1
Community Peace Officers

Matthew Lowther
Maryjo Webster
Ryan Bendera
Dereck Cummings
Frank Klinge
Kimberley Wood
David McLenaghan
David Murray (casual)

Municipal Enforcement Officers

Chelsea Eshpeter
Carlos Patino

Administrative CPOs

Coreen Rayner
Kalie Anderson
Candi McPhee
Shanda Chenger
Lee Conforti
Shirley Denbraber
Kelly Grant
Kristen Johnson
Ashley Laird
Kristin Luimes
Brandy Tasse
Crystal Forhart

Administrative CPOs

Leslie-Ann Oshust
Shannon Quinton
Sharon Roberts
Tannis Robertson
Dyan Scherer
Gaylene Sinclair
Lauren Reid

Former Community Peace Officers /
Last Service Date

Frank Klinge – 2019 March 13
Ryan Bendera – 2019-07-31

Municipal Enforcement Services Mandate

City of Fort Saskatchewan Community Peace Officers are mandated through their appointment with the City and by the Province of Alberta, to enforce Municipal Bylaws and select Provincial statutes. Officers do so in partnership with the RCMP. Both agencies, the RCMP and Municipal Enforcement Services, work within the City's Protective Services Building.

In addition to City bylaws, Community Peace Officers enforce the following Provincial Acts and Regulations:

- Animal Protection Act
- Dangerous Dogs Act
- Environmental Protection & Enhancement Act
- Gaming, Liquor and Cannabis Act
- Petty Trespass Act
- Provincial Offences Procedures Act
- Traffic Safety Act
- Trespass to Premises Act
- Weed Control Act
- Tobacco and Smoking Reduction Act



Traffic Safety Plan

The Protective Services Department completed a re-write of the City's three-year traffic safety plan (2019-2022). The plan is aligned with Provincial priorities and complements the RCMP's traffic safety plan. At the core of the plan is the vision statement that Fort Saskatchewan will be fatal and injury collision free. Strategies to achieve this outcome rely on the 5-E's of traffic safety; education, enforcement, engineering, engagement and evaluation.

New Traffic Safety Initiatives

The new traffic safety initiatives undertaken in 2019 are highlighted below:

- 1) In 2018, City Council adopted Vision Zero as our traffic safety program and the Safe System Approach as our strategy to achieve Vision Zero. In 2019, 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, including:
 - a. Purchase of 3 new traffic speed survey and feedback signs
 - b. Installation of 7 new pedestrian cross-walk rectangular rapid flashing beacon light sets
 - c. Youth / Pedestrian visibility initiative (MES officers attended each elementary school and gave pedestrian safety talks, followed by the distribution of high visibility clip on lights/reflective slap bands)
 - d. Bicycle Helmets for the youth bicycle rodeo
 - e. Traffic enforcement equipment
 - f. Vision Zero Marketing
 - g. Traffic High Visibility Enforcement Operations (conventional enforcement)
 - h. PhD. Candidate Traffic Safety Research Project (concluded in April, 2019)
 - i. "Option 4" Education Sessions for ticketed motorists.
- 2) The City implemented traffic calming near James Mowatt School that has received great praise from residents, enforcement officers and the parents of students.
- 3) Officers received training in commercial vehicle weights & Dimension enforcement and began enforcement in November 2019.
- 4) 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. One initiative was based on the analysis of repeat violations by motorists traveling through our ISD sites.

Rather than simply ticket and re-ticket repeat violators, we established criterion to identify drivers traveling at excessively high speeds and those who received multiple tickets within a short period of time. Officers were assigned to contact registered owners to identify and speak with the offending motorist, inquire about causation, engage in an educational discussion, and heighten awareness by the motorist that their driving behaviour is atypical. Officers explained we were aware of their violations, were concerned for their safety and the safety of others, and that small increases or decreases in speed makes a significant difference in the likelihood and seriousness of a collision.



Our analyst has been assigned to monitor whether the driver commits further offenses, and if so, the contacting officer will be assigned to conduct conventional enforcement to mitigate the risky driving behaviours, possibly leading to the offender appearing before a traffic magistrate for appropriate intervention by the Court.

Automated Enforcement - Intersection Safety Devices & Photo-Enforcement Services

Municipal Enforcement Services manages the City's automated enforcement programs under the direction of the Fort Saskatchewan RCMP. Nine intersection safety device cameras are used to detect and prosecute 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. There are 21 locations in the City where photo enforcement may be utilized. All automated traffic enforcement sites are selected in accordance with 2019 provincial guidelines. These are published in local newspapers and posted online on the City website. An interactive Map is under development and will be added as soon as it becomes available.

Intersection Safety Device Statistics (Table 1)

| 2019 Jan - Dec - City of Fort Saskatchewan ISD Data | | | | | | | | | | | | |
|---|----------------------------------|--------------------|-------|-------|-----------------|------------------------------------|-------------------------|------------------|--------------------------|--------------------|------------------|---------------------------|
| Site | Location | Collisions at site | | | | Vehicle Count at Site (this month) | Speeding Tickets Issued | Percent Speeding | Red Light Tickets Issued | Percent Red Lights | Total Violations | Percent Ticketed (SOG&RL) |
| | | Fatal | Major | Minor | Property Damage | | | | | | | |
| 601 | HWY 15 SW BND @ HWY 21 | | 1 | 2 | 2 | 1,192,262 | 174 | 0.0146 | 22 | 0.0018 | 196 | 0.0164 |
| 602 | HWY 15 NE BND @ 101 ST | | 1 | 2 | 3 | 1,134,466 | 133 | 0.0117 | 20 | 0.0018 | 153 | 0.0135 |
| 603 | HWY 21 SW BND @ 84 ST | 1 | | 4 | 5 | 1,969,489 | 1975 | 0.100 | 47 | 0.0024 | 2,022 | 0.1027 |
| 604 | HWY 21 NE BND @ SOUTHFORT BLVD | | | | 1 | 1,480,322 | 1618 | 0.109 | 17 | 0.0011 | 1,635 | 0.1104 |
| 605 | 99 AV NE BND @ 95 ST | | | | | 1,015,524 | 7018 | 0.691 | 138 | 0.0136 | 7,156 | 0.7047 |
| 606 | HWY 15 SW BND @ 114 ST | | | | | 1,527,344 | 3805 | 0.249 | 11 | 0.0007 | 3,816 | 0.2498 |
| 607 | HWY 15 NE BND @ 114 ST | | | 1 | | 1,447,126 | 5399 | 0.373 | 22 | 0.0015 | 5,421 | 0.3746 |
| 608 | HWY 21 NE BND @ HWY 15 | | 2 | 1 | 3 | 1,826,036 | 278 | 0.0152 | 10 | 0.0005 | 287 | 0.0157 |
| 609 | HWY 21 NE BND TURN LANE @ HWY 15 | | | 1 | 3 | 738,307 | 0 | 0% | 133 | 0.018 | 133 | 0.018 |
| Totals | | 1 | 4 | 11 | 17 | 12,330,876 | 20,400 | 0.0165 | 420 | 0.0034 | 20,820 | 0.0169 |

Note: Site 608 and 609 are co-located at the same intersection. Site 608 monitors through traffic and 609 the left turn lanes. Collision data for sites 608 and 609 has been consolidated under site 608.

In 2019, there was an increase of 1,100,650 vehicles traveling through ISD sites. Of 12,230,876 motor vehicles traveling through an ISD traffic safety device monitored intersections, 20,400 received a violation ticket for excessive speed, and 420 for a red light violation. This represents a very small fraction of the total motorists (< 0.17 of 1%). Site 605, noted above, recorded a large number of speeding and red light violations. This is consistent with 2018 results. A second speed feedback sign has been placed along the avenue to advise motorists traveling either direction, of their speed and to thank them for obeying traffic laws or to remind them to slow down.



2017 to 2019 ISD Data (Table 2)

| Description | 2017 | | 2018 | | 2019 | | 2018 vs 2017 Variance |
|--|---------------------|--------|--------|--------|--------|--------|-----------------------|
| Days of Enforcement | 365 | | 365 | | 365 | | 0 |
| Records ¹ | 43,657 | | 50,748 | | 44,062 | | 7108 |
| Violations ² | 27,518 | 63.03% | 30,470 | 60.04% | 20,820 | 47.25% | -9,650 |
| Issued Sub Total ³ (SOG & RL) | 7,548 | 27.43% | 16,429 | 53.92% | 20,820 | 47.25% | 4,391 |
| Red Light Issued (RL) ³ | 177 | 0.64% | 551 | 1.81% | 420 | 2.02% | -131 |
| Speed on Green (SOG) ³ | 7,371 | 26.79% | 15,878 | 52.11% | 20,400 | 97.98% | 4,522 |
| Non-Issued ⁴ | 19,970 ⁵ | 45.74% | 14,041 | 27.67% | 23,242 | 52.75% | -5,929 |

Note 1: Records refers to any time the system is triggered to record a violation, test image, etc. The total traffic volume is available in Table 1, above.

Note 2: Violations data refers to any record when the device has been triggered to retain a red light or speed on green record.

Note 3: 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 4: 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.

Note 5: 2017 included a lengthy moratorium on enforcement while affidavits waited provincial approval.

COLLISIONS PER ISD LOCATION 2018

| Location # | Description | Fatal | Major | Minor | Property Damage | Total |
|--------------|----------------------------------|----------|----------|----------|-----------------|-----------|
| 601 | SW Hwy15 at Hwy21 | | | | 2 | 2 |
| 602 | NW Hwy15 at 101 St | | 1 | | 1 | 2 |
| 603 | SW Hwy21 at 84 St | | | | | |
| 604 | NE Hwy21 NW at Southfort Blvd | | 1 | | 1 | 2 |
| 605 | NE 99 Ave at 95 St | | | | 2 | 2 |
| 606 | SW Hwy15 at 114 St | | | | 1 | 1 |
| 607 | NE Hwy15 at 114 St | | | | 1 | 1 |
| 608 | NE Hwy21 at Hwy15 | | 1 | | 5 | 6 |
| 609 | NW Hwy21 left turn lane at Hwy15 | | 1 | 1 | 2 | 4 |
| Total | | 0 | 4 | 1 | 15 | 20 |



COLLISIONS PER ISD LOCATION 2019

| Location # | Description | Fatal | Major | Minor | Property Damage | Total |
|--------------|----------------------------------|----------|----------|-----------|-----------------|-----------|
| 601 | SW Hwy15 at Hwy21 | | 1 | 2 | 2 | 5 |
| 602 | NW Hwy15 at 101 St | | 1 | 2 | 3 | 6 |
| 603 | SW Hwy21 at 84 St | | | 4 | 5 | 10 |
| 604 | NE Hwy21 NW at Southfort Blvd | 1 | | | 1 | 1 |
| 605 | NE 99 Ave at 95 St | | | | | 0 |
| 606 | SW Hwy15 at 114 St | | | | | 0 |
| 607 | NE Hwy15 at 114 St | | | 1 | | 1 |
| 608 | NE Hwy21 at Hwy15 | | 2 | 1 | 3 | 6 |
| 609 | NW Hwy21 left turn lane at Hwy15 | | | 1 | 3 | 4 |
| Total | | 1 | 4 | 11 | 17 | 33 |

ISD and Photo Enforcement Website and Interactive Map

Enhancements to the City's website specific to automated traffic enforcement came online in April, 2019. The site includes more 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 which will be updated by April 2019.



Automated Traffic Enforcement

Thank you for visiting the City of Fort Saskatchewan automated traffic enforcement webpage where you can find information about traffic safety, collisions, collision costs, enforcement, and other ways the City is working to make our roads safer.

[+ Our Traffic Safety Goal](#)

[+ Our Traffic Safety Strategy](#)

[+ Council Supports](#)

[+ About Enforcement](#)

[- Our Results](#)

The City of Fort Saskatchewan was averaging 1 to 2 fatal collisions per year leading up to 2008. In 2007, the City lowered the Highway 21 and Highway 15 speed limit to 70 km/h in part to address the number and nature of collisions along the urban highway corridor.

By 2008, our rate of fatal and injury collisions stood at 3.989 per 1000 residents. In 2009, the City introduced our first two intersection safety devices at problem intersections. That year, the two intersection safety devices recorded an average of 14 red-light violations per week or 7 per week per intersection.

Between 2008 and 2015, the City added additional police and peace officers, and additional intersection safety devices at high collision locations or approaches to those locations. In 2015, the intersection safety devices recorded an average of 4 red-light violations per week across multiple sites and our rate of fatal and injury collisions decreased to 1.872 per 1000 residents, a 53% reduction. By 2018, the overall rate of collisions decreased by 59.1% when compared to 2008.

| Comparators | 2008 | 2009 | 2015 | 2018 | 2008 - 2018 (Change) |
|---|--------|--------|--------|--------|----------------------------|
| Population | 16,793 | 17,469 | 24,040 | 26,328 | Increase of 9,535 or 56.8% |
| Fatal & Injury (F&I) Collisions | 67 | 49 | 45 | 43 | Decrease of 24 or 35.8% |
| F&I Collision Rate per 1000 Residents | 3.989 | 2.805 | 1.872 | 1.633 | Decrease of 59.1% |
| Number of Intersection Safety Devices (ISD) | 0 | 2 | 4 | 9 | Increase of 9 |
| Number of ISD Locations | 0 | 2 | 4 | 7 | Increase of 7 |

Ticketed motorists make up less than one-quarter of 1% (.211%) of the total number of vehicles travelling through those intersections. The most recent trend is more motorists are obeying the law. Those who violate speed limits, do so less frequently and at lower average speeds.

[+ Cost of Collision Data](#)



Community Education and Engagement

A weekly news article published by Municipal Enforcement Services (M.E. & You) provides frequent and timely messages about community standards, responsible pet ownership and all matters related to traffic safety and the shared responsibility between all types of road users (e.g., pedestrians or motorists).

Case Load

Municipal Enforcement Services opened 3,012 cases during 2019, down from 3,284 cases in 2018 and 2,720 in 2016. Cases include calls for service and pro-active investigations. Additionally, officers conducted the following conventional enforcement:

| | Violations | | | | Warnings | | | |
|---|------------|------|----------|----------|----------|------|----------|----------|
| | 2018 | 2019 | Variance | % Change | 2018 | 2019 | Variance | % Change |
| Driving/Park with Expired Plates | 332 | 170 | -162 | -48.8% | 49 | 91 | 42 | 85.7% |
| Seatbelts | 35 | 41 | 6 | 17.1% | 10 | 16 | 6 | 60.0% |
| No Insurance | 1 | 57 | 56 | 5600% | 0 | 104 | 104 | n/a% |
| Speeding | 945 | 779 | -166 | -166% | 65 | 87 | 22 | 33.9% |
| Parking¹ | 1225 | 1138 | -87 | -7.1% | 1177 | 480 | -697 | 59.2% |
| Unsecured Load | 0 | 0 | 0 | 0% | 5 | 0 | -5 | -100% |
| Animal Control Charges² | 66 | 141 | 75 | -113.6% | 32 | 507 | 475 | 1484.4% |
| Total Violations | 2604 | 2326 | -278 | -10.7% | 1338 | 1285 | -53 | -3.96% |

Note 1: Parking violations reflect a high volume of snow clearing violations.

Note 2: Animal Control Charges include Animal Control Bylaw and/or Animal Protection Act Violations.

Animal Control

During 2019, Protective Services impounded 172 animals, up 22 from 150 in 2018.

Code of Conduct Investigations

There was one code of conduct complaint against three officers received during 2019. POSP File 2019-153 refers. Allegations of being rude, acting without lawful authority and threatening were investigated and determined to be unfounded.