

# 2025 Automated Traffic Enforcement Report

Cultivating a Safe, Healthy and Inclusive Community

April 2026



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# INTRODUCTION

## Purpose of Report

In accordance with the requirements set out in the [Alberta Automated Enforcement Guidelines](#), this report is intended to report the performance of the Automated Traffic Enforcement (ATE) program to the public.

## Automated Traffic Enforcement Background

ATE technology has been used in St. Albert since 2001 starting with the deployment of 2 Mobile Speed cameras and 2 Red Light cameras, in 2008 Speed on Green technology was turned on to allow for the capturing of speeding offences that occurred through the red-light cameras. In 2011 and 2012 a mobile “CanCam” as well as an additional Red Light/Speed on Green Camera was introduced. In 2014 new laser technology was introduced for mobile speed deployment as well as loop-less offence detection technology on the Red Light/Speed on Green devices.

Through the standard Alberta Justice and Solicitor General Automated Enforcement oversight processes, St. Albert has been audited three times (2014, 2017 and 2023). In all audits the City was found to be in compliance with the Government of Alberta legislation, policy and guidelines related to Automated Enforcement operations.

In 2025, the Government of Alberta formally announced restrictions limiting the use of photo enforcement to red-light violations and to speed and stop-sign offences occurring in school zones, playground zones, and construction zones. The province also prohibited the use of photo enforcement on all provincial highways and connector roadways, including St. Albert Trail. These changes had a significant impact on the program in 2025, as reflected in the statistics below.

## Automated Traffic Enforcement Operations Overview

The City of St. Albert and the St. Albert RCMP utilizes Automated Traffic Enforcement (ATE) technology as one of the enforcement tools within its Traffic Safety Plan.

The City of St. Albert has a contract with [Global Traffic Group Ltd](#) to provide automated enforcement services to the community. The ATE program is overseen by the Peace Officer Program Supervisor for the City of St. Albert from a contract liaison perspective. The St. Albert RCMP Traffic Services supervisor provides direction to the contractor in the form of ensuring that enforcement is done in accordance with local traffic safety plans, reviewing and approving all ATE sites, directing what sites to be used as well as what periods and duration of enforcement shall be done.

Public education and awareness issues are addressed by permanent signage posted at all entrances to the City and major thoroughfares as well as school zone and playground zones. The City of St. Albert has developed robust [webpages](#) associated to ATE operations including but not limited to the approved enforcement locations, zone justification sheets.

In 2025 there were 33 RCMP approved sites for enforcement within city boundaries (duplicate sites address school and playground zones inside and outside of posted time restrictions). These sites are enforced utilizing mobile speed detection devices, operated by level 2 Community Peace Officers.

## Traffic Safety Program Overview

The City of St. Albert has developed a collaborative approach to traffic safety. This includes the establishment of a Traffic Safety Committee that provides senior level oversight on traffic safety matters as well as allowing for a coordinated approach to addressing traffic safety issues through the 5 E's (Education, Engineering, Enforcement, Evaluation and Encouragement). The Traffic Safety Committee comprises of the Director of Engineering Services, Manager of Transportation, St. Albert RCMP Officer in Charge, Manager of Policing as well as representation from the City's Communications branch.

In addition to the Traffic Safety Committee the [City of St. Albert Municipal Enforcement Peace Officers](#) and St. Albert RCMP develop an internal Traffic Safety Enforcement Plan that guides deployment of officer resources.

To ensure for a full circle approach to traffic safety, the City of St. Albert Engineering Department leads, implements and plans for infrastructure improvements that promote transportation safety in the community. The Transportation Safety plans can be viewed at: [Transportation Safety Plan](#)

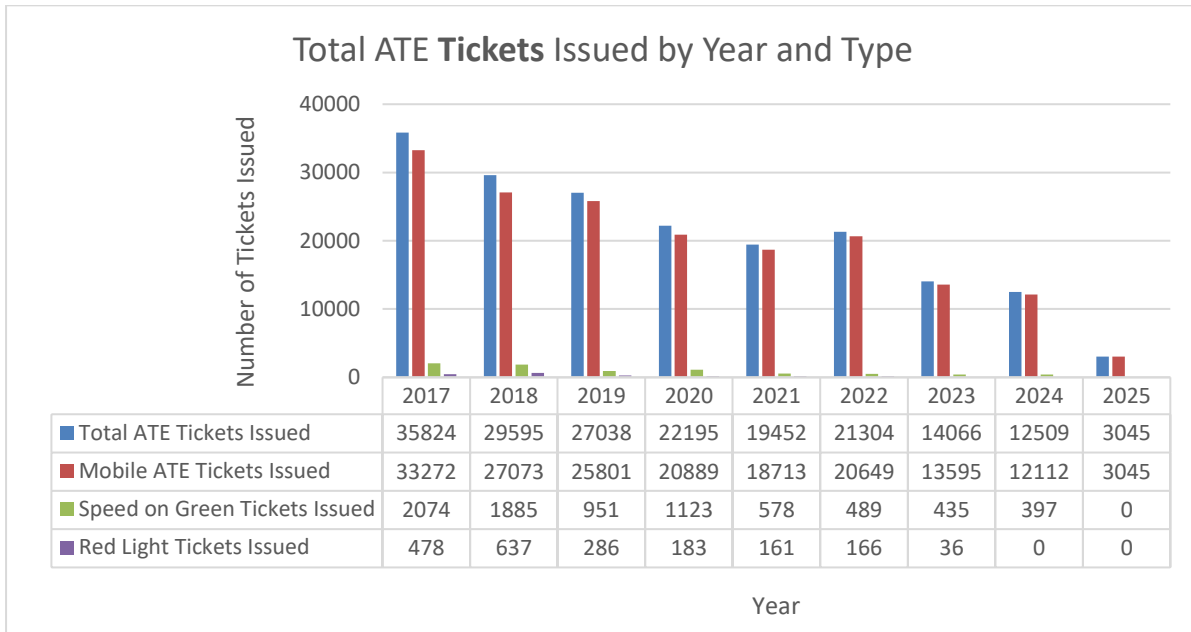
For more information about the broader Traffic Safety programs and initiatives in St. Albert please visit the following [Traffic Safety Webpage](#)

## STATISTICAL INFORMATION

### Automated Enforcement Program Data

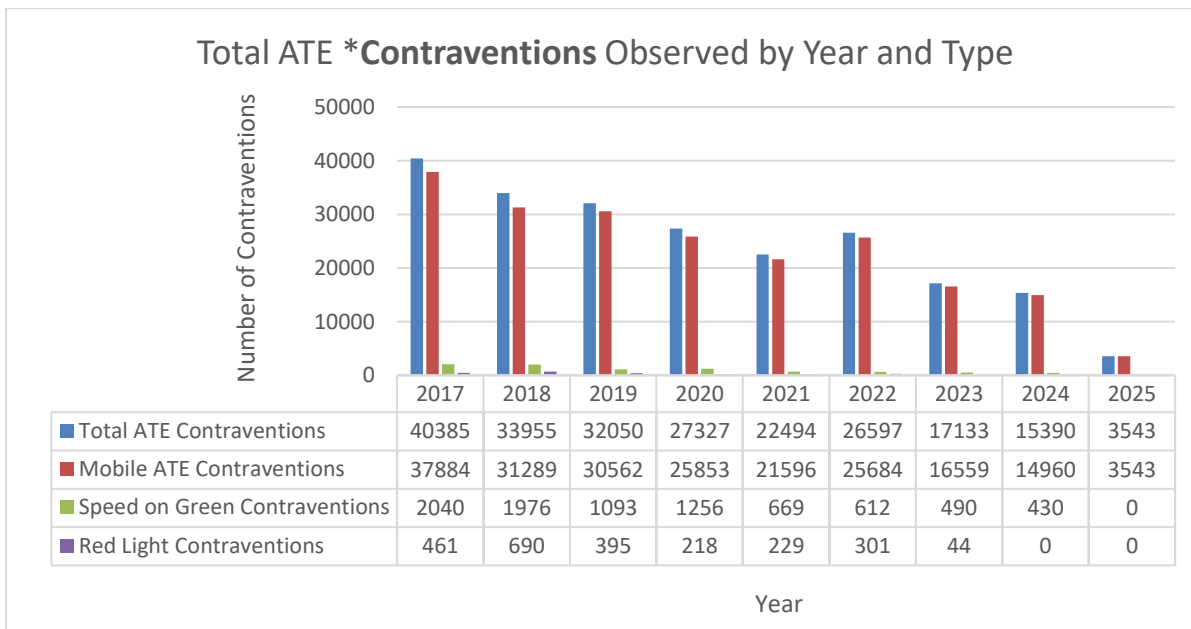
This section outlines a number of key enforcement statistics directly associated to automated enforcement. *\*Note this is not a complete summary of all enforcement or traffic safety work completed by the RCMP or City of St. Albert.*

## ATE Tickets Issued



There has been a decline in the total number of ATE tickets issued since 2017. In 2025 with the program change that restricted enforcement to school, playground and construction zones there was a significant decrease in the total tickets issued from 2024. Speed on Green and Red-light cameras also ceased operation.

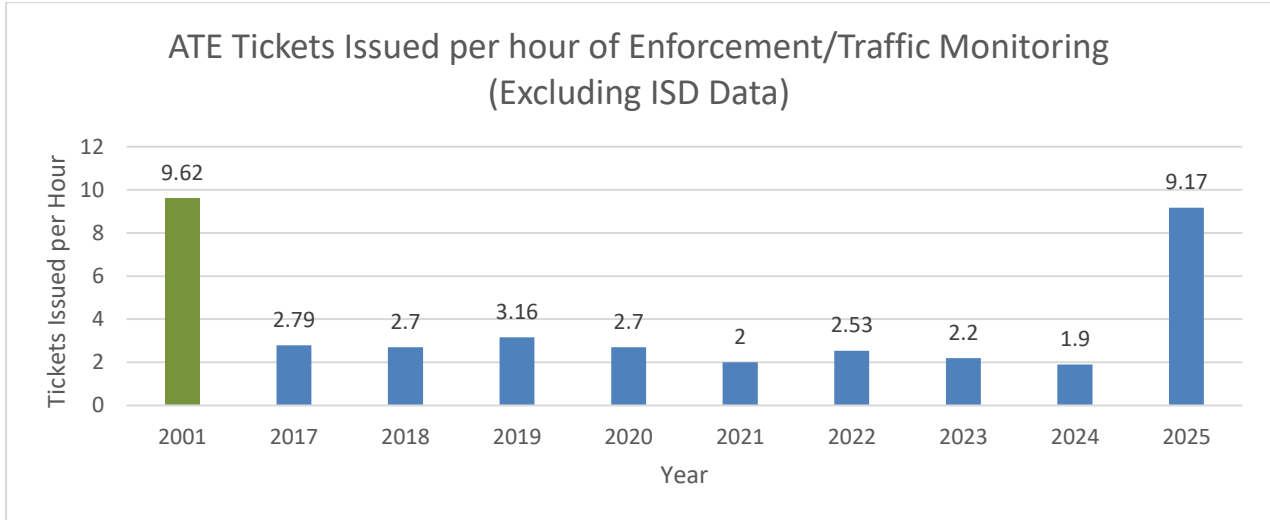
## ATE Contraventions Observed



*\*Total contraventions reflect all offences that were observed but for policy reasons, tickets were not issued. Reasons for tickets not being issued include licence plates not being visible, vehicle registration not being traceable, or same day multiple ticket policy.*

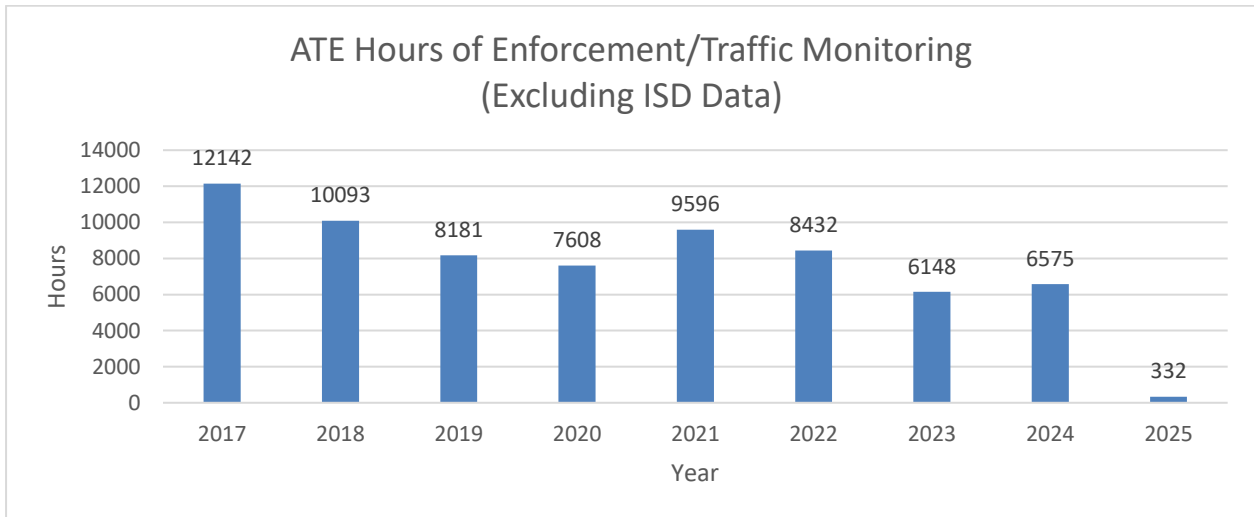
In 2025 approximately 500 violations that were captured were not issued. This equates to 14% of all violations captured. This is down from 2024 where approximately 18% of all violations were not issued.

**ATE Tickets Issued per Hour of Enforcement**



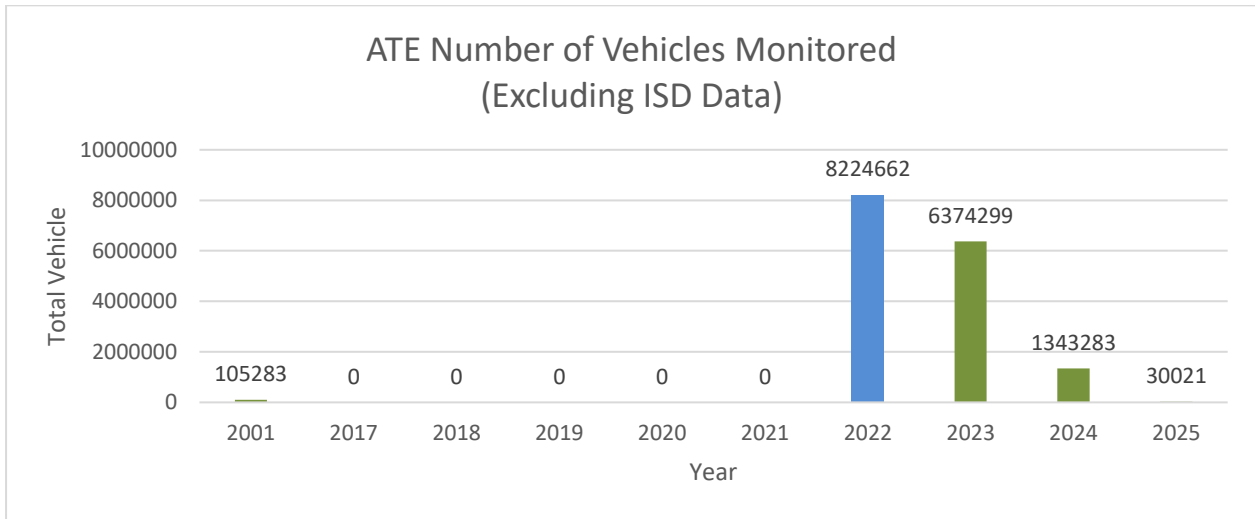
The total number of tickets issued per hour of enforcement between 2017 and 2024 was between 2 and 3 tickets per hour. In 2025 with the significant reduction in enforcement hours, this number climbed to 9.17.

**ATE Hours of Enforcement**



The total number of hours spent monitoring and enforcing speed limits through automated enforcement technology has decreased significantly in the last year due to government policy changes restricting ATE to school, playground and construction zones.

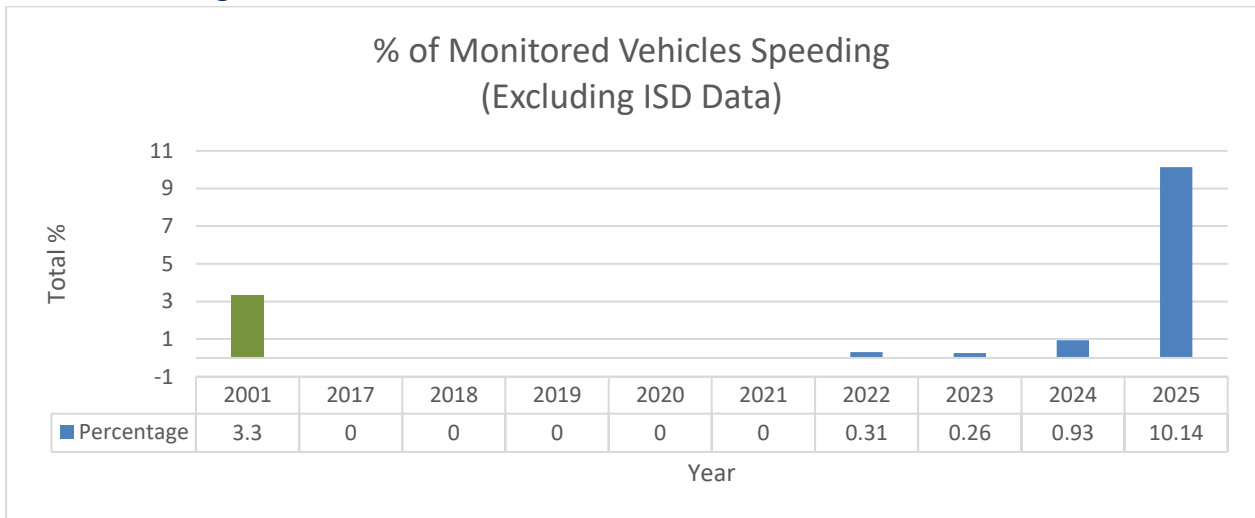
### ATE Number of Vehicles Monitored



\*The total number of vehicles monitored for years 2017 to 2021 is not available.

The total number of vehicles monitored in 2025 was significantly reduced due to the program restrictions that were implemented.

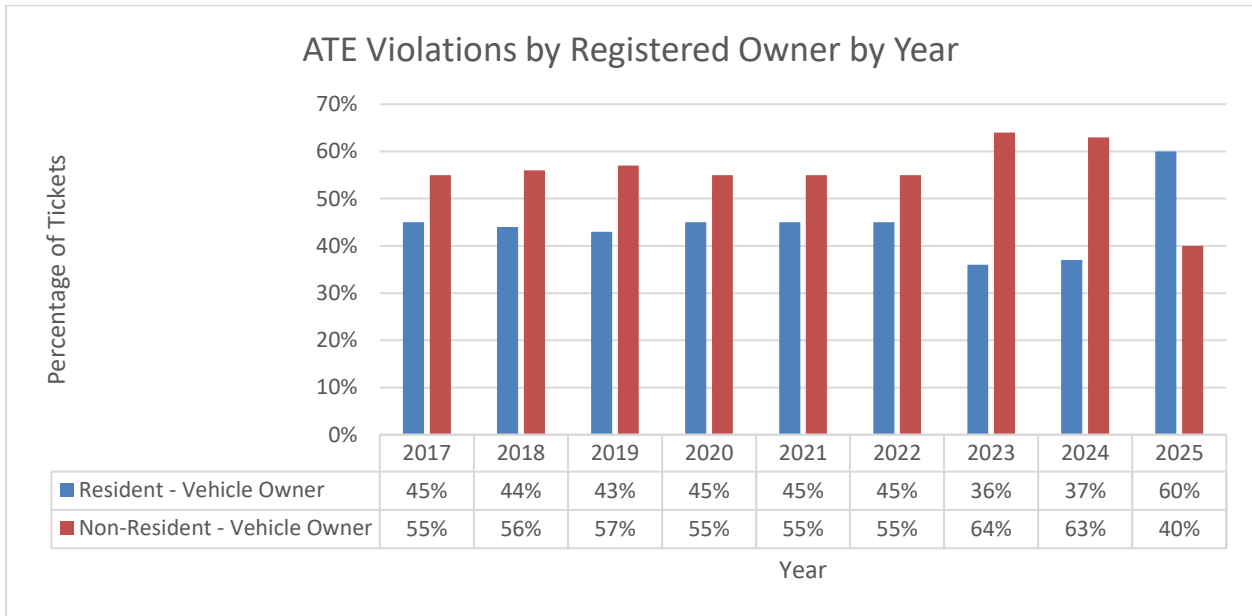
### ATE Percentage of Vehicle Violations



\*data not available for years 2017 to 2021.

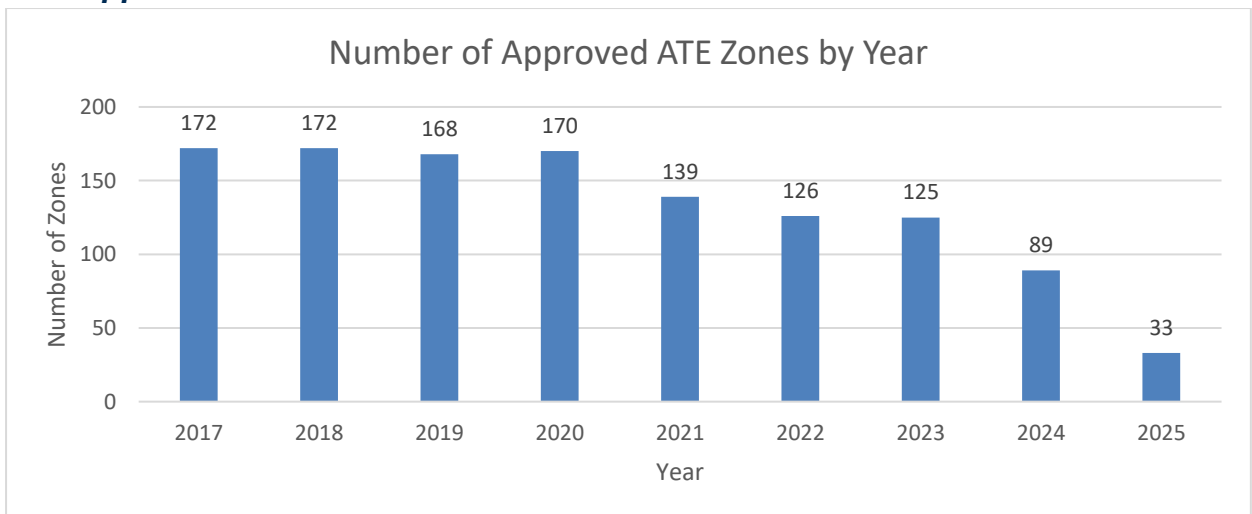
This graph represents the total percentage of vehicles that were caught speeding beyond the set threshold of the system. In 2025 there was a dramatic increase in this rate. It is believed that the more focused use of the technology as a result of the program changes, contributed to this increase.

### ATE Violations – Resident vs Non-Resident



Historically over half the total ATE tickets issued in St. Albert were issued to vehicle owners who did not reside in the community. This changed for 2025 where most tickets are now issued to St Albert residents. It is believed that this trend has changed because of the elimination of enforcement on St. Albert Trail and major arterial roadways where non-resident travel is more prevalent than in residential areas where school and playground zones are located.

### ATE Approved Zones

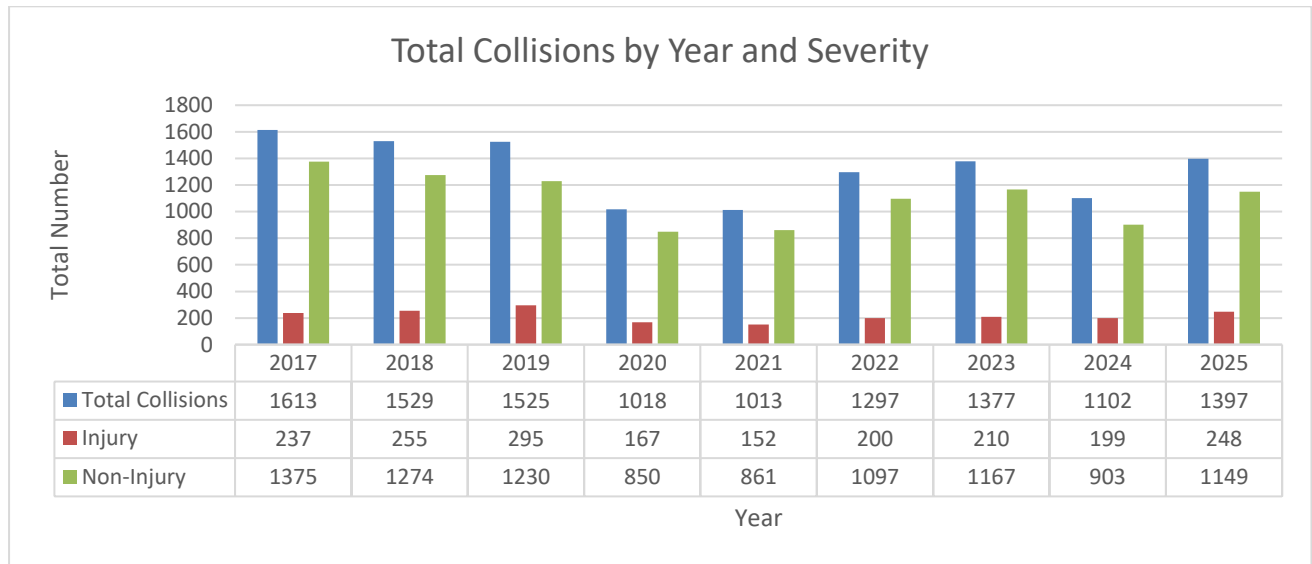


The total number of zones approved for use by the RCMP decreased in 2025 from 2024. It's important to note that each site will typically have 2 zones (1 in each direction of travel). All current and approved zones including justification sheets can be viewed on the [City Photo Enforcement webpages](#).

## Collision Data

This section highlights some of the high-level collision data for St. Albert. Further analysis and collision data information can be found on the [City of St. Albert Transportation webpages](#).

### Total Collisions

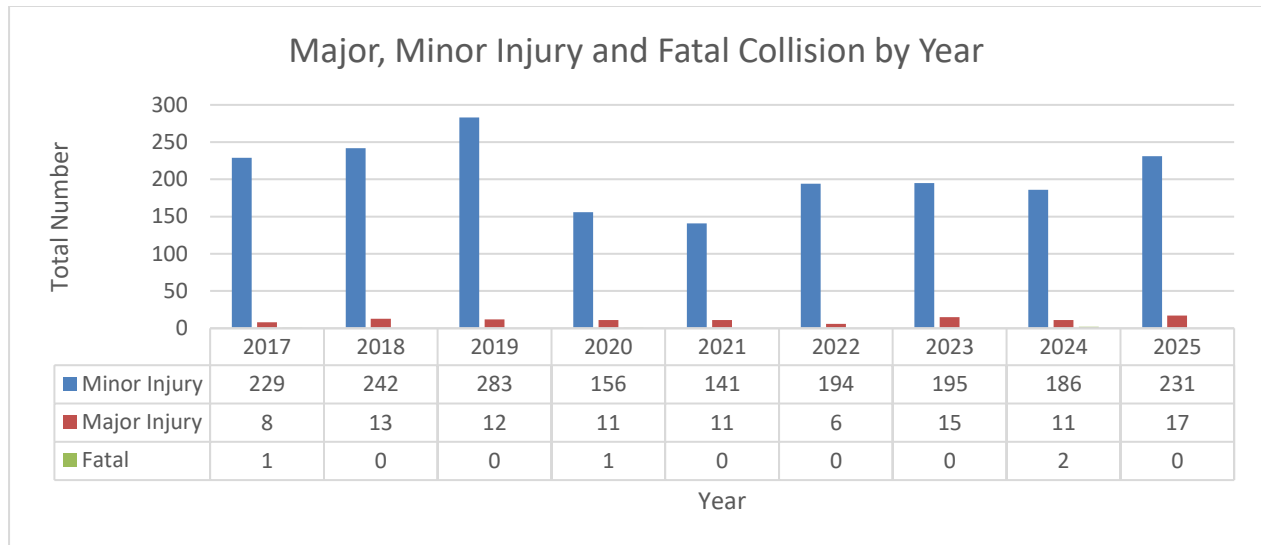


The average **total collisions** for the last 3 years (2022 to 2024) was 1258. The 2025 total of 1397 represents an **11% increase**.

The average total **injury collisions** for the last 3 years (2022 to 2024) was 203. The 2025 total of 248 represents a **22% increase**.

The average total **non-injury collisions** for the last 3 years (2022 to 2024) was 1055. The 2025 total of 1149 represents an **8.9% increase**.

## Major, Minor Injury and Fatal Collisions



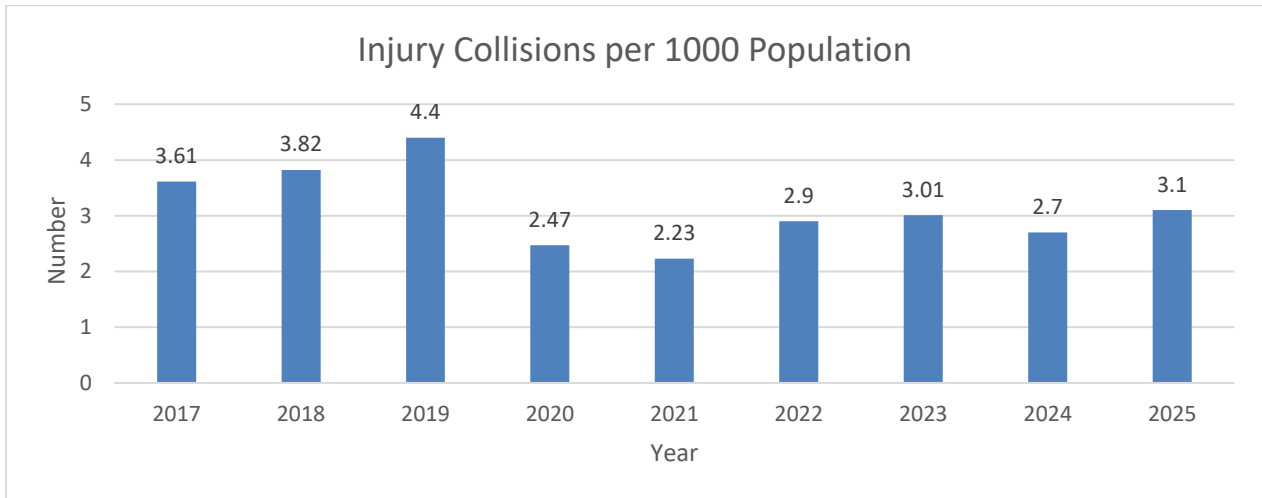
\*Major Injury collisions are those where it is reported that 1 or more persons have been admitted to the hospital.

The average **minor collisions** for the last 3 years (2022 to 2024) was 191. The 2025 total of 231 represents a **20.9 % increase**.

The average total **major collisions** for the last 3 years (2022 to 2024) was 10. The 2025 total of 17 represents a **70% increase**.

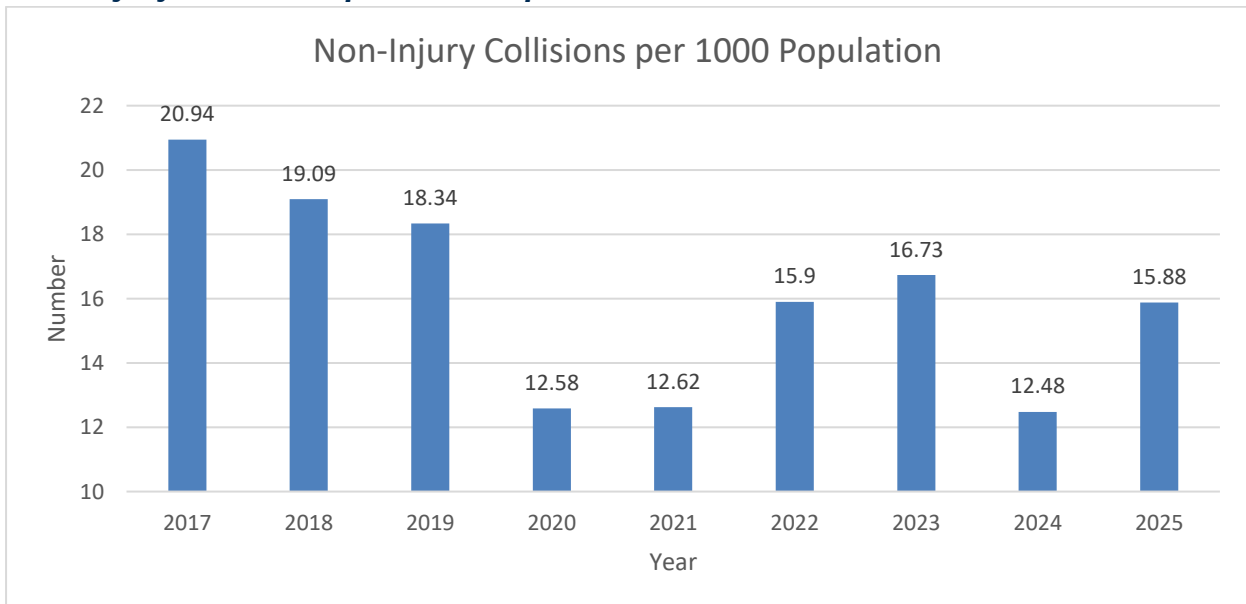
The average **fatal collisions** for the last 3 years (2022 to 2024) was 0.6. In 2025 there were no fatal collisions.

### ***Injury Collisions per 1000 Population***



Although there was a slight increase from 2024 to 2025, overall injury collisions per population are on a declining trend from the 2017 rate. Injury collision is defined as a collision where at least 1 party involved reported that they were injured.

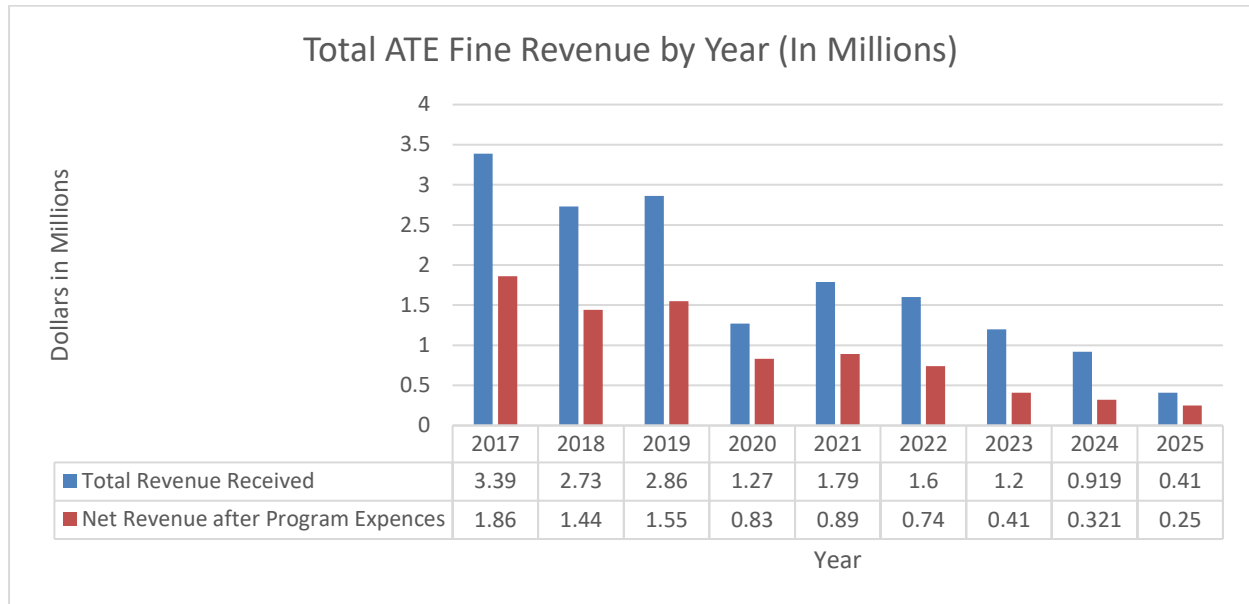
### ***Non- Injury Collisions per 1000 Population***



Total non-injury collisions per 1000 population in St. Albert saw a significant increase from 2024 to 2025 (27%) however the overall trend from 2017 is still decreasing.

## Fine Revenue

### Total Automated Enforcement Fine Revenue by year



From a department finance and accounting perspective all fine revenue received from traffic violations within the Policing Services Branch (including automated enforcement) rolls down to the bottom line of the Emergency Services Department net expenses. The Emergency Services Department funds the RCMP Contract as well as the Municipal Enforcement/Community Peace Officer program. This includes expenses related to the RCMP's 6-person Traffic Unit as well as the City's 2-person Community Peace Officer Traffic section in Municipal Enforcement.

From broader corporation perspective, the Transportation Branch of the Engineering Services Department invests in a number of annual traffic and transportation safety related items. In 2025 the City of St. Albert spent approximately \$848,000 in specific transportation and traffic safety initiatives. This includes things such as [Traffic Calming Program](#), In Service Safety Reviews, Intersection Safety Improvement Designs, Pedestrian Crossing Improvements and Driver Feedback (speed sign) supply and installations. The above noted expense does not include larger projects such as road widening or traffic flow redesigns even though we know that they also have incidental influences in transportation and traffic safety design.

Overall, the City's corporate investment in transportation and traffic safety continues to exceed any net revenue that is received from the automated enforcement program.

## Program Performance Targets

### Traffic Safety Plan Strategic Goals

#### 1. 20% reduction in Major Injury Collisions by 2027

\*Using average injury rate from 2021-2023 as a base line

\*\*Major injury collision means at least 1 person was reported to be admitted to the hospital

#### 2. Zero Fatal Collisions

	2021 - 2023 Average	2024 Target	2024 Actual	2025 Target	2025 Actual	2026 Target	2026 Actual	2027 Target	2027 Actual
Major Injury Collisions	11	10.5	11	10	17	9.5	TBD	9	TBD
Fatal Collisions	0	0	2	0	0	0	TBD	0	TBD

Based on the Strategic Targets set out in the Policing Services Traffic Safety Plan, the rates did not meet the 2025 target for Major Injury Collisions. From the 2021 to 2023 baseline rate to 2025, there has been a **54.5 % increase** in Major Injury collisions.

## CONCLUSION

In 2025, the deployment of Automated Enforcement technology contributed to addressing traffic-safety issues within the community, despite increases observed in several key areas. The enforcement of traffic-safety legislation remains a proven strategy for improving road safety and reducing high-risk behaviours. In 2026, the program's operations, reporting practices, and overall impact on traffic safety will continue to be closely monitored and evaluated.

## CONTACTS

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