



Grande Prairie Enforcement Services
Traffic Safety Plan 2026

Executive Summary:

Grande Prairie Enforcement Services (GPES) is committed to enhancing road safety through a comprehensive, data-driven approach to traffic enforcement, education, and engineering. The 2026 Traffic Safety Plan outlines targeted strategies aimed at reducing collisions resulting in injury and fatality, while improving overall driver behaviour across the City's road network.

Analysis of collision data from 2018 to 2025 demonstrates a continued downward trend in both the frequency and severity of collisions within Grande Prairie. Total reported collisions have decreased to their lowest level within the reporting period, with a 24% reduction compared to the recent three-year average. Injury collisions have similarly declined, indicating measurable improvements in roadway safety outcomes.

Despite this progress, collision risk remains concentrated within specific areas and behaviours. Data from the Grande Prairie Collision Reporting Centre (CROMS) identifies high-volume arterial corridors including 100 Street, 108 Street, and 116 Street, as well as 100 Avenue, 116 Avenue, 84 Avenue, and 68 Avenue, as the primary locations for collision occurrence. Intersections along these routes represent the highest-risk environments due to increased traffic volumes, turning movements, and driver conflict points.

Collision trends indicate that rear-end, right-angle, and turning-related collisions are most common, with contributing factors including excessive speed, failure to obey traffic control devices, and distracted driving. These findings reinforce the need for targeted enforcement focused on intersection safety, speed management, and driver compliance.

GPES dedicates approximately 6,200 hours annually to proactive traffic safety enforcement through its Traffic Unit. Enforcement efforts are guided by intelligence-led practices, focusing on high-risk locations, peak collision periods, and the behaviours most closely associated with serious collisions. The 2026 Traffic Safety Plan is built on four key pillars:

- Intelligence-Led Enforcement,
- Integrated Enforcement,
- Education, and
- Traffic Engineering Technology.

These focus areas support a coordinated approach that aligns enforcement with data, strengthens inter-agency collaboration, promotes public awareness, and leverages engineering solutions to address roadway safety concerns.

Automated Traffic Enforcement (ATE) remains an important component of this strategy, providing consistent and efficient speed enforcement within designated zones, particularly in school and playground areas where vulnerable road users are present. ATE is deployed in alignment with provincial guidelines and complements officer-led enforcement by allowing resources to be focused on higher-risk and more complex traffic offences.

Overall, the 2026 Traffic Safety Plan reflects a strategic, evidence-based approach to reducing collisions and improving road safety within the City of Grande Prairie. By focusing on high-risk

behaviours, locations, and times, GPES aims to continue the downward trend in collision frequency and severity while enhancing public safety for all road users.

Introduction:

GPES is committed to enhancing road safety through the development and implementation of a comprehensive Traffic Safety Plan. This plan incorporates a balanced approach that includes public education, commercial vehicle inspections, enforcement of vehicle defects and illegal modifications, general traffic enforcement, and ATE.

The Traffic Safety Plan is intended to be a living document, allowing for ongoing updates and adjustments in response to emerging trends, data, and community needs. ATE remains a key component of this plan, serving as an important tool to reduce the frequency and severity of collisions while improving overall safety on Grande Prairie's road network.

Background Information:

The City of Grande Prairie, located in northwestern Alberta, is approximately 456 kilometers from Edmonton. It is one of the largest cities in northern Alberta, with a population of approximately 70,000 and a regional service population exceeding 250,000. Key industries in the region include oil and gas, agriculture, forestry, and retail. It is a key transportation hub, with several major highways and arterial roadways supporting both regional and local traffic movement:

- Highway 43, part of the CANAMEX Corridor, is the primary route connecting Grande Prairie to Edmonton and British Columbia and carries a significant volume of commercial and interprovincial traffic.
- Highway 40 (Bighorn Highway) provides a vital north–south connection through the region, supporting industrial activity and resource development.
- Within the city, major arterial roadways such as 100 Street, 116 Street, 108 Street, and 68 Avenue serve as critical corridors for commuter and commercial traffic, facilitating efficient movement across key residential, commercial, and industrial areas.

Traffic Volumes:

In preparation for this report, the most recent traffic count information was obtained from the City of Grande Prairie Traffic Engineering Services. Traffic Engineering Services conducts measurements of traffic volumes at intersections throughout the city. These traffic counts support data-driven decision making by providing insights into movement patterns and identifying high-risk areas.

Commercial Vehicles:

Grande Prairie is a regional industrial hub, with a significant volume of commercial vehicle traffic moving through the municipal road network on a daily basis. These vehicles

support key industries such as oil and gas, forestry, agriculture, and construction, but also introduce unique safety and infrastructure challenges within an urban environment.

Large commercial vehicles, particularly those that are overweight or over-dimensional, can accelerate roadway deterioration, contribute to increased maintenance costs, and present elevated risks to other road users due to their size, weight, and longer stopping distances. These risks are amplified in urban settings where commercial vehicles interact with higher volumes of passenger vehicles, cyclists, and pedestrians. Collisions involving commercial vehicles are more likely to result in serious injury or fatal outcomes, making proactive enforcement and risk mitigation essential.

Recognizing these risks, all levels of government have established legislation governing commercial vehicle operation, including requirements related to licensing, vehicle condition, load securement, and weight and dimension limits. Within Grande Prairie, additional controls such as designated truck and dangerous goods routes are implemented to protect vulnerable road infrastructure, particularly during spring thaw conditions when roads are more susceptible to damage.

GPES plays a critical role in supporting compliance with this regulatory framework through targeted enforcement and inspection activities. Enforcement efforts are strategically focused along high-volume corridors and identified risk areas, where the combination of heavy traffic and commercial vehicle presence increases the potential for serious collisions. GPES conducts commercial vehicle inspections throughout the city, with an emphasis on vehicle safety, regulatory compliance, and adherence to designated truck routes.

These coordinated efforts are intended to reduce the risk of serious collisions, protect municipal infrastructure, and ensure that commercial transportation within Grande Prairie is conducted in a safe and responsible manner.

Areas of Concern:

Intersections present the highest risk for collisions resulting in serious injury due to the convergence of traffic movements and the increased potential for conflict between road users. Contributing factors such as excessive speed, impaired driving, distracted driving, and the improper use of occupant restraints further elevate this risk. High-volume intersections, particularly those located along major arterial corridors, experience increased traffic demand and a higher likelihood of collision occurrence. The top collision locations for 2025 are identified in the Statistics & Analysis section at the end of this report.

In addition, high-volume arterial corridors and routes that accommodate significant commercial vehicle traffic represent areas of elevated concern. The combination of increased traffic volumes, heavy vehicle presence, and multiple access points contribute to a higher risk of severe collisions. Particularly where commercial vehicles interact with passenger vehicles, cyclists, and pedestrians.

School parking lots are also high-activity environments during student arrival and dismissal times. The combination of increased vehicle congestion and significant

pedestrian movement can create elevated safety risks. Ensuring the safety of children in these areas is a primary objective.

GPES coordinates enforcement activities in alignment with school schedules throughout the academic year. Officers regularly monitor drop-off and pick-up zones to support safe traffic flow and reduce the potential for collisions or injuries. ATE is also utilized in these areas as a complementary measure to reduce vehicle speeds and reinforce compliance with posted regulations. In addition, ATE is deployed within playground zones across the city to promote safe driving behaviour in areas where children and youth are likely to be present outside of school grounds.

School zones are in effect from 7:30 a.m. to 4:30 p.m. on school days, while playground zones are in effect from 8:30 a.m. to one hour after sunset daily.

Strategies:

GPES is committed to reducing the number of collisions that result in injury and fatalities through a comprehensive approach to traffic safety. This includes using our authorized technologies for both conventional and ATE activities. Speed and failure to obey traffic control devices are two consistent variables contributing to the most devastating collisions seen on the City's roadways.

The GPES Traffic Unit contributes approximately 6,200 hours annually toward traffic safety enforcement, with each officer spending an estimated 1,560 hours per year engaged in proactive traffic-related duties.

Four focus areas have been identified as key areas of the GPES coordinated traffic safety strategy:

1. Intelligence-Led Enforcement.

- GPES receives monthly reports from the Grande Prairie Collision Reporting Centre. These reports provide valuable insight into contributing factors associated with collisions on City roadways. Analysis of this data supports the development of targeted enforcement strategies and informs the deployment of resources.
- Enforcement activities are focused on offences that are leading contributors to injury collisions, including impaired driving, distracted driving, speeding, failure to use occupant restraints, and intersection-related offences.
- High-collision intersections within Grande Prairie are reviewed annually. These locations may fluctuate due to changes in traffic patterns, roadway design, and enforcement activity. Ongoing analysis allows GPES to adjust priorities and reallocate resources as new collision hotspots emerge.

2. Integrated Enforcement

- Collaboration between RCMP Municipal Traffic Services, the Grande Prairie Police Service, and Community Peace Officers supports coordinated enforcement initiatives, including Check Stop campaigns and other targeted operations.
- GPES continues to strengthen partnerships with Commercial Vehicle Enforcement agencies to identify non-compliant or unsafe commercial vehicles and remove them from operation within the City.

3. Education

Communication, awareness, and transparency are essential to building public trust in GPES traffic enforcement activities, including the use of ATE. Outcomes related to ATE initiatives are measured and reported through the Annual ATE Report to ensure accountability and transparency.

Strategies to enhance public education include:

- Expanding GPES social media and web-based traffic safety messaging.
- Providing transparent reporting on ATE locations, statistics, revenue, and outcomes through the City website, Traffic Safety Plan, and Annual ATE Report.
- Engaging with the community through traffic safety initiatives and events.
- Delivering pedestrian and bicycle safety presentations to youth.
- Providing regular enforcement updates to local media.
- Participating in community presentations and outreach opportunities.

4. Traffic Engineering and Technology

- Through the collection and analysis of collision and enforcement data, GPES works collaboratively with Traffic Engineering to identify roadway concerns related to alignment, maintenance, and capital improvements.
- The City evaluates and implements appropriate traffic calming measures, such as dynamic speed display signs and other engineering solutions, to address identified safety concerns.
- GPES utilizes a range of authorized enforcement technologies, including RADAR, LIDAR, and mobile ATE units, to support effective and consistent traffic enforcement.

Outcomes:

Evaluating traffic safety outcomes is essential to understanding the effectiveness of enforcement strategies and overall road safety initiatives within the City of Grande Prairie. Collision data provides a measurable indicator of both the frequency and severity of incidents occurring on municipal roadways and helps identify trends over time.

The following section presents a summary of motor vehicle collision data within the City, including fatal, injury, and collisions meeting the damage reporting threshold. This information is used to assess changes in roadway safety and to support evidence-based decision-making in the deployment of enforcement and prevention strategies.

Table 1: Year to Year Comparison of MVC Occurring Within City of Grande Prairie

	MVC Fatality	MVC Injury	MVC Damage Reportable	Total Collisions	Percent Change in Total Collisions
2018	1	371	1,479	1,850	N/A
2019	0	360	1,387	1,747	-6%
2020	0	243	1,026	1,269	-27%
2021	1	188	961	1,150	-9%
2022	3	184	1,262	1,449	26%
2023	1	176	1,141	1,318	-9%
2024	2	206	949	1,157	-12%
2025	3	144	843	990	-14%

Data Collected via City of Grande Prairie RCMP Police Occurrence Reporting System (PROS)

**MVC damage reporting threshold increased from \$2000 to \$5000 on January 1, 2024.*

Table 2: Types of Collisions 3 Year Average vs. Current Year

	3 Year Average 2022 - 2024	2025 Totals	2025 Comparison to 3 Year Average
Fatality MVC	2.00	3	50%
Injury MVC	188.67	144	-23.67%
Damage over \$2000	1,117.33	843	-24.55%
Total Collisions	1,308.00	990	-24.31%

Data Collected via City of Grande Prairie RCMP Police Occurrence Reporting System (PROS)

**MVC damage reporting threshold increased from \$2000 to \$5000 on January 1, 2024.*

Collision data from 2018 to 2025 demonstrates a general downward trend in both the frequency and severity of collisions within the City of Grande Prairie, with some year-to-year variability. Overall, total collisions have decreased significantly over the reporting period, declining from a high of 1,851 collisions in 2018 to 990 in 2025. This represents a

substantial long-term reduction in collision frequency, despite a temporary increase observed in 2022 as COVID-19 restrictions were lifted and traffic volumes returned to pre-pandemic levels. Following that increase, collision totals have declined for three consecutive years, reaching the lowest level recorded within the reporting period in 2025.

When compared to the three-year average (2022–2024), total collisions in 2025 decreased by 24.3%, indicating continued improvement in overall roadway safety. Collisions resulting in reportable property damage have similarly declined over time, decreasing from 1,479 in 2018 to 843 in 2025. Compared to the three-year average of 1,117.33, this represents a 24.6% reduction.

It is important to note that changes to provincial collision reporting requirements have influenced this data. Effective January 1, 2024, the Government of Alberta increased the mandatory reporting threshold for property damage collisions from \$2,000 to \$5,000. As a result, collisions involving damage below \$5,000 are no longer required to be reported to police. This change reduces the inclusion of lower-severity collisions in reported data and has a direct impact on year-over-year comparisons from 2024 onward.

While the downward trend observed in 2025 aligns with broader improvements in roadway safety, it is likely influenced in part by this change in reporting threshold. This adjustment does not affect injury or fatal collisions, as these incidents remain reportable regardless of the extent of property damage. The data indicates that injury collisions have also shown a consistent downward trend, decreasing from 371 in 2018 to 144 in 2025, representing a 61% reduction over the eight-year period. Compared to the three-year average of 188.67, injury collisions in 2025 decreased by 23.7%. This sustained reduction suggests improvements not only in collision frequency but also in overall collision severity, which is a key indicator of safer driving behaviour and effective traffic safety measures.

Fatal collisions remain low in overall number but exhibit variability from year to year. In 2025, there were 3 fatal collisions, compared to a three-year average of 2. Due to the low frequency of these events, small numerical changes can result in significant percentage fluctuations, and trends should be interpreted with caution. Continued monitoring remains essential to identify contributing factors and inform targeted enforcement and prevention strategies.

The data indicates that 2025 represents the lowest total collision count within the reporting period, alongside significant reductions in injury collisions. These outcomes suggest continued improvements in roadway safety within the City of Grande Prairie.

School and playground zones are identified as higher-risk environments due to the presence of vulnerable pedestrians and are prioritized for enforcement. Data was available for 33 prescribed speed zones and were analyzed to assess collision outcomes within these areas. Collision data indicates that only one property damage collision occurred across all monitored locations in 2025.

The absence of injury and fatal collisions within prescribed zones reflects a strong safety outcome, particularly given the elevated risk associated with these environments. These results suggest a high level of driver compliance and support the continued use of targeted

enforcement strategies in these areas.

The goal of the ATE program is to enhance safety within prescribed speed zones by reducing both the frequency and severity of collisions. While the long-term vision is to eliminate collisions in these high-risk areas, the program focuses on achieving measurable reductions in injury and fatal collisions, recognizing the dynamic nature of roadway environments. While enforcement strategies, including ATE contribute to these outcomes, they operate as part of a broader traffic safety approach that includes education, engineering, and conventional enforcement. The reductions observed across multiple collision categories, particularly when compared to recent three-year averages, supports the conclusion that traffic safety initiatives within the City are contributing to a measurable reduction of severe collisions as well as positive trends in driver behaviours.

Collision Trends and Key Findings

Analysis of 2025 collision data obtained from the Grande Prairie Collision Reporting Centre (CROMS) identifies several consistent trends that inform the City's traffic safety priorities and enforcement strategies.

Collision frequency increases steadily throughout the year, with the majority of incidents occurring during weekdays and peak daytime travel periods. The highest concentration of collisions occurs during typical commuter and mid-day hours, particularly between 8:00 a.m. and 6:00 p.m., with notable peaks around noon and the late afternoon period. This pattern reflects increased traffic volumes during work-related travel and reinforces the need for targeted enforcement during high-activity periods.

The data indicates that collisions are predominantly occurring at intersections and along major arterial corridors where recurring high-risk locations resulting from traffic demand and conflict points are greatest.

In terms of collision types, rear-end collisions represent the most common occurrence, followed by right-angle collisions and turning-related events. These collision types are typically associated with driver inattention, following too closely, failure to yield, and disobeying traffic control devices. The prevalence of these collision patterns reinforces the importance of focusing enforcement efforts on intersection-related offences, speed management, and driver awareness.

Driver behaviour remains a significant contributing factor in many collisions. Common contributing actions include following too closely, unsafe backing, improper turning movements, and failure to obey traffic signals. These behaviours are often observed in high-volume, congested areas and are consistent with the types of collisions most frequently reported.

While collisions involving vulnerable road users such as pedestrians, cyclists, and motorcyclists represent a smaller proportion of total incidents, they remain a critical area of concern due to the increased likelihood of injury. These incidents are most likely to occur in urban areas with higher pedestrian activity, including school zones, playground zones, and commercial areas.

The data also identifies a notable number of hit-and-run collisions, which occur most frequently during daytime hours. This trend suggests a correlation with high-activity areas such as commercial centres and parking environments, highlighting an opportunity for targeted enforcement and public awareness initiatives.

High-Collision Intersections Analysis

Quarterly collision data from the Grande Prairie Collision Reporting Centre identifies a consistent group of high-risk intersections across the city. Across all four quarters of 2025, several intersections consistently ranked among the highest for collision occurrence. Most notably, 100 Street & 116 Avenue, 100 Avenue & 108 Street, and 100 Avenue & 116 Street remained among the top locations throughout the year, with 100 Street & 116 Avenue recording the highest number of collisions overall (30 incidents by year-end).

Other intersections demonstrating consistently high collision volumes include:

- 100 Street & 132 Avenue
- 100 Street & 84 Avenue
- 108 Street & 84 Avenue
- 108 Street & 68 Avenue
- 116 Street & 97 Avenue
- 100 Street & 121 Avenue
- 68 Avenue & Resources Road

These locations reflect a clear pattern of collision concentration along key north–south corridors (100 Street, 108 Street, and 116 Street) and major east–west routes (100 Avenue, 116 Avenue, 84 Avenue, and 68 Avenue).

Collision severity at these intersections remains a concern. While the majority of collisions result in property damage, a consistent proportion involve injuries. Certain intersections demonstrate elevated injury rates, including:

- 100 Street & 121 Avenue (35.71% of collisions resulting in injury)
- 108 Street & 68 Avenue (26.67% of collisions resulting in injury)
- 100 Street & 132 Avenue (26.67% of collisions resulting in injury)
- 116 Street & 84 Avenue (25.00% of collisions resulting in injury)

These figures highlight locations where not only collision frequency, but also collision severity, warrants continued monitoring and targeted intervention. The progression of data across the four quarters shows that while the specific ranking of intersections may fluctuate, the same core group of arterial intersections consistently reappear. This reinforces the relationship between high traffic volumes and collision occurrence, particularly in areas where multiple turning movements, signalized controls, and commercial traffic interactions are present.

Additionally, intersections located along Resources Road and 68 Avenue demonstrate sustained collision activity, reflecting their role in supporting industrial and commercial vehicle

movement. The presence of heavy vehicles in these areas may contribute to increased collision complexity and severity.

Overall, collision data confirms that traffic safety risks within Grande Prairie are not evenly distributed but are concentrated along high-volume arterial corridors and at key intersections where traffic volumes, turning movements, and driver behaviours intersect. These findings support a targeted, intelligence-led approach to enforcement that prioritizes high-risk locations, peak travel times, and behaviours most commonly associated with collisions, including speeding, failure to obey traffic control devices, distracted driving, and unsafe turning movements.

Table 3: Top Collision Intersections - 2025

Intersection	Incidents (2025)	Collisions With Injury	% Collisions With Injury
100 Street & 116 Avenue	30	4	13.33%
100 Avenue & 116 Street	27	4	14.81%
100 Avenue & 108 Street	26	4	15.38%
108 Street & 84 Avenue	23	1	4.35%
108 Street & 116 Avenue	17	2	11.76%
100 Street & 84 Avenue	16	3	18.75%
100 Street & 132 Avenue	15	4	26.67%
108 Street & 68 Avenue	15	4	26.67%
100 Street & 121 Avenue	14	5	35.71%
116 Street & 97 Avenue	14	1	7.14%
68 Avenue & Resources Road	14	1	7.14%
100 Avenue & 92 Street	13	1	7.69%
116 Street & 84 Avenue	12	3	25.00%
100 Avenue & 112 Street	11	1	9.09%
116 Avenue & 99 Street	11	1	9.09%
100 Avenue & 96 Street	9	3	33.33%
100 Street & 108 Avenue	9	2	22.22%
107 Avenue & 108 Street	9	3	33.33%
108 Street & 97 Avenue	9	0	0.00%
100 Avenue & Resources Road	8	2	25.00%

Data provided via the Grande Prairie Collision Reporting Centre

Enforcement Plan:

The 2026 Traffic Safety Plan aims to further reduce injury and fatality collisions occurring in the city by targeting driver behavior and equipment violations that increase collision frequency and severity. Specifically:

1. Vulnerable Areas (School, Playground, and Construction Zones)
2. Intersection Offences
3. Distracted Driving

4. Speeding
5. Occupant Restraints
6. Pedestrian Safety
7. Vehicle Equipment - Unfit Vehicles
8. Commercial Vehicles
9. Off-Highway Vehicle (OHV) Enforcement
10. Impaired Driving (Check Stop)

ATE remains an important component of GPES's Traffic Safety Plan and is intended to complement, not replace, conventional officer-led enforcement. While peace officers play a critical role in addressing impaired driving, distracted driving, and other complex traffic offences through direct intervention and prevention, ATE provides a consistent and efficient method of monitoring speed compliance in designated high-risk areas. By supporting officers with targeted, technology-based enforcement, ATE allows resources to be more effectively allocated while maintaining a visible and balanced approach to traffic safety. The program continues to emphasize transparency, accountability, and evidence-based deployment to improve road safety outcomes within the City of Grande Prairie.

Table 4: ATE Deployment Hours & Number of Vehicles Monitored

Year	Hours Deployed	Vehicles Monitored
2022	6,736.56	9,778,343
2023	4,586.08	8,181,566
2024	4,588.87	6,738,109
2025	1,456.88	211,287

ATE data collected via Global Traffic Group

Table 5: Automated Traffic Enforcement Sites

ATE Sites	2020	2021	2022	2023	2024	2025	2026
Speed	110	91	66	67	66	0	0
Speed (Prescribed Zones)	72	64	64	66	66	66	66
Stop Signs	6	4	4	4	4	0	0
Red Lights	41	40	39	39	39	0	0
Intersection Safety Devices	5	5	5	5	5	0	0
TOTAL SITES:	234	204	178	181	180	66	66

ATE [site locations](#) via Global Traffic Group

All sites are reassessed every two years to ensure compliance with the Automated Traffic Enforcement Guidelines and receive approval from the Grande Prairie RCMP. The ATE program supports education and enforcement with a balanced and transparent approach to traffic safety.

ATE Site selection criteria are identified below:

2023 Selection Criteria	April 1, 2025 Selection Criteria
Areas with higher frequency of collisions.	Removed.
Areas with higher frequency of speeding.	Removed.
Areas with higher frequency of intersection contraventions.	Removed.
Designated zones (school/playground & construction).	Designated zones (school/playground & construction).

Automated Traffic Enforcement (ATE) fine revenue retained by the City of Grande Prairie in 2025 totaled \$193,359.39. This represents a decrease of approximately 60.8% compared to \$493,720.18 in 2024.

The reduction in revenue is consistent with the significant decrease in ATE deployment hours, vehicles monitored, and violation notices issued in 2025. These changes were driven by the Government of Alberta's Automated Traffic Enforcement Guidelines, which restricted enforcement to prescribed speed zones, as well as operational impacts related to reduced program capacity.

ATE fine revenue retained by the City is reinvested into traffic safety initiatives, supporting GPES operations, including the Traffic Unit and ATE program. These contributions help offset operational costs associated with traffic enforcement.

A detailed breakdown of ATE fine revenue for 2025 is provided in the following table, with additional financial information included at the end of this report.

Contact Information:

Correspondence can be sent to Enforcement Services through:

PO Bag 4000,
10205 – 98 Street,
Grande Prairie, AB T8V 6V3

Phone: 780-830-5790

Fax: 780-830-7093

Email: es_contact@gppolice.com

ALBERTA TRAFFIC SAFETY CALENDAR

Alberta Traffic Safety Calendar

Transportation and Economic Corridors



January

Intersection safety



Winter driving
Alcohol and drug impairment
Fatigue

February

Distracted driving



Winter driving
Fatigue

March

Seatbelts



Aggressive drivers
Fatigue

April

Speed



Aggressive drivers
Motorcycles

May

Motorcycle safety



Cycling
Alcohol and drug impairment
Construction zones
Off-highway vehicles
New drivers

June

Commercial vehicle safety



Cycling
Construction zones
Off-highway vehicles
Fatigue

July

Impaired driving



Cycling
Construction zones
Off-highway vehicles

August

New drivers



Cycling
Alcohol and drug impairment
Aggressive drivers
Motorcycles

September

Back to school



Cycling
Alcohol and drug impairment
Speed

October

Pedestrian safety



Wildlife
Fatigue

November

Child safety seats



Pedestrian safety
Wildlife
Winter driving

December

Impaired driving



Winter driving
Fatigue

The calendar was developed using collision information, stakeholder input and the public's perceptions of issues.

Alberta

STATISTICS & ANALYSIS

Table 6: Grande Prairie Major Intersections by Traffic Volumes

Intersection	Traffic Volume	Date of Count
108 Street & 100 Avenue	49,138	2023
100 Street & 116 Avenue	42,635	2023
116 Street & 100 Avenue	38,354	2025
108 Street & 84 Avenue	35,856	2022
116 Street & 97 Avenue	34,614	2025
102 Street & 116 Avenue	31,937	2023
100 Street & 121 Avenue	29,895	2024
112 Street & 100 Avenue	33,646	2025
99 Street & 116 Avenue	30,961	2025
100 Street & 132 Avenue	28,812	2024
100 Street & 124 Avenue	28,727	2024
108 Street & 107 Avenue	28,367	2024
92 Street & 100 Avenue	28,315	2021
Resources Road & 99 Avenue	27,807	2022
Resources Road & 68 Avenue	30,428	2025
116 Street & 89 Avenue	27,180	2023
100 Street & 84 Avenue	27,006	2024
106 Street & 100 Avenue	26,467	2023
116 Street & 104 Avenue	25,848	2025
105 Street & 116 Avenue	25,861	2023
108 Street & 79 Avenue	25,852	2022
116 Street & 84 Avenue	24,970	2023
100 Street & 99 Avenue	24,789	2022
Resources Road & 100 Avenue	24,751	2022
108 Street & 68 Avenue	24,663	2023
108 Street & 104 Avenue	24,528	2023
116 Street & 95 Avenue	23,861	2019
120 Street & 100 Avenue	23,590	2024
Kateri Drive & 68 Avenue	23,578	2022
100 Street & 100 Avenue	23,514	2022
116 Street & 132 Avenue	20,154	2024
100 Street & 68 Avenue	21,223	2025
92 Street & 68 Avenue	19,580	2024
Resources Road & 84 Avenue	19,373	2021
124 Street & 100 Avenue	17,031	2024

Data collected via GIS [Traffic Counts Dashboard Public](#)

Table 7: Grande Prairie Automated Traffic Enforcement Contraventions and Violation Notices Recorded

YEAR	Speed Contravention Photo Radar/ISD	Speed Notice Photo Radar/ISD	Red Light Contravention	Red Light Notice	Stop Sign Contravention	Stop Sign Notice	Total Contraventions Recorded	Total Notices Issued
2015	11,993	6,654	4	1	1,124	619	13,121	7,274
2016	59,394	41,674	2,362	1,560	7,348	4,767	69,104	48,001
2017	43,146	31,771	3,239	2,255	3,216	2,317	49,601	36,343
2018	34,978	29,008	2,527	1,994	3,157	2,675	40,662	33,677
2019	39,805	30,274	3,005	1,866	3,606	2,641	46,416	34,781
2020	41,400	30,977	2,406	1,428	1,478	1,052	45,284	33,457
2021	43,236	29,873	4,200	2,808	1,850	1,456	49,286	34,137
2022	36,479	24,087	3,067	1,618	1,405	972	40,951	26,677
2023	18,939	10,481	1,180	674	912	575	21,031	11,730
2024	21,584	11,892	939	555	788	506	23,311	12,953
2025	11,613	7,687	0	0	0	2,221	11,613	9,908

ATE data collected via Global Traffic Group

Automated Traffic Enforcement – Fines Generated and Collected - 2025

	Outstanding Fines at December 31, 2025	Plus: Fines Paid during 2025 (below)	Less: Outstanding Fines at December 31, 2024	Fines Generated in 2025
Victim Surcharge	\$83,345.15	\$213,414.36	\$158,329.85	\$138,429.66
Provincial Fine Retention	\$162,887.67	\$422,439.74	\$311,332.71	\$273,994.70
To Global Traffic Group	\$142,706.01	\$360,258.80	\$275,057.01	\$227,907.80
To City of Grande Prairie	\$116,759.47	\$301,646.56	\$225,046.64	\$193,359.39
Total	\$505,698.30	\$1,297,759.46	\$969,766.21	\$833,691.55