Grande Prairie Enforcement Service
Automated Traffic Enforcement
2025 Annual Report

Introduction:

The 2025 Automated Traffic Enforcement (ATE) Annual Report outlines the ongoing efforts of Grande Prairie Enforcement Services (GPES) to enhance road safety through targeted, data-driven enforcement. ATE remains a key component of the City's Traffic Safety Plan, supporting reductions in high-risk driving behaviours such as speeding.

The Traffic Safety Plan incorporates a comprehensive approach to road safety, including education, commercial vehicle inspections, vehicle compliance enforcement, and general traffic enforcement. As a living framework, the plan is designed to adapt to emerging trends and evolving risks within the transportation environment.

Within this approach, ATE serves as a targeted enforcement tool aimed at reducing the frequency and severity of collisions. By promoting speed compliance and safer driving behaviour, ATE contributes to improved public safety on roadways throughout the City of Grande Prairie.

Overview:

Historically, ATE has been deployed across a variety of enforcement types, including speed enforcement, red light enforcement, stop sign enforcement, and intersection safety devices. In 2025, the ATE program was significantly restructured to align with the Government of Alberta's Automated Traffic Enforcement Guidelines (2025 Edition). These updated guidelines restricted ATE use to provincially defined prescribed speed zones, such as school, playground, and construction areas, prohibiting its use for red light enforcement, stop sign enforcement, and intersection safety devices.

Table 1: Automated Traffic Enforcement Sites

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

ATE site locations via Global Traffic Group

As a result of these changes, the number of approved ATE sites within the City of Grande Prairie was reduced from 180 in 2024 to 66 in 2025. Enforcement activities were refocused exclusively on prescribed speed zones, representing a shift from broad-based enforcement to a more targeted approach aimed at protecting vulnerable road users. All sites are reassessed every two years to ensure compliance with the Automated Traffic Enforcement Guidelines and receive approval from the Grande Prairie RCMP.

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.

Automated Traffic Enforcement Technology:

Mobile photo radar units were the only ATE technology deployed within Grande Prairie throughout 2025. This equipment was used within prescribed speed areas, such as school and playground zones.

Mobile photo radar is an automated enforcement technology used to monitor vehicle speeds and promote compliance with posted speed limits. The system utilizes radar to detect the speed of passing vehicles and a camera to capture images of those exceeding the speed threshold. Mobile photo radar supports traffic safety by providing consistent, unbiased enforcement and encouraging drivers to reduce speed.

Automated Traffic Enforcement Deployment Activity:

ATE activity is measured through total hours deployed and the number of vehicles monitored. These metrics provide insight into the scale of enforcement operations and overall program capacity.

Table 2: 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

From 2022 to 2024, ATE deployment hours and vehicles monitored showed a gradual decline. Deployment hours decreased from 6,736.56 hours in 2022 to approximately 4,588 hours in both 2023 and 2024, representing a reduction of approximately 32%. Over the same period, vehicles monitored decreased from 9.78 million in 2022 to 6.74 million in 2024, reflecting a steady reduction in overall enforcement exposure.

In 2025, a significant decrease in both deployment hours and vehicles monitored was observed. Deployment hours declined to 1,456.88 hours, representing a reduction of approximately 68% compared to 2024. Similarly, vehicles monitored decreased to 211,287, representing a reduction of over 96% from the previous year. These substantial reductions are primarily attributable to changes introduced through the Government of Alberta's Automated Traffic Enforcement Guidelines, including a technology moratorium that limited the use of certain ATE enforcement tools.

In addition, the ATE program experienced operational challenges related to staffing. During the COVID-19 pandemic, ATE enforcement activities were suspended, and contracted ATE operators were temporarily laid off. Following the lifting of pandemic-related restrictions, staffing levels did not fully recover, resulting in reduced operational capacity in subsequent years. These combined factors contributed to the significant decline in enforcement activity observed in 2025.

Traffic Safety Analysis and 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 3: 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 4: 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%
MVC Dmg. Reportable	1,117.33	843	-24.55%
Total Reportable 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 32 prescribed zone sites and was 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.

Traffic Safety Education and Public Awareness

Grande Prairie Police Service and Grande Prairie Enforcement Services place a strong emphasis on public education and community engagement as key components of traffic safety. Through social media messaging, public awareness campaigns, and media engagement, residents are regularly reminded of the risks associated with speeding and distracted driving, particularly in high-risk areas such as school and playground zones. Police have consistently highlighted distracted driving as an ongoing concern, emphasizing that any activity diverting attention from the road, such as cellphone use or other in-vehicle distractions, can significantly increase the risk of collisions.

Public messaging reinforces simple preventative measures, including reducing speed, eliminating distractions, and remaining attentive to vulnerable road users. In addition to enforcement activities, GPES actively promotes safe driving behaviours through education and community outreach, supporting a balanced approach to traffic safety that prioritizes prevention alongside enforcement.

Financials

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.

Grande Prairie Automated Traffic Enforcement Contraventions and Violation Notices

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**