



# **2025**

## **Automated Traffic Enforcement Report**

## **Summary**

Changes to the deployment of Automated Enforcement (ATE) during 2025 and postal interruptions and labor negotiations led to changes in the ATE program in Coaldale. ATE was deployed from January until early September at which time a work stoppage due to labor negotiations suspended the program.

Due to a lengthy postal interruption, during which violation notices could not be mailed, Council directed unmailed violations (captured between mid May and Sept 6<sup>th</sup> 2025) be issued as warning notices.

Also starting in 2025 at the direction of the Ministry, ATE was only deployed in playground and construction zones.

During 2025 the Town of Coaldale experienced a decrease in monitored traffic volume due in large part to the new deployment model and the suspension of the ATE program in September.

In 2024 18,197 vehicles were monitored in our playground zones, and the violation rate was 4.57 % in 2025 with the increased focus on playground zones, 40,489 vehicles were monitored in playground zones with a violation rate of 3.75% a decrease of 18%.

*(Traffic Safety outcome as per section D of the Automated Enforcement Guidelines)*

The ATE program in Coaldale has been suspended for 2026 to provide an opportunity for on-going evaluation and determination of need with an eye on the core 4 areas of traffic safety planning:

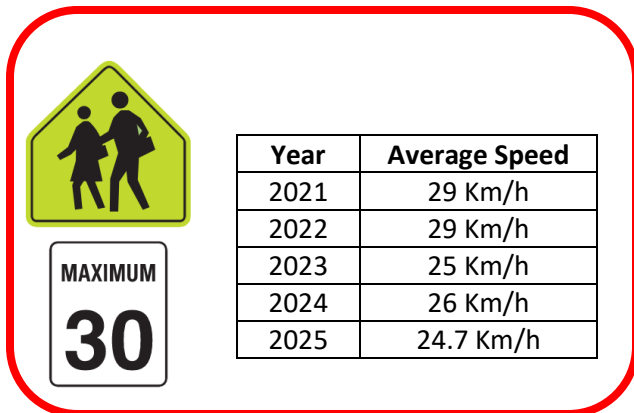
Research: Using traffic analyzer and traffic studies to determine if there is a problem or if it is merely the perception of a problem.

Education: Community outreach and education to improve compliance and safety. This is done through various methods including social media, traditional media, community presentations and engagements and officer contact.

Engineering: All new subdivision planning undergoes a traffic calming review to better design roadways for safety and the enjoyment of the community. "Problem" roadways are reviewed for engineering changes to improve safety and gain compliance, e.g., additional marked pedestrian crosswalks, re-engineered turn lanes on highways 3 and 845.

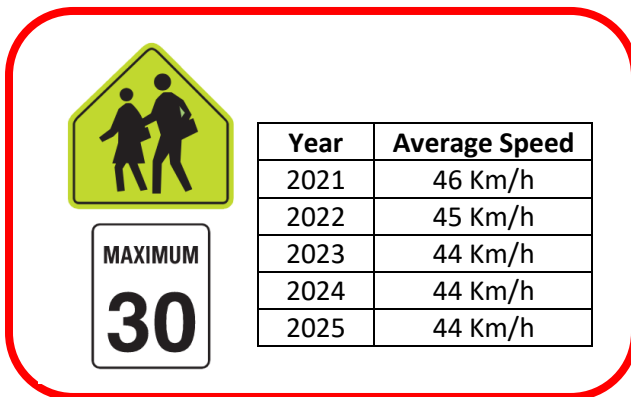
Enforcement: Enforcement is the last component in the Traffic Calming Plan. Targeted Enforcement blitzes are planned in conjunction with Traffic Calming initiatives, advertised and high profile to obtain the best "bang for the buck".

## Average Speed of Monitored Vehicles



Note: Average speeds at monitored sites dropped again in 2025 over 2024. *(Traffic Safety outcome as per section D of the Automated Enforcement Guidelines)*

## Average Speed of Offending Vehicles



Note: The average speed of offenders remains unchanged but the percentage of violations to traffic volume dropped from 5.15% to 3.75% This represents a significant drop in rates of violation. *(Traffic Safety outcome as per section D of the Automated Enforcement Guidelines)*

## Fine Revenues – Disbursements

|                                                               |                     |
|---------------------------------------------------------------|---------------------|
| 2025 Total violation ticket issued (excludes out of province) | 578                 |
| 2025 Average violation ticket fine amount                     | \$ 187.12           |
| 2025 Gross Revenue                                            | \$ 108,155.36       |
| 2025 Victim Fine Surcharge 20%                                | \$ 21,631.07        |
| 2025 Province of Alberta 40%                                  | \$ 34,609.71        |
| 2025 Anticipated un-collectables 20%                          | \$ 10,382.91        |
| 2025 Anticipated revenue to Town                              | <u>\$ 41,531.67</u> |

Note: Revenues are based solely on tickets issued during the calendar year 2025. Revenue may vary based on when fines are received from the Province and may not be within the calendar year of issue.

### Traffic Safety Enhancements

#### **Line Painting**

- Crosswalks - White - Zebra style
- Crosswalks w/Stop bar - White
- Stop bars - White
- Center Line - Yellow
- Street Arrow Markings
- Lane Lines - White
- Shoulder Line - White

#### **Signs**

- Pedestrian crossing lights installed on 18 Ave at 26 Street
- Golf Cart Share the Road signs installed in various locations

#### **Community Grants**

Community investment grants from ATE revenues

## **Performance Indicators - Automated Enforcement Guidelines**

### **ATE Enforcement**

| Year | Total Vehicles Monitored | Total Violations | Alberta Violations Issued | Out of Province Issued |
|------|--------------------------|------------------|---------------------------|------------------------|
| 2021 | 139642                   | 7814             | 5937                      | 535                    |
| 2022 | 161438                   | 7326             | 5879                      | 239                    |
| 2023 | 142580                   | 7817             | 6693                      | 250                    |
| 2024 | 137741                   | 7090             | 6058                      | 424                    |
| 2025 | 40589                    | 663              | 578                       | 85                     |

### **Total Collisions**

| Five Year Summary | 2021 | 2022 | 2023 | 2024 | 2025 |
|-------------------|------|------|------|------|------|
| Fatal Collisions  | 0    | 0    | 0    | 1    | 0    |
| Injury Collisions | 12   | 0    | 11   | 15   | 5    |
| Property Damage   | 56   | 87   | 80   | 63   | 51   |
| Total Collisions  | 68   | 87   | 91   | 79   | 56   |

Collision rates fell in 2025 as did fatalities and injuries. Fatality Collisions, -100%, Injury Collisions, -66.7%, Property Damage Collisions, -19%.

Overall, a 29.1% reduction in collisions.

*(Traffic Safety outcome as per section D of the Automated Enforcement Guidelines)*