2015

St. Albert Traffic Collision Statistics



Transportation Branch
Engineering Services
City of St. Albert

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GLOSSARY OF TERMS

At-fault Driver	A driver who is responsible for a collision due to faulty driver action including following too closely, improper lane change, speeding, careless driving, failing to yield right of way (ROW), sign/signal violation, distracted driving.
Backing	Any multi-vehicle collision when at least one vehicle was in the act of backing up.
Collision	A motor vehicle collision occurs when a vehicle, as defined by the Alberta Traffic Safety Act, comes in contact or collides with another vehicle, pedestrian, cyclist, animal, road infrastructure or debris. Royal Canadian Mounted Police (RCMP) report on collisions occurring on public roadways, alleys, private and public parking lots within the City of St. Albert's jurisdiction. Current legislation in Alberta requires a traffic collision be immediately reported to the police if it results in death, injury or property damage of $2,000 or more.
Collision Severity	A classification of a collision based on the most severe result of the collision, i.e., whether someone was killed (fatal), injured (injury) or the vehicle received property damage (PDO).
Collision Type	The collision type refers to the object struck by a motor vehicle during a collision (e.g., a pedestrian, a motorcycle, a bicycle, an animal, fixed object); or to what happened to the vehicle in a single vehicle collision (e.g., ran off road, struck object) or what occurred between two vehicles in a multi-vehicle collision (e.g., rear end, left turn across path, head on, right angle).
Driver Action	A category of contributing factors attributed to actions taken or performed by a driver immediately prior to a collision occurring.
Fatal Collision	A vehicle collision which resulted in a fatality.
Fatality	A fatality is the death of a person that occurs as a result of a motor vehicle collision within 30 days of the collision.
Injury Collision	A vehicle collision which resulted in either a major or minor injury.
Intersection	An intersection is defined as extending 10 metres past the legally defined limits of the outer crosswalk lines of an intersecting roadway.
Left Turn Across Path	A driver makes a left turn and is struck by an oncoming vehicle with the right of way.

Major Injury	Persons with injuries or complaints of pain who went to a hospital and were subsequently admitted, even if for observation only.
Midblock	A section of roadway between two intersections.
Minor Injury	Persons with injuries or complaints of pain who went to a hospital and were treated in emergency (or refused treatment), but were not admitted to the hospital. This also includes people who indicated that they would seek medical treatment.
Property Damage Only (PDO) Collision	A vehicle collision which resulted in property damage exceeding CAD $2,000.
Public Roadways	For the purposes of reportable collisions, a roadway means any primary highway, secondary highway, rural road, street, avenue, parkway, alley, bridge where the public is ordinarily permitted to drive or park a vehicle (with certain rules and restrictions). Roadways are inclusive of sidewalks, boulevards and districts adjacent to and parallel with the roadway.
Rear End Collision	When a vehicle collides with another vehicle in the rear side due to a number of possible reasons (e.g., following too closely, failure to maintain proper safe distance between two vehicles, driver inattention, failing to account for road conditions).
Reportable Collision	A vehicle collision that occurs on a public roadway or private parking lot and results in death, injury and/or property damage exceeding CAD $2,000.
Sideswipe Opposite Direction	Two vehicles approaching opposite directions and intending to continue in opposite directions collide in a sideswiping manner as a result of one or both vehicles crossing the painted or unpainted centerline or divided median of the roadway.
Sideswipe Same Direction	Two vehicles travelling in the same direction that are moving alongside each other and collide; resulting in at least one of the vehicles being struck on the side.
Struck Object	A collision in which the primary collision involved a single vehicle and a fixed object.
Vehicle Wildlife Collision	A collision involving a vehicle striking any wildlife.
Vulnerable Road User	Road users who are in unprotected state or have less external protection, i.e., pedestrian, motorcyclist or bicyclist.
Vulnerable Road User Collision	A collision involving a vehicle that collides with either a pedestrian, motorcyclist or bicyclist.

2015 COLLISION QUICK FACTS

2015 General Collision Statistics

- 868 collisions occurred on public roadways (incidents within private parking lots excluded) within St. Albert
- 521 collisions (60% of total collisions) occurred at intersections
- 347 collisions (40% of total collisions) occurred at midblock locations
- 0 fatal collisions occurred on public roadways
- 127 injury collisions occurred on public roadways
- The 127 injury collisions resulted in 13 major injuries and 170 minor injuries to road users
- 29 vulnerable road user collisions occurred in 2015, that resulted in 6 major and 21 minor injuries
- 16 pedestrian collisions occurred in 2015, that resulted in 5 major and 10 minor injuries
- 6 collisions occurred within School Zones in 2015
- The highest number of collision occurrences within neighbourhoods occurred in the Grandin Community; where 12% of total collisions occurred
- Of at-fault drivers 59% were male and 41% were female
- Both male and female drivers within 16-20 years of age are the highest at-fault drivers
- 57% of at-fault drivers were non-residents
- Following too closely and backing unsafely were the two most common collision types
- 61% of speeding and red light violations were issued to non-residents

General Collision Comparisons from 2014 to 2015

- 13% increase in total city-wide collision occurrences
- 12% increase of collisions per 1,000 population
- 9% increase of collisions per 1,000 registered vehicles
- 2% increase of injury collisions
- 15% increase of PDO collisions
- 164% increase of vulnerable road user collisions
- 21% increase of intersection collision occurrences

2015 Intersection Collision Statistics

- 84% of injury collisions occurred at an intersection location
- The intersection of St. Albert Trail & Giroux Road/Boudreau Road has the highest number of total collision occurrences
- Approximately 49% of all intersection collisions involved rear end collisions;
    - 17% of those rear end collisions resulted in injuries
    - 30% of rear end collisions occurred during winter months (December, January and February)
- 79% of intersection collisions occurred on weekdays
- 34% of all intersection collisions occurred during winter months (December, January and February)
- 31% of intersection collisions occurred between the times of 15:00 - 18:00

2015 Midblock Collision Statistics

- 16% injury collisions occurred at the midblock locations
- 45% of midblock collisions involved a vehicle colliding with a parked car
- 79% of midblock collisions occurred on weekdays
- 33% of midblock collisions occurred during winter months (December, January and February)
- 11% midblock collisions occurred between the times of 15:00 - 16:00

2015 Collision Statistics Summary

Statistics	2014	2015	Change
Total Collisions	768	868	**+13%** ↑
Fatal Collisions	0	0	**---**
Injury Collisions	124	127	**+2.4%** ↑
PDO Collisions	644	741	**+15%** ↑
Intersection Collisions	431	521	**+21%** ↑
Midblock Collisions	337	347	**+3%** ↑
Rear End Collisions	209	302	**+44.5%** ↑
Left Turn Across Path Collisions	51	92	**+80%** ↑
Pedestrian Collisions	5	16	**---** ↑
Bicycle Collisions	2	8	**---** ↑
Motorcycle Collisions	4	5	**+25%** ↑
Vehicle Wildlife Collisions	7	7	**---**
School Zone Collisions	9	6	**-33.3%** ↓
Number of Registered Vehicles	51,944	53,578	**+3.1%** ↑
Number of Licensed Drivers	49,387	50,384	**+2.0%** ↑

Note: Statistics of Collisions which occurred on public roadways
% not identified for values >100% increase
"-" indicates decrease "+" indicates increase

CHAPTER 1: INTRODUCTION

Background

This report provides a summary of motor vehicle collision incidents that were reported to have occurred from January 1, 2015 to December 31, 2015 within St. Albert. The City of St. Albert maintains a data file which contains all reportable collisions that occur on roadways (both public and private roadways). The information is collected from the provincial report form, which is completed by members of the Royal Canadian Mounted Police (RCMP) either on paper at the scene of the collision or electronically at the front counter of a divisional or community police station. The database reflects all reported collisions on public roadways that results in property damage of CAD $2,000 or greater, as well as any collision that results in a major or minor injury or fatality. The information presented in this report is based upon reportable incidents provided by Alberta Transportation at the time of printing. Due to continuing police investigations, some numbers presented in this report may be subject to revision.

Structure of the Report

Chapter 1 provides the background information of the report. In addition, an overview of St. Albert's location, road network, transit network, speed limits and playground zones, and demographic information (population, number of registered vehicles and licensed drivers) have also been illustrated.

Chapter 2 discusses city-wide historical collision statistics and trends. This section of the report contains overall collision trends which represent all collision occurrences within the city on both public (intersection and midblock) and private roadways (parking lots).

Chapter 3 describes 2015 collision statistics and trends from incidents on public roadways only (i.e., intersections and midblock). Private roadway (parking lot) information has been removed from this section of the report. Overall statistics on collisions are identified inclusive of: types and severities, highest collisions intersections, temporal distribution of collisions, collisions by neighbourhoods, vulnerable road user incidents, school zone collisions and vehicle wildlife collisions.

Chapter 4 represents the information about the identified "at-fault" drivers, including age, sex and driver actions. Statistics of distracted driving and enforcement are also provided in this chapter.

Geographical Location

St. Albert, the sixth largest city in Alberta and second-largest city (area of 49.73 km^2) in the Edmonton Capital Region with a population of 64,645 (density 1,300 per km^2), is located northwest of the city of Edmonton, Alberta[1]. Figure 1 illustrates the geographic location of St. Albert.

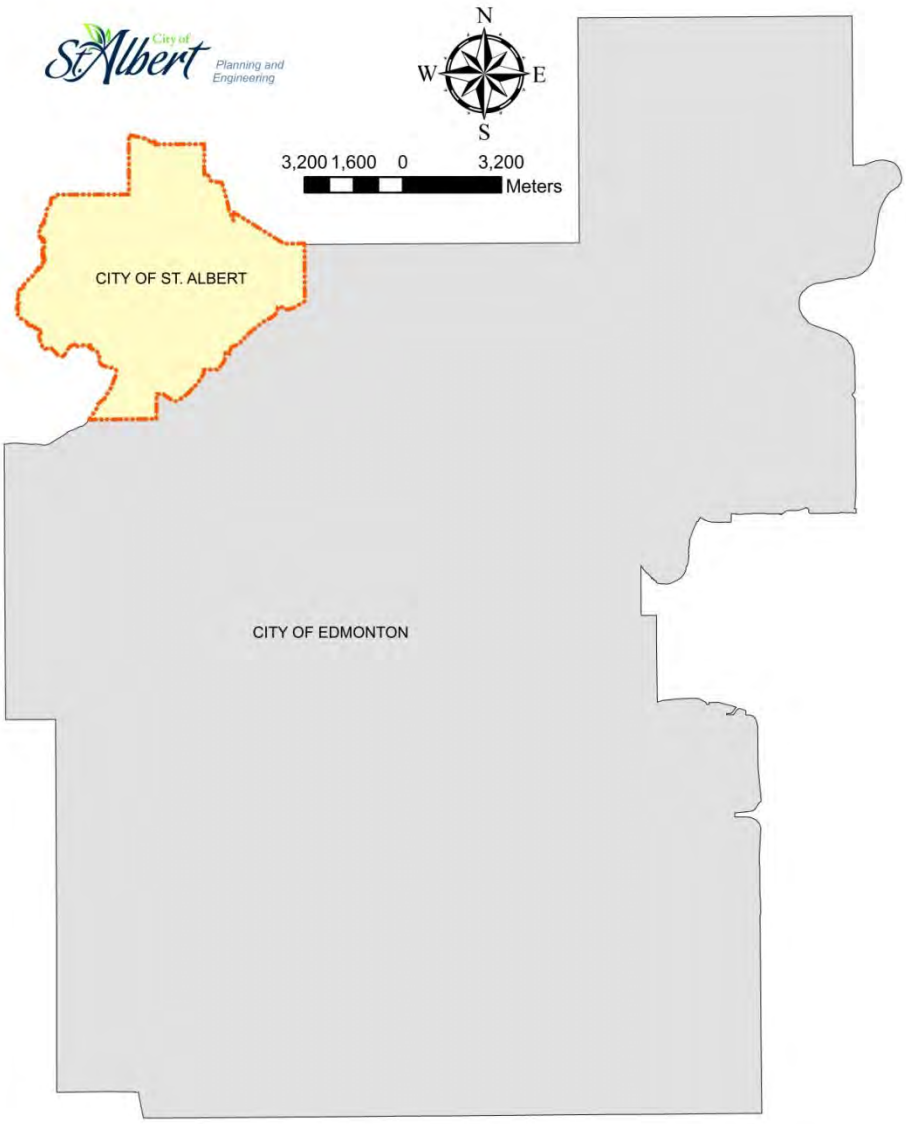


Figure 1: Geographical Location of St. Albert

Roadway Network

Figure 2 illustrates the roadway network of St. Albert. The road network is comprised of approximately 71.58 km of arterial roadway, 75.18 km of collector roadway and 164.69

[1] 2016 St. Albert Census, City of St. Albert

km of local roadway. St. Albert Trail (also known as Highway 2) is the major north south arterial corridor and acts as a primary regional connector to Edmonton. The Giroux Road/Boudreau Road corridor is the major east west arterial which links with St. Albert Trail and connects the eastern and western sections of the city.

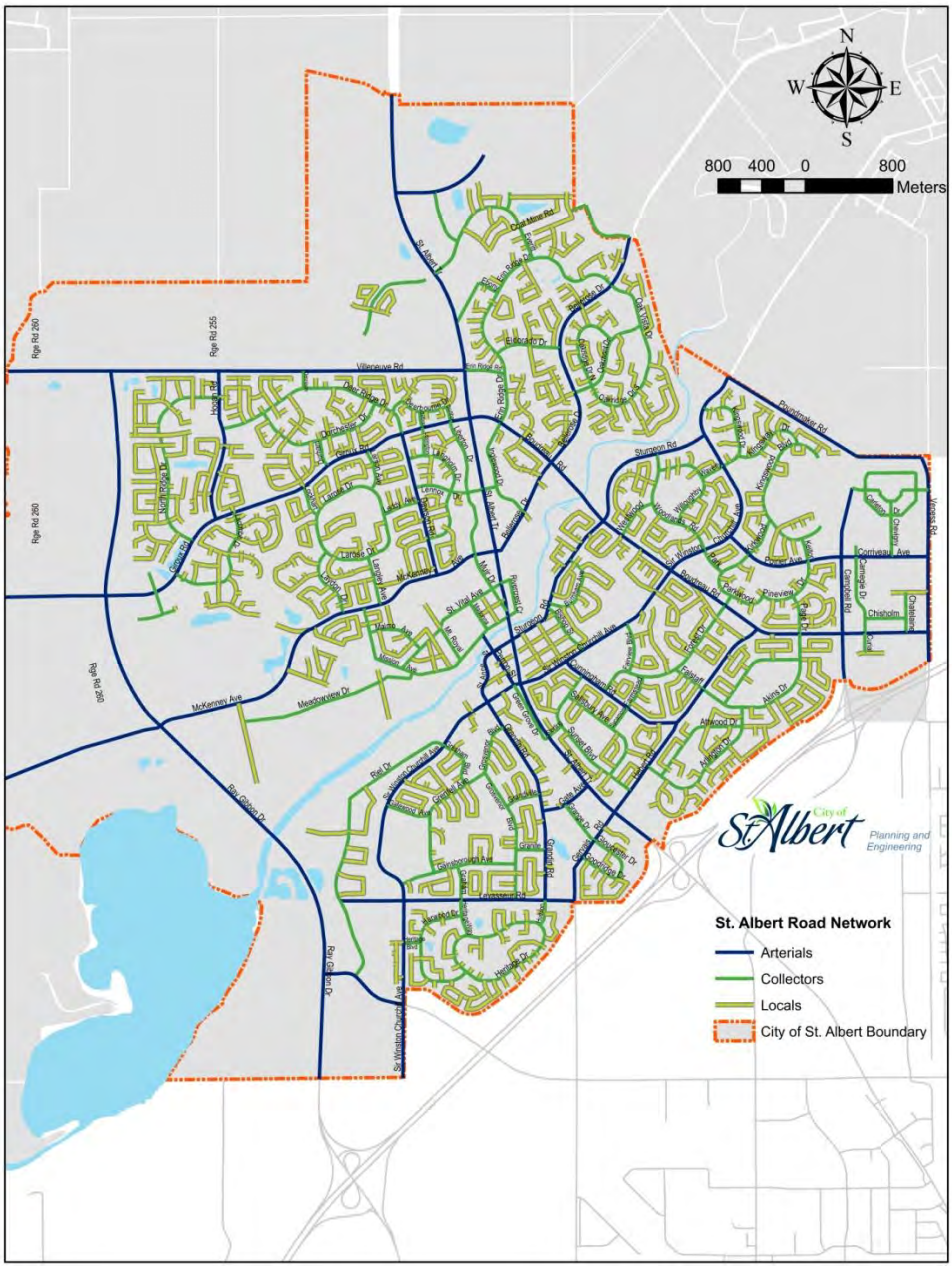
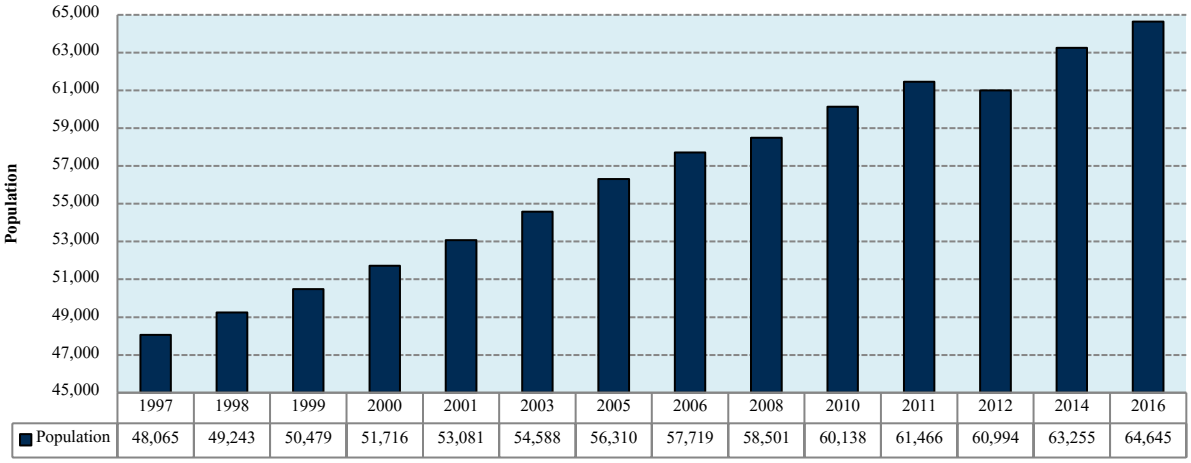


Figure 2: Road Network of St. Albert

Demographic Information

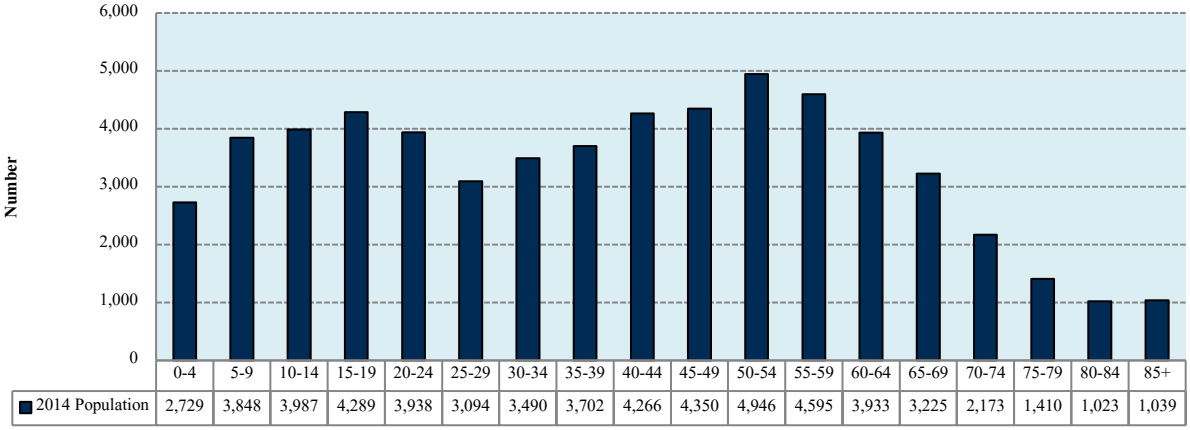
Population

The City of St. Albert has released the initial results of the 2016 Municipal Census, which show the city's population has reached 64,645. This represents an increase of 1.1% per year. At the time of creating the 2015 Collision Report, the detailed update of the City Census was not completed and as a result, the 2015 Collision Report utilizes information within the 2014 Census data. The 2014 Municipal Census reported a population of 63,255 in St. Albert which represents a growth of 3.7% from the 2012 Census where the recorded population was 60,994 (Figure 3). The largest age category, which represents 22.44% of the population, is between 50-64 years of age (mature adults) (Figure 4). In 2014, the female population represented 51% of the overall population while male was 49%[2].



	1997	1998	1999	2000	2001	2003	2005	2006	2008	2010	2011	2012	2014	2016
Population	48,065	49,243	50,479	51,716	53,081	54,588	56,310	57,719	58,501	60,138	61,466	60,994	63,255	64,645

Figure 3: Total Population of St. Albert



	0-4	5-9	10-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85+
2014 Population	2,729	3,848	3,987	4,289	3,938	3,094	3,490	3,702	4,266	4,350	4,946	4,595	3,933	3,225	2,173	1,410	1,023	1,039

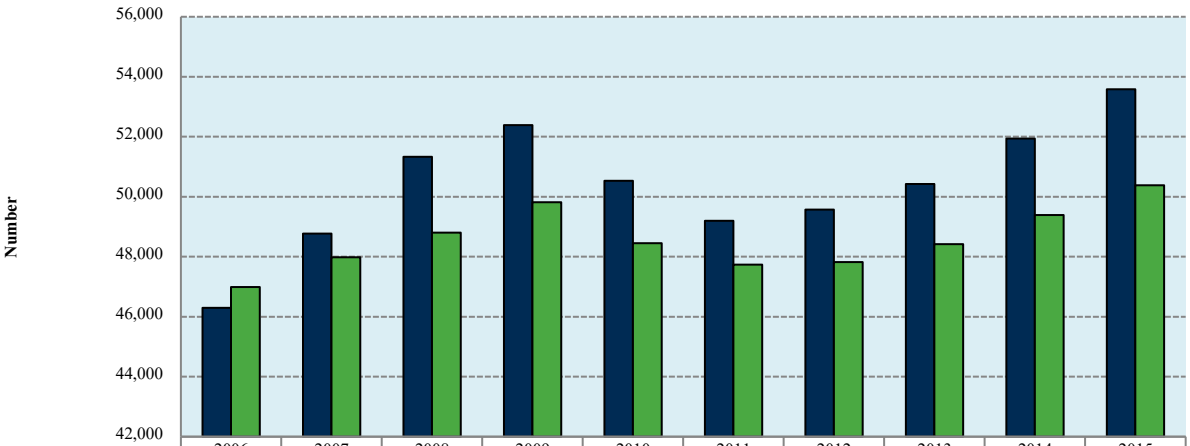
Figure 4: 2014 Population by Age of St. Albert

[2] 2014 St. Albert Census, Municipal Census Report, City of St. Albert

Registered Vehicles & Licensed Drivers

According to Alberta Transportation (AT), currently there are 53,578[3] registered vehicles and 50,384[4] licensed drivers in St. Albert (Figure 5). Counts for the registered motorized vehicles include all motorized vehicles that can be driven on the highway (as defined by the Alberta Traffic Safety Act); however, trailers, off-highway vehicles and dealer-plated vehicles were excluded. Counts for licensed drivers include all classes of licensed drivers, including learner's class and valid licences that have not expired. Counts do not include suspended drivers, ID card holders, or any drivers with expired licences.

In 2015, there was a 2% increase of licensed drivers and a 3% increase of registered vehicles over 2014. In term of car ownership per household, the ratio of registered vehicles and occupied dwelling units was 2.31 (total dwelling units 23,168) which indicates that every household has at least two registered vehicles. These numbers act as indicators of a community's car dependency and vehicle-centric priority.



	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Registered Vehicles	46,297	48,774	51,331	52,387	50,529	49,195	49,572	50,424	51,944	53,578
Licensed Drivers	46,991	47,985	48,807	49,818	48,455	47,740	47,825	48,423	49,387	50,384

Figure 5: Number of Registered Vehicles & Licensed Drivers of St. Albert

Neighbourhoods

There are 24 neighbourhoods in the city. Figure 6 identifies population by neighbourhood (based upon 2014 population statistics). St. Albert's most populated neighbourhoods are:

- Grandin - 11.7% of the total city population
- Lacombe Park - 11.6% of the total city population
- Deer Ridge - 9.9% of the total city population

[3] Vehicle Geographical Statistics, Alberta Transportation, Office of Traffic Safety
[4] MOVES Operator Reports, Alberta Transportation, Office of Traffic Safety

From 2012, the neighbourhood with the highest population growth was North Ridge, where there was an increase in population of 1,029 people. North Ridge was followed by the community of Erin Ridge North, where there was a population increase of 498 people.

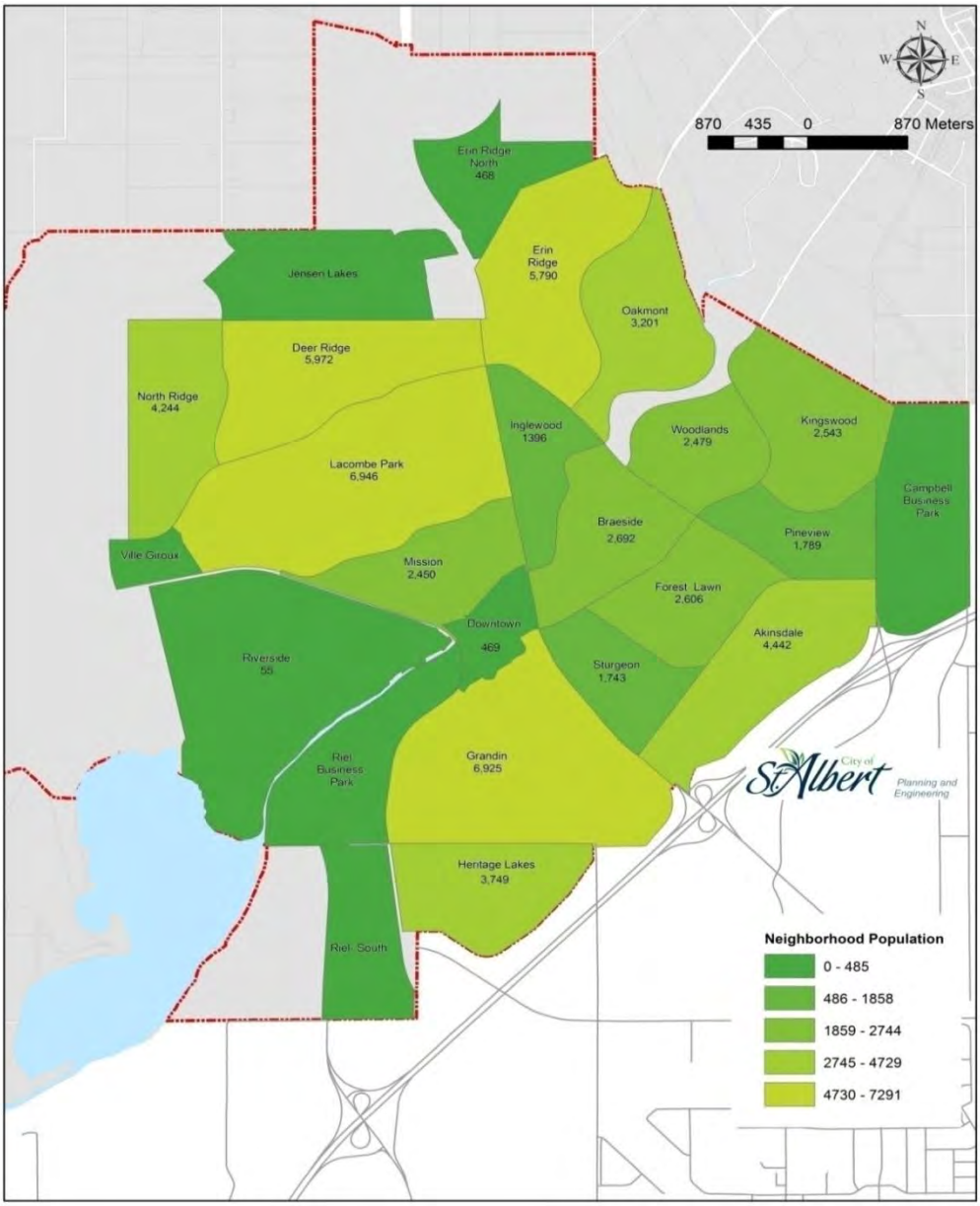


Figure 6: Population of St. Albert (2014) by Neighbourhoods

Transit Network

St. Albert Transit (StAT) has 15 local routes and 8 commuter routes to Edmonton (Figure 7). Currently StAT operates 55 buses and the fleet travels a total of 2.2 million kilometres and carries 1.25 million riders annually.

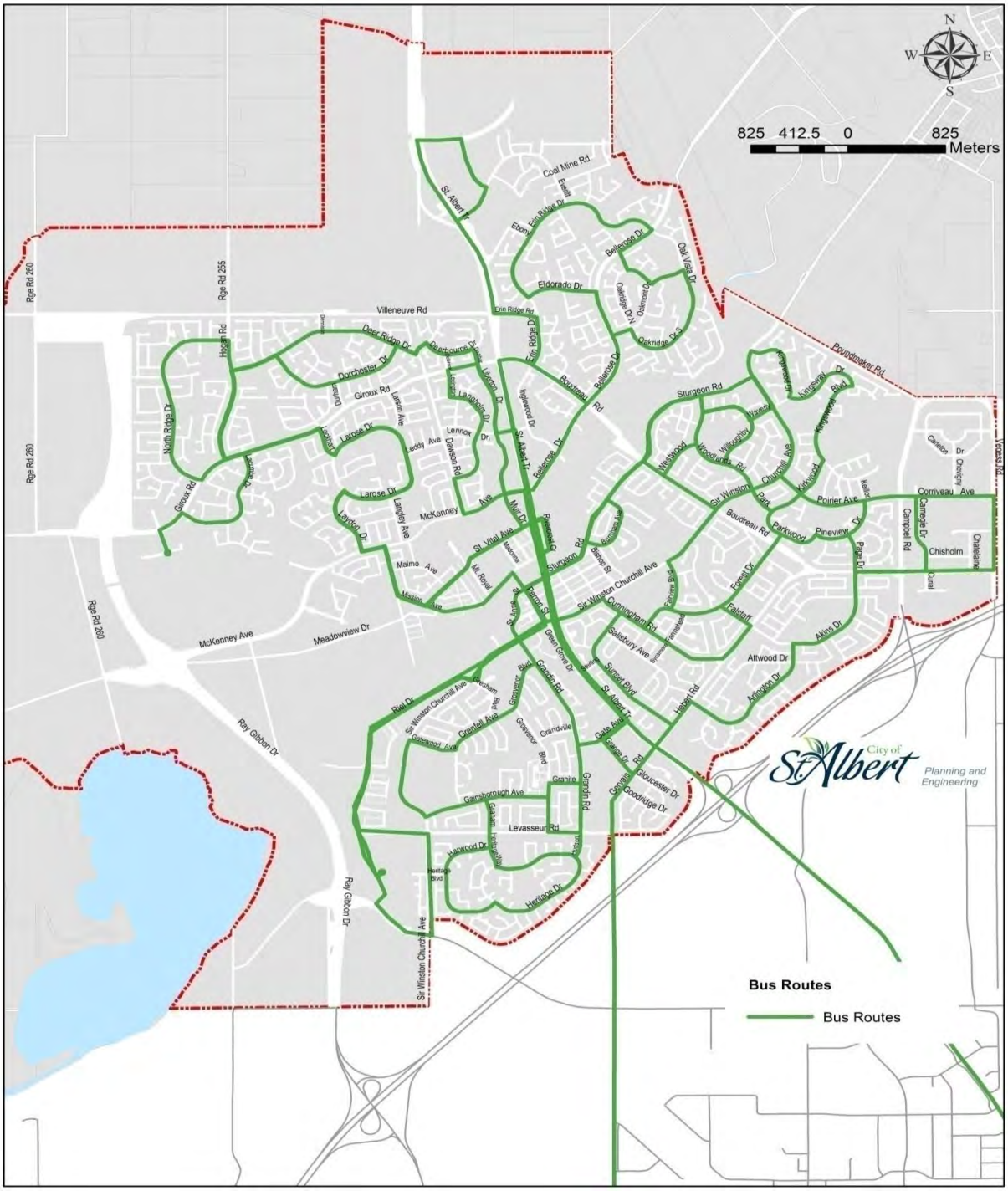


Figure 7: Transit Network of St. Albert

Speed Limits, School Zones and Playground Zones

Similar to other municipalities, St. Albert utilizes school zones, which is an identified section of road in proximity to a school where the speed limit is reduced to 30 km/h and is in effect on school days between the hours of 08:00 - 16:00.

The City also operates with both playground areas and playground zones. A playground area is a location identifying a playground with a warning sign; however, there is no reduction in travel speed on the roadway. A playground zone operates with an identifiable speed reduction to 30 km/h and is in effect every day of the year, starting at 08:30 and ending one hour after sunset. With the exception of school and playground zones (during specified times), all collector and local roads within St. Albert operate at 50 km/h unless otherwise posted. Figure 8 identifies posted speed limits within the city.

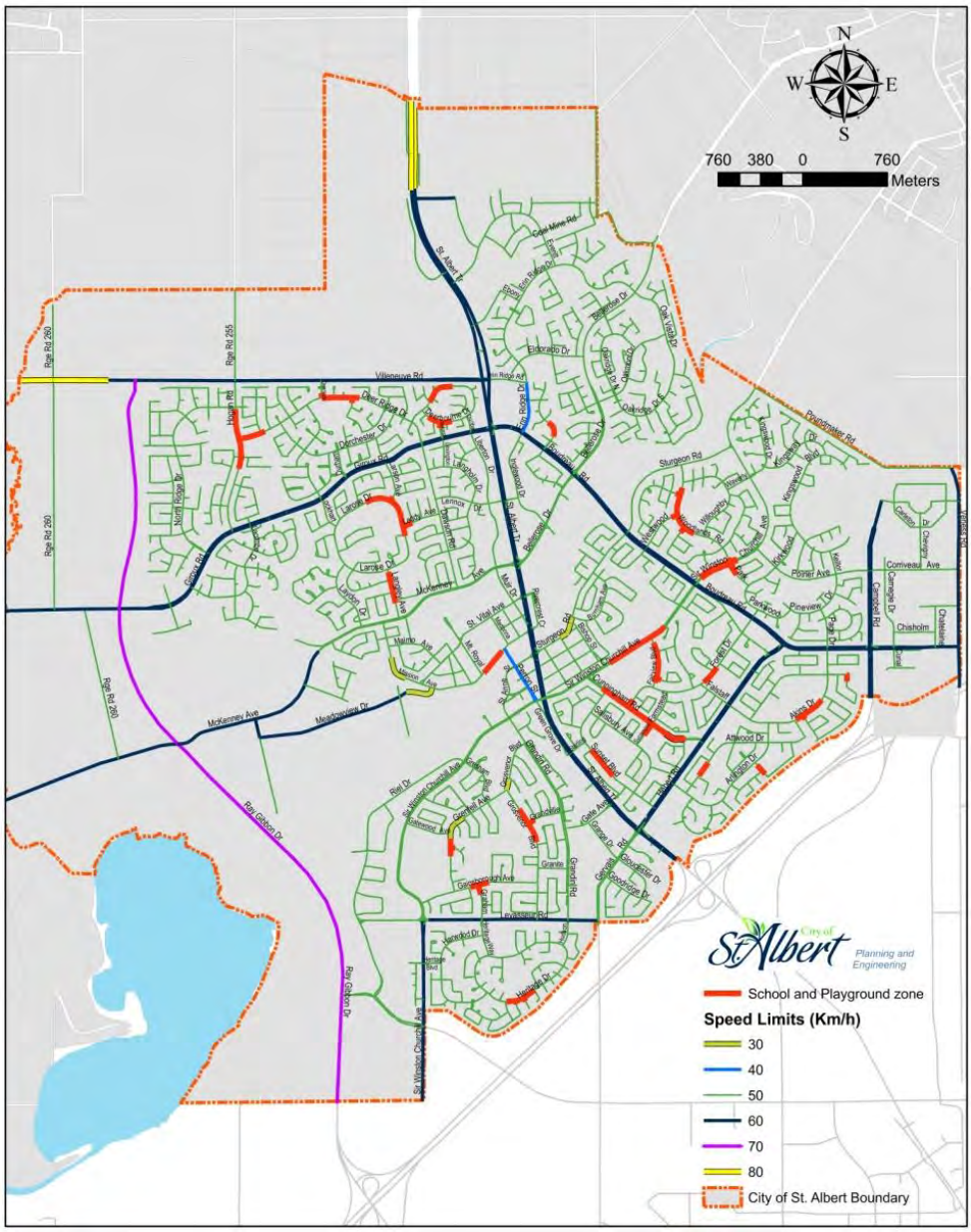


Figure 8: Speed limits and School/Playground Zones of St. Albert Road Network

CHAPTER 2: HISTORICAL COLLISION STATISTICS

City-wide Collision Trends (Public and Private Roads)

Figures 9 and 10 illustrate the city-wide total collision frequency and percentages of collision frequency change from 2005 to 2015. City-wide collision frequency includes collisions that occurred on public roadways (i.e., intersection and midblock) and also within private parking lots. From 2005 to 2015, the highest number of collisions was reported in 2009 (1,862 collisions), while the lowest number occurred in 2005 (1,067 reported collisions). In 2015 (city-wide), there were 1,347 reported collisions which represent an overall 13% collision increase from 2014.

Over the past 10 years, the highest increase of collisions took place from 2006 to 2007 when there was a 21% increase in reported collisions (Figure 10).

In 2011, there was a substantial decrease recorded (approximately 18% reduction from 2010); however, this reduction is impacted by the fact that in 2011 the dollar value of reporting property damage only (PDO) collisions was raised to CAD $2,000 from CAD $1,000 which may have led to a reduction of identified reportable collisions.

In 2015,

13%

Increase in Collisions compared to 2014

Several road safety initiatives/countermeasures have been implemented to address and reduce collisions.

- In 2001, red light cameras were implemented at two intersections:
  - St. Albert Trail and Hebert Road/Gervais Road intersection
  - St. Albert Trail and McKenney Avenue/Bellerose Drive intersection
    - Speed enforcement was added to the cameras in 2009, thus making them intersection safety devices (ISDs) with enforcement occurring for both red light violations and speed violations
  - In 2013 ISDs were implemented at the St. Albert Trail and Giroux Road/Boudreau Road intersection.
- In 2014, protected only left turn signal phases were introduced at intersections along the St. Albert Trail corridor. Protected only left turns now operate at 11 of 14 intersections along the corridor – for the high volume north and southbound directions.

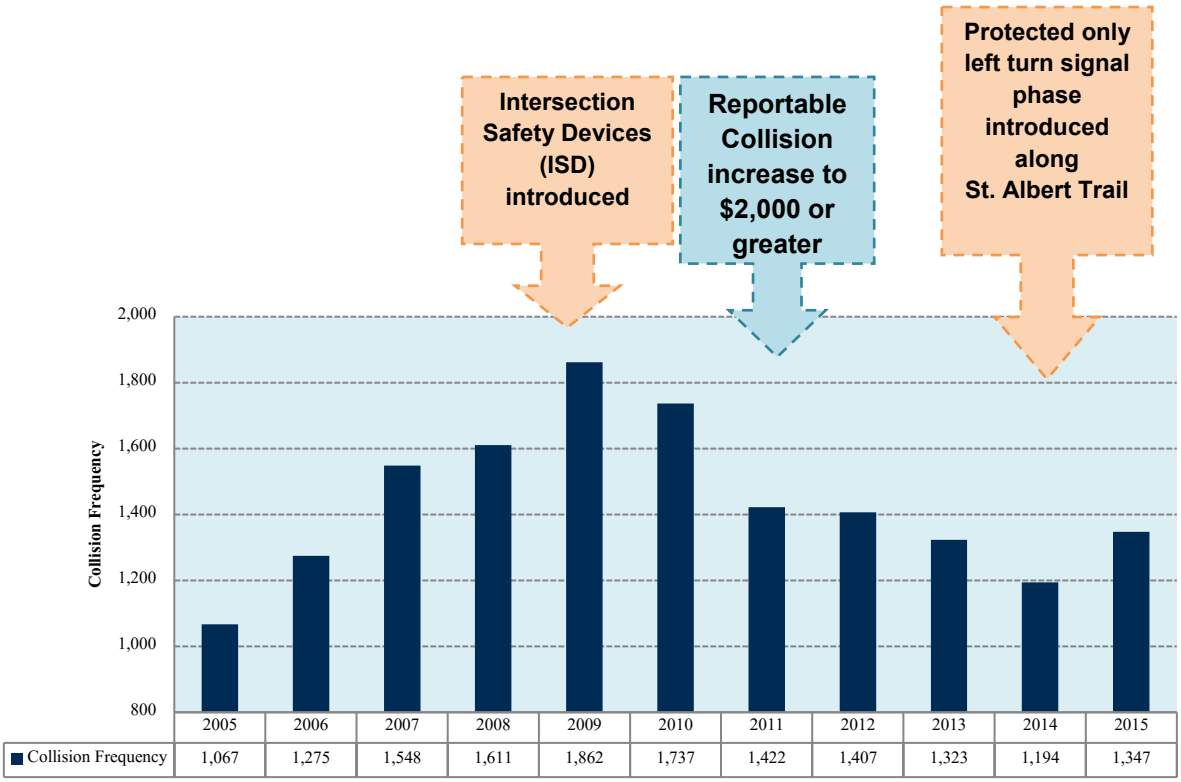


Figure 9: City-wide Historical Collision Incidents Reported (2005 - 2015)

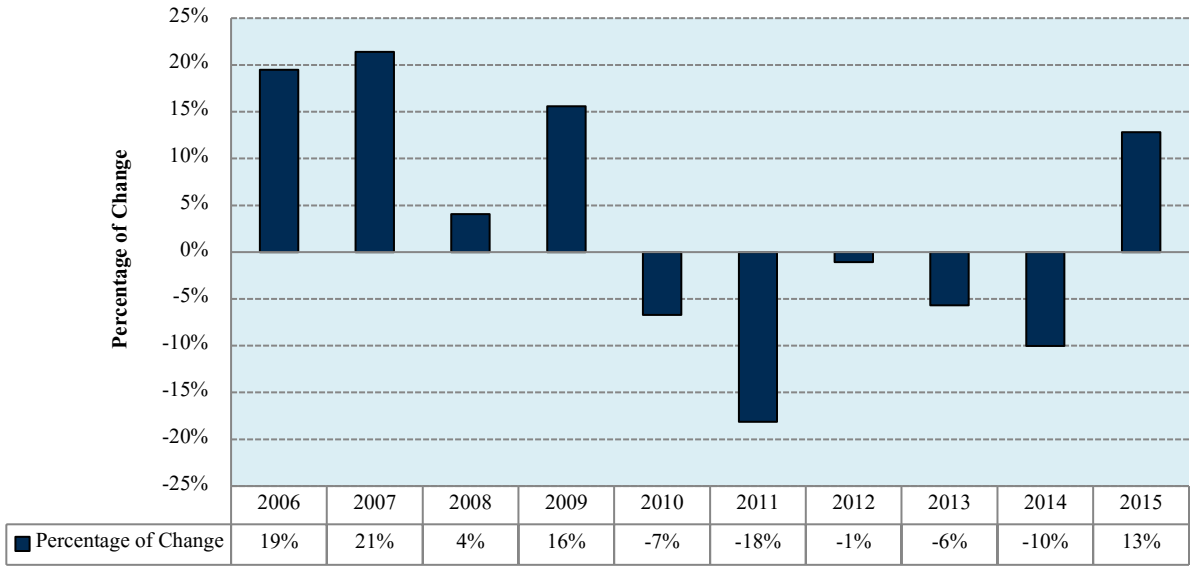
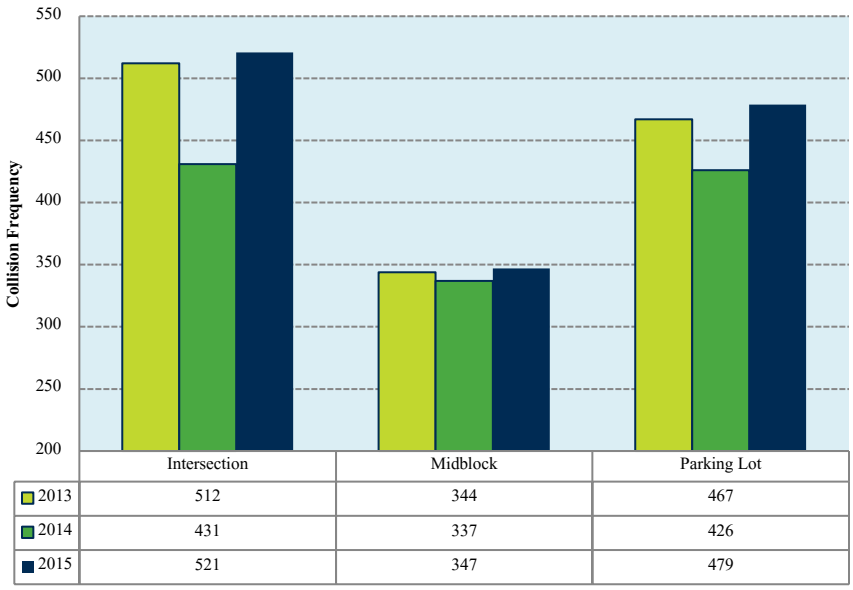


Figure 10: Percentage Variance of Annual Reported Collisions

** Change identified for the year is in comparison to the previous year*

Figure 11 represents the annual collision frequency (number of occurrences) at intersections, midblock locations and within parking lots from 2013 to 2015. The distributions of collisions at the various locations are quite similar. In 2015, there was a 21% increase of intersection collision occurrences from 2014.



	Intersection	Midblock	Parking Lot
2013	512	344	467
2014	431	337	426
2015	521	347	479

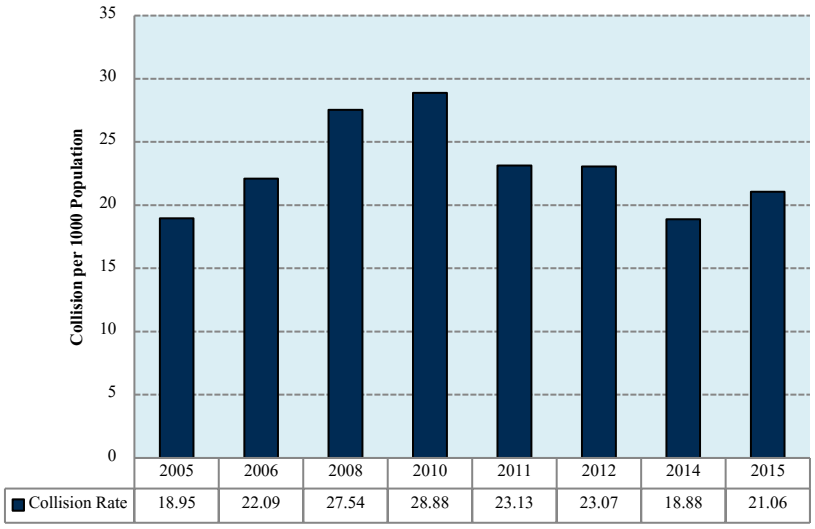
2015 reported a 21% Increase of Intersection Collisions from 2014

Figure 11: 2013 - 2015 Collision Incidents by Location Type

For a better understanding of city-wide collision trends, it is important to take into account city population or registered vehicles as a proxy for exposure or risk of collision occurrence. This is achieved by considering the collision occurrences per 1,000 population or per 1,000 registered vehicles, rather than focusing on simple collision frequency.

Figure 12 identifies the annual collision rates per 1,000 population in St. Albert from 2005 to 2015. From 2005 to 2010 there was an increasing trend in collision rates per 1,000 population, which led to the highest recorded value of 28.88% in 2010. In 2011 the rate decreased by 19.9%; however, it remained fairly constant in the years 2011 and 2012. An 18% reduction of collisions per 1,000 population occurred in 2014 from 2012 (Figure 12); however, in 2015 the collision rate rose again by approximately 12%.

Figure 13 represents the increase of collisions per 1,000 registered vehicles in the same time frame. In 2015 there was a 9% increase of collisions per 1,000 registered vehicles in St. Albert compared to the previous year.

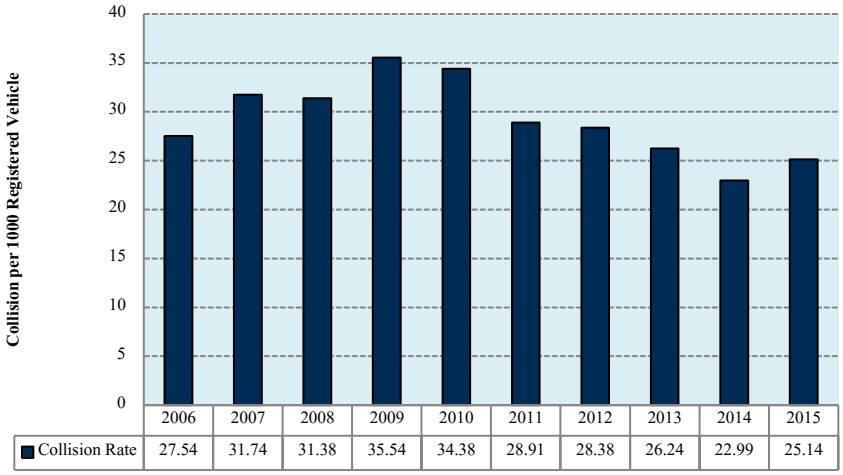


12%

Increase of Collisions per 1,000 Population from 2014 to 2015

Figure 12:Collisions per 1,000 Population

** Population surveys were not conducted in 2013 or 2015. A 1.1% growth rate was used to interpolate the 2015 population (63,958)*



9%

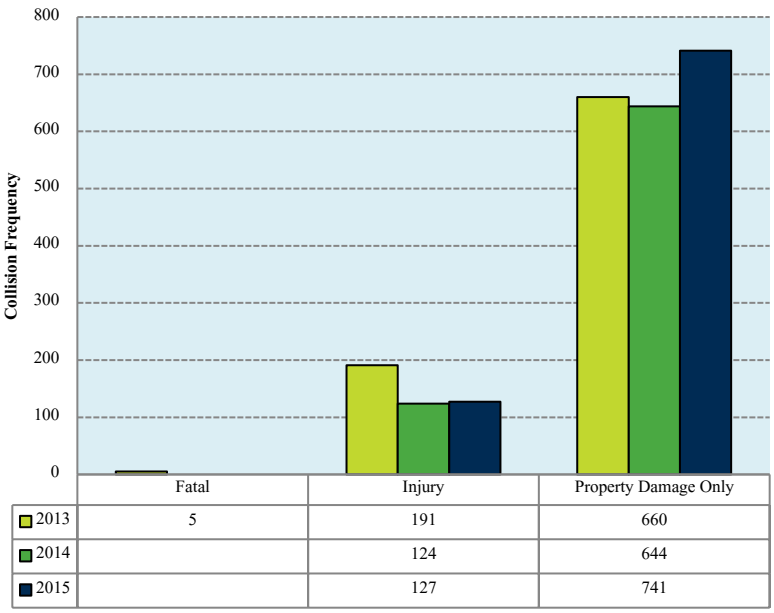
Increase of Collisions per 1,000 Registered Vehicles from 2014 to 2015

Figure 13:Collisions per 1,000 Registered Vehicles

CHAPTER 3: 2015 COLLISION STATISTICS ON PUBLIC ROADWAYS

Collision Trends on Public Roadways

This section discusses reported collision occurrences, severities and trends that occurred on public roadways (i.e., intersections and midblocks) and excludes collisions that occurred in private parking lots. Similar to 2014, there were no fatal collisions in 2015 on public roadways (Figure 14); however, there was an increase of injury and PDO collisions from 2014.



	Fatal	Injury	Property Damage Only
2013	5	191	660
2014		124	644
2015		127	741

0 Fatal Collisions

2% Increase of Injury Collisions

15% Increase of PDO Collisions from 2014

Figure 14: Collisions (2012- 2014) on Public Roadways by Severity

Overview

In 2015, there were 868 total collisions that occurred on public roadways (private parking lot incidents excluded). Based on the location of the collisions, public roadways can be divided into two locations:

i) intersection locations
ii) midblock locations

Figure 15 represents the 2015 collisions by location type with identification of resulting severity. Approximately 60% of total collisions occurred at intersections, whereas 40% occurred at midblock locations.

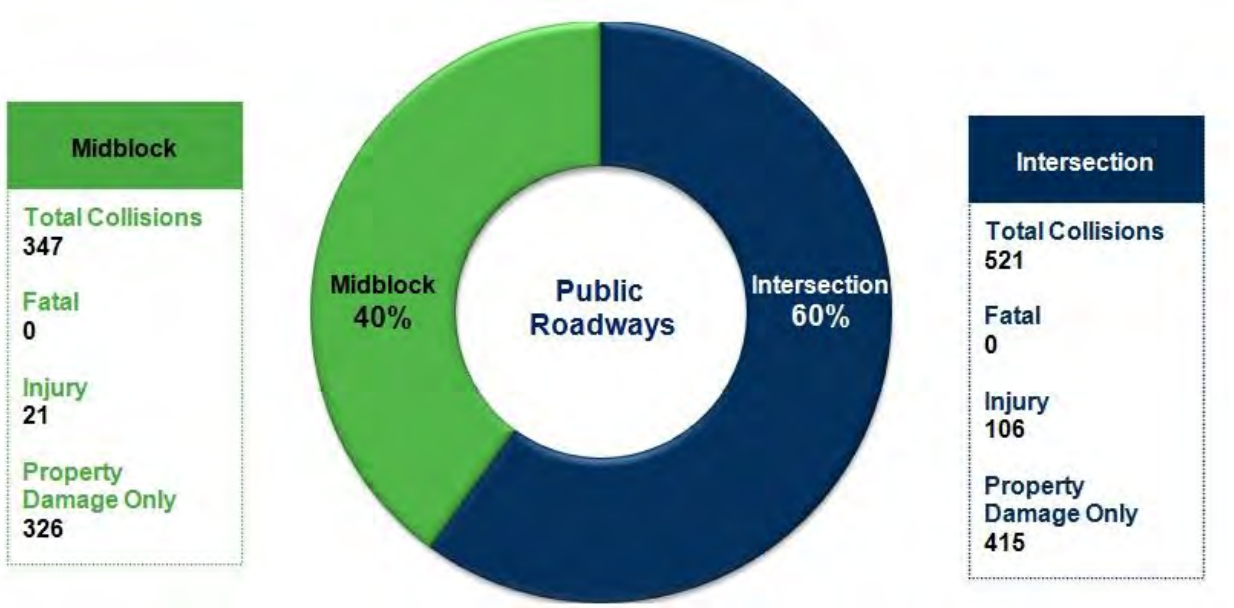


Figure 15: Distribution of Collisions by Location Type and Severity

There were no fatalities resulting from collisions in 2015.

There were 127 total injury collisions reported: 21 occurrences at midblock locations and 106 occurrences at intersection locations.

Of these 127 collisions that resulted in injuries:

- A total of 183 injuries were reported
- 13 road users reported major injuries as a result of an incident
- 170 road users reported minor injuries as a result of an incident

0
Fatal Collisions on public roadways

84% Injury Collisions at Intersections

127 Injury Collisions resulted in 13 Major Injuries and 170 Minor Injuries to road users

Intersection Collisions

Intersections are the most collision prone locations in the road network due to the interaction of multiple road users and the various directions for vehicles and pedestrians that result in conflict. For example, in a 4-leg intersection there are 32 conflict points and in a 3-leg intersection (T-intersection) there are 9 conflicts points.

In 2015:

- 60% of the total collisions on public roadways occurred at intersections.
- In terms of severity, 84% of injury collisions occurred at intersections which is an increase from 77% in 2014.

Figure 16 illustrates the density, or "hot spots", of intersection collision incidents. It clearly identifies that most reported collisions occurred along the St. Albert Trail and Boudreau Road corridors.

St. Albert Trail and Boudreau Road are the two major arterials where traffic volume is significantly higher compared to other arterials within the city.

Previous traffic safety research has shown that there is a relationship between collision occurrence and traffic volume – as traffic volumes increase; vehicle collision frequency also typically increases.

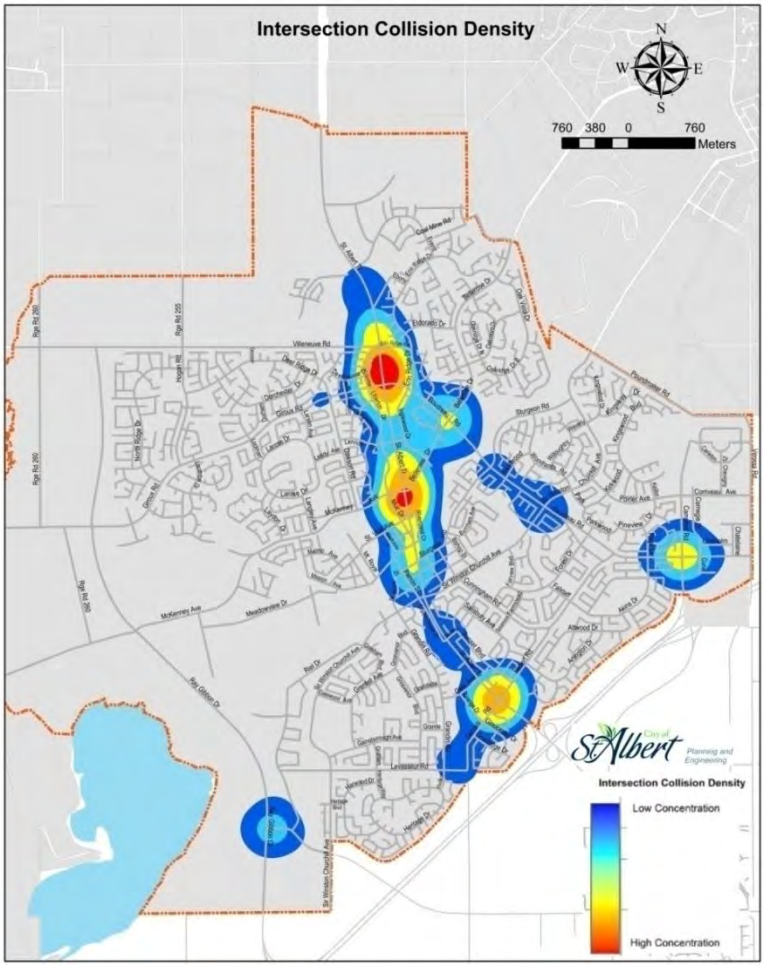


Figure 16: 2015 Intersection Collision Density

Table 1 and Figure 17 identify the ten highest collision intersections based on total collisions in 2015. For an annual comparison, Table 2 identifies the ten highest collision intersections reported in 2014.

Seven out of the top 10 identified intersections are located on the St. Albert Trail corridor.

For the third year in a row (2013 – 2015), the intersection of St. Albert Trail and Giroux Road/Boudreau Road was ranked the highest in collision frequency with 32 collisions.

St. Albert Trail & Giroux Road/ Boudreau Road

#1

Collision Location based on collision frequency

Table 1: 2015 Top Ten Collision Intersections

Rank	Intersection Name	Collision Frequency
1	St. Albert Trail & Giroux Road/Boudreau Road	32
2	St. Albert Trail & Villeneuve Road/Erin Ridge Road	26
2	St. Albert Trail & McKenney Avenue/Bellerose Drive	26
3	St. Albert Trail & Hebert Road/Gervais Road	25
4	Boudreau Road & Campbell Road	22
5	Ray Gibbon Drive & LeClair Way	16
6	St. Albert Trail & St. Vital Avenue/Rivercrest Crescent	14
7	St. Albert Trail & Lennox Drive/Inglewood Drive	13
7	St. Albert Trail & St. Anne Street/Sturgeon Road	13
8	Boudreau Road & Sir Winston Churchill Avenue	12

Table 2: 2014 Top Ten Collision Intersections

Rank	Intersection Name	Collision Frequency
1	St. Albert Trail & Giroux Road/Boudreau Road	30
2	St. Albert Trail & McKenney Avenue/Bellerose Drive	27
3	Boudreau Road & Bellerose Drive	25
3	St. Albert Trail & Villeneuve Road/Erin Ridge Road	25
4	St. Albert Trail & Hebert Road/Gervais Road	19
5	St. Albert Trail & St. Anne Street/Sturgeon Road	16
6	Boudreau Road & Campbell Road	14
7	Ray Gibbon Drive & LeClair Way	11
7	St. Albert Trail & Lennox Drive/Inglewood Drive	11
7	St. Albert Trail & Gate Avenue	11



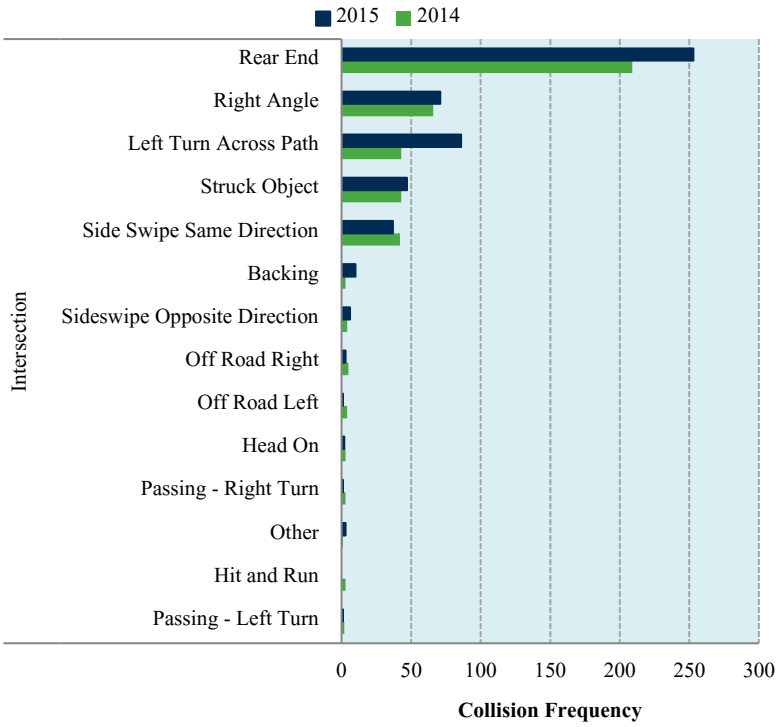
Figure 17: 2015 Top Ten Collision Intersections

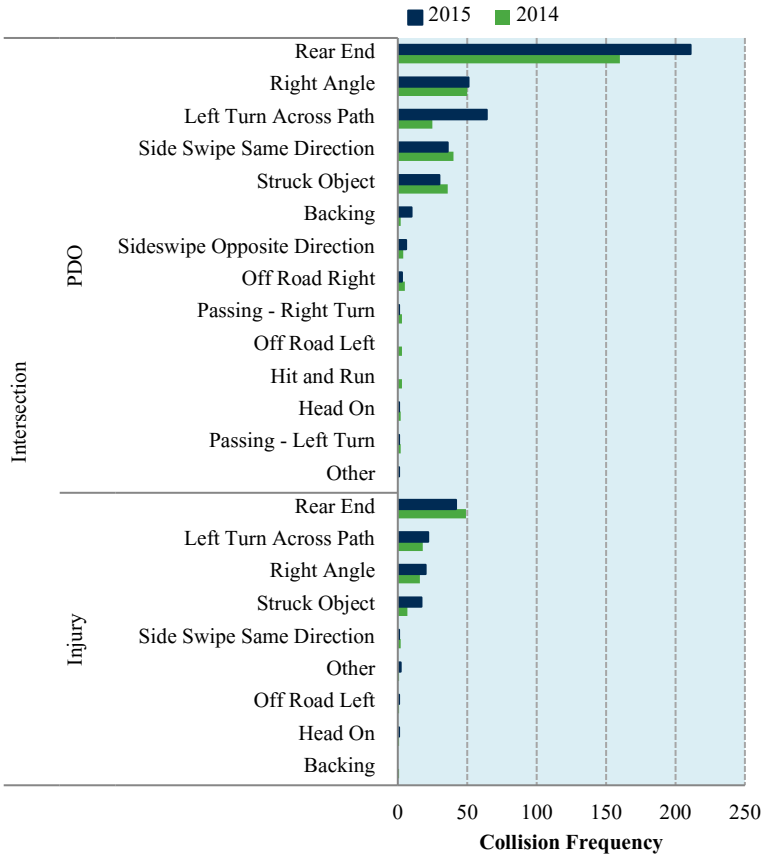
Note – The number identifies the intersection ranking based on overall collision frequency

Table 3 represents the ranking of intersections for different collision types based on the collision frequency. Although there is a protected only left turn at the intersection of St. Albert Trail and Giroux Road/Boudreau Road for the north and southbound directions of travel, 9 left turn collisions occurred at this location. Seven out of 9 of those incidents involved left turns in the east or west travel directions (left turns from Giroux Road or Boudreau Road on to St. Albert Trail), which operate as protected and then permissive left turns (advance left turn arrows that are followed by a yield to oncoming traffic). Similarly, the intersection of Boudreau Road and Campbell Road operates with protected/ permissive left turn signal phases and there were 7 left turn incidents that occurred in 2015. Of the highest volumes of rear end incidents, 7 out of 9 intersections are along the St. Albert Trail corridor. High traffic volume, speeding, following too closely and distracted driving may be some of the contributing factors of rear end collisions. Although St. Albert Trail and Villeneuve is a signalized intersection, 6 right angle collisions occurred at that intersection. Five right angle collisions also occurred at Liberton Drive and Lennox Drive which is a 2-way stop controlled intersection.

Table 3: High Collision Intersections by Collision Types

Rank	Intersection Name	Frequency
Left Turn Across Path Collision		
1	St. Albert Trail & Giroux Road/Boudreau Road	9
2	Boudreau Road & Campbell Road	7
3	Boudreau Road & Inglewood Drive/Erin Ridge Drive	6
4	McKenney Avenue & Ray Gibbon Drive	4
4	St. Albert Trail & Villeneuve Road/Erin Ridge Road	4
5	McKenney Avenue & Laydon Drive	3
5	Perron Street & St. Anne Street	3
5	St. Albert Trail & St. Anne Street/Sturgeon Road	3
Rear End Collision		
1	St. Albert Trail & McKenney Avenue/Bellerose Drive	20
2	St. Albert Trail & Hebert Road/Gervais Road	15
2	Ray Gibbon Drive & LeClair Way	15
3	St. Albert Trail & Giroux Road/Boudreau Road	14
4	Boudreau Road & Campbell Road	13
5	St. Albert Trail & Villeneuve Road/Erin Ridge Road	12
6	St. Albert Trail & Coalmine Road	11
6	St. Albert Trail & Lennox Drive/Inglewood Drive	11
7	St. Albert Trail/ St. Vital Avenue/Rivercrest Crescent	10
Right Angle		
1	St. Albert Trail & Villeneuve Road/Erin Ridge Road	6
2	Liberton Drive & Lennox Drive	5
3	Giroux Road & Hogan Road	3
3	St. Albert Trail & Giroux Road/Boudreau Road	3
3	Gervais Road & Galarneau Place	3
3	Boudreau Road & Carnegie Drive/Curial Drive	3





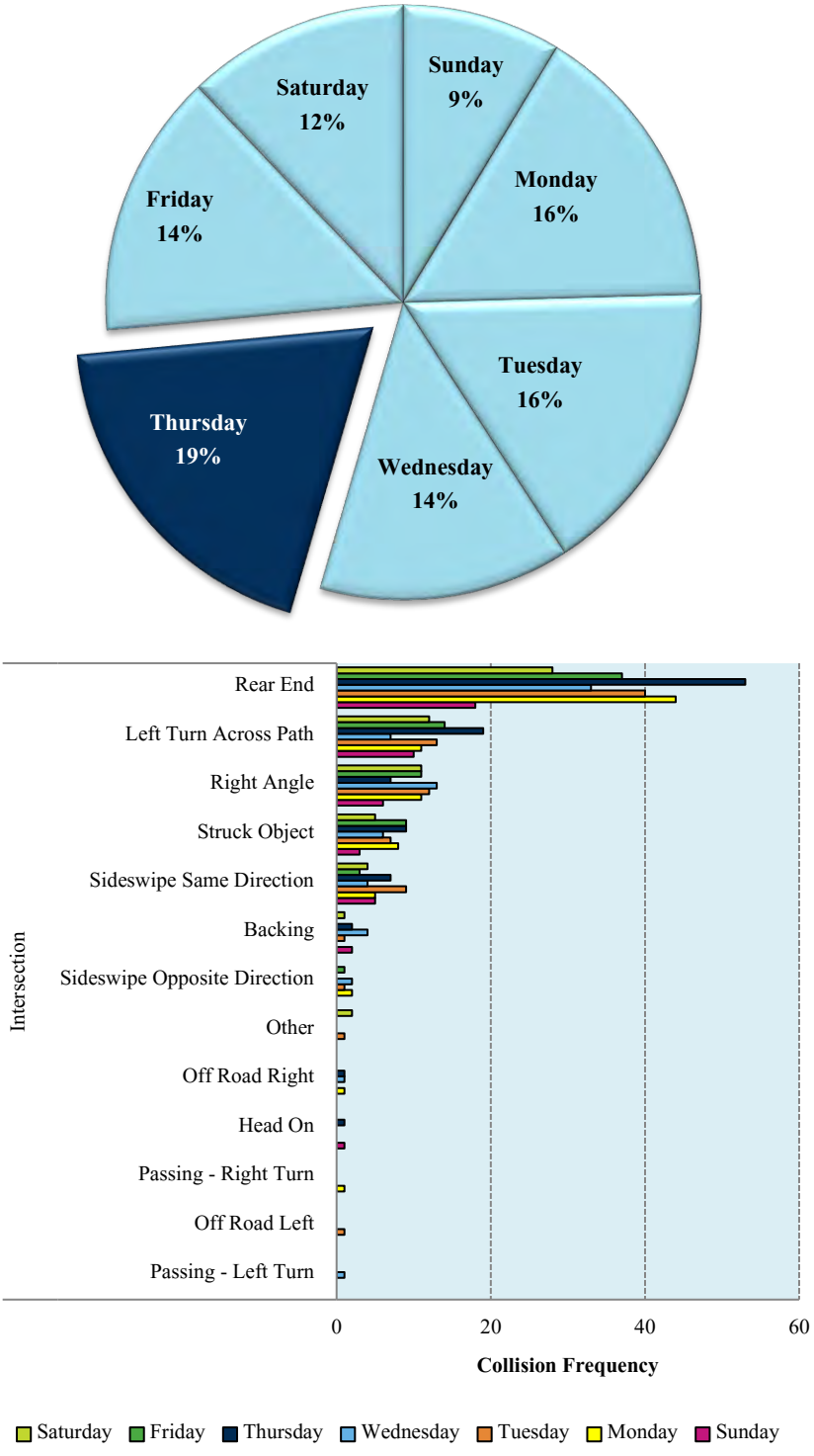
49% of Intersection Collisions involved Rear End Collisions (21% higher than 2014)

17% Rear End Collisions resulted in Injuries (14% lower than 2014)

Left Turn Across Path Collisions Increased from 2014

Figure 18: Intersection Collisions by Severities and Types for 2014 and 2015

Temporal Distribution of Intersection Collision Occurrences

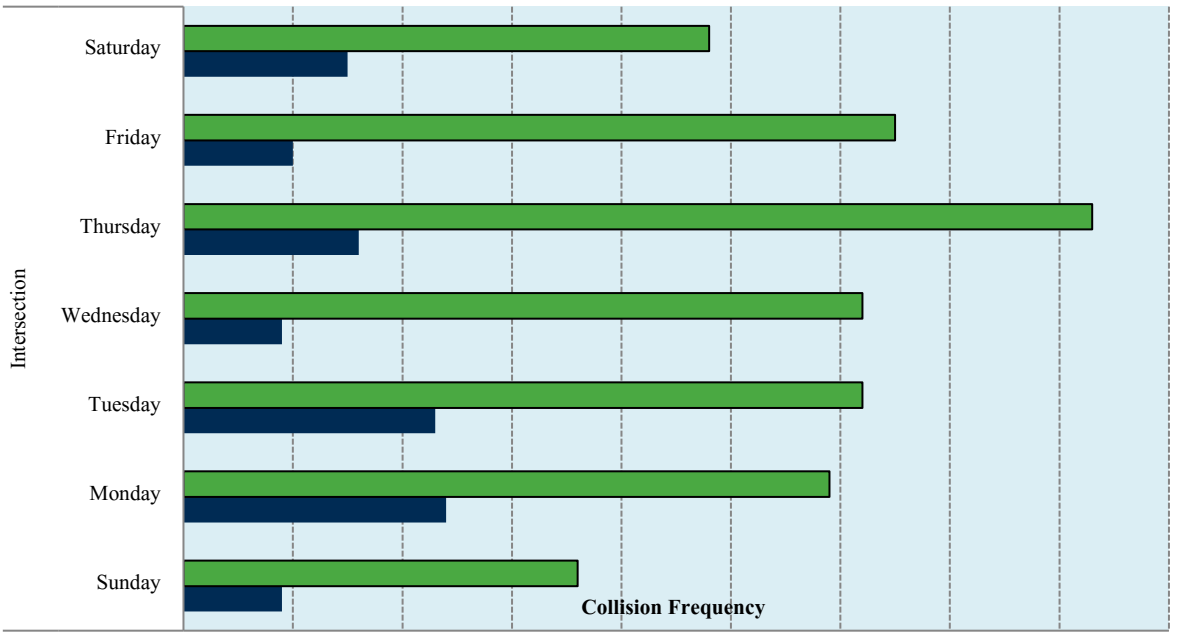


79%
Intersection Collisions occurred on Weekdays

82%
Rear End Collisions occurred on Weekdays

74%
Left Turn Across Path Collisions occurred on Weekdays

Figure 19: Intersection Collisions by Day of the Week and Types



	Intersection						
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
PDO	36	59	62	62	83	65	48
Injury	9	24	23	9	16	10	15

Figure 20: Intersection Collisions by Day of the Week and Severity

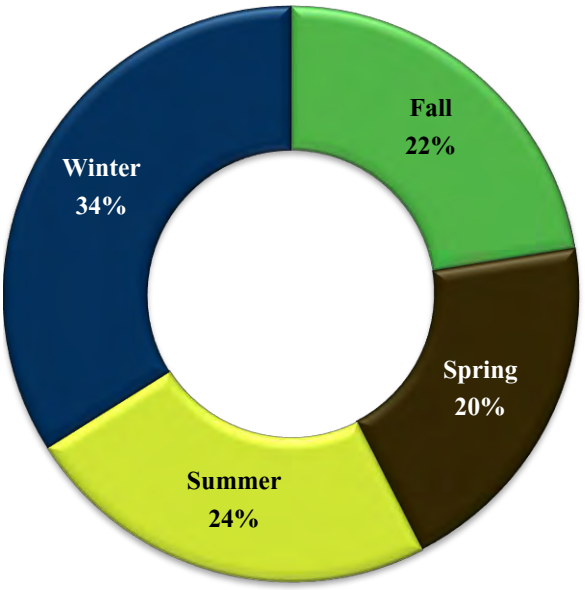
Figure 20 identifies intersection collisions by day of the week and severity.

In 2015, approximately 84% of injury collisions occurred at intersections; of which 77% of these injury collisions occurred during weekdays.

Approximately 23% (24 out of 106 injury collisions) of collisions that resulted in major or minor injuries occurred on a Monday.

77%
Injury Collisions occurred during
Weekdays

23%
Injury Collisions occurred on
Monday



Highest frequency of Intersection Collisions occurred during

Winter Months (December/January/ February)

38%

Intersection Collisions in Winter occurred in

December

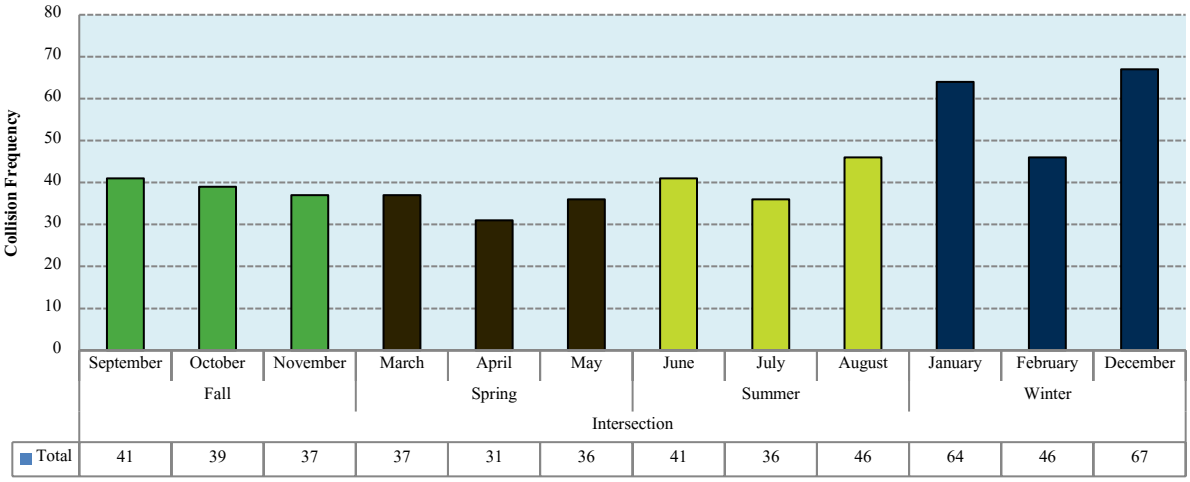


Figure 21: Intersection Collisions by Month and Season

Figure 21 represents intersection collisions by month and season through 2015. It shows approximately 34% of the annual collisions occurred during winter (December/January/February). From the 2015 monthly collision distribution, it also shows that 13% of total intersection collisions occurred in December alone; this may be caused by a change in road conditions due to weather. Previous research has also shown that the onset of snow correlates with the number of collisions[5].

[5] El-Basyouny,K., Barua, S., & Islam, T., (2014), *Investigation of time and weather effects on crash types using full Bayesian multivariate Poisson lognormal models*, Accident Analysis and Prevention, Vol. 73, pp. 91-99.

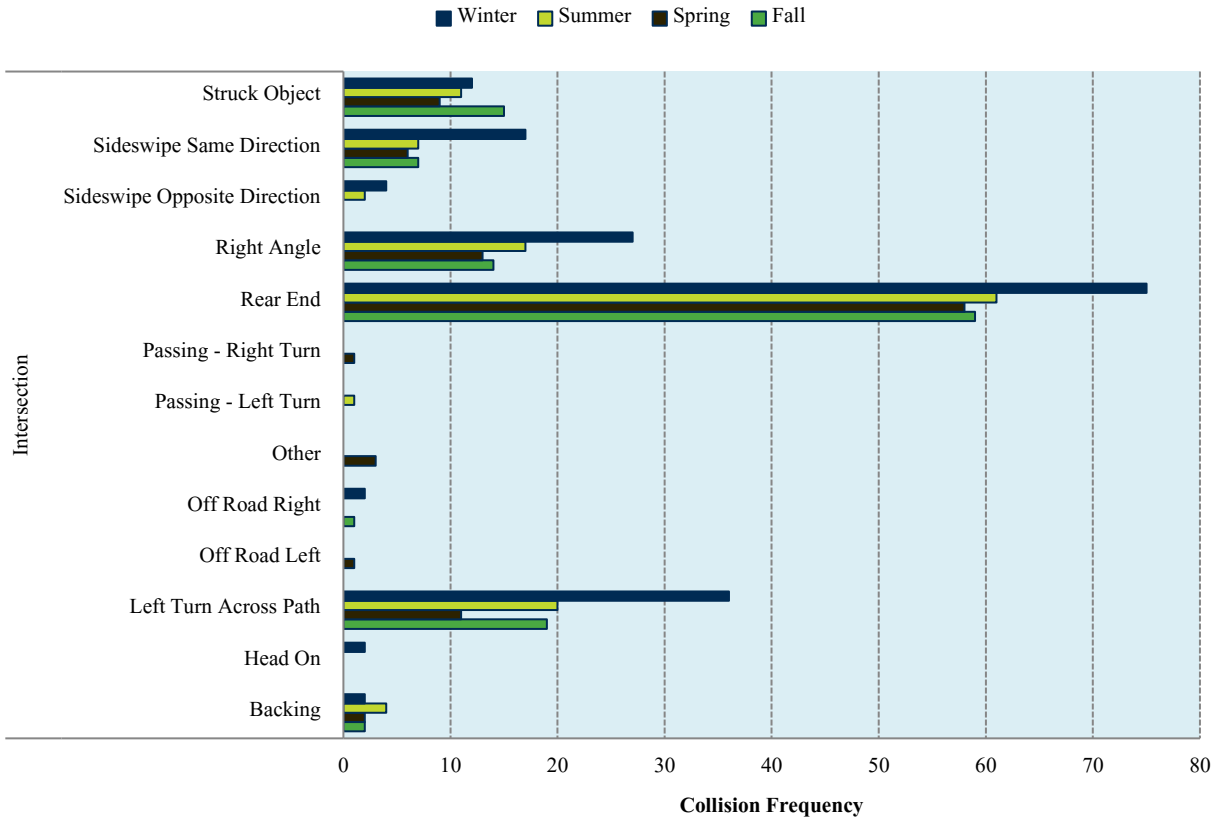


Figure 22: Intersection Collisions by Collision Type and Season

Figure 22 illustrates intersection collisions by collision type and season. Previous research has shown that major snow events following dry weather increases the number of rear end collisions[6].

30%
Rear End Collisions occurred during Winter

[6] El-Basyouny, K., Barua, S., Islam, T., & Li, R, (2014), *Assessing the effect of weather states on crash severity and type by use of Full Bayesian multivariate safety models*, Transportation Research Record: Journal of Transportation Research Board, No. 2432, pp. 65-73.

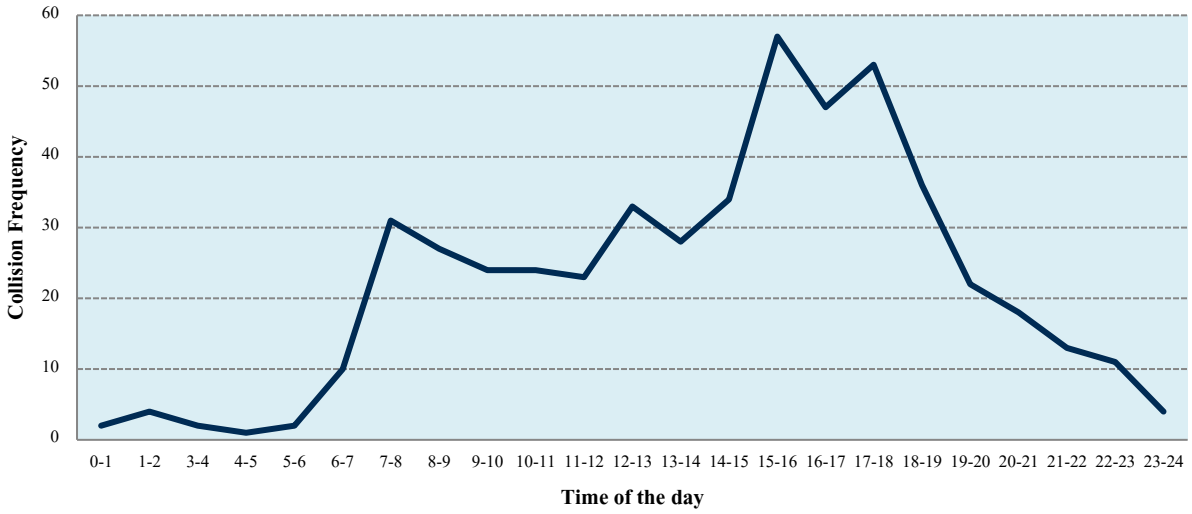


Figure 23: Intersection Collisions by Time of Day

Figure 23 illustrates intersection collisions by time of day. Similar to 2013 and 2014, the afternoon rush hour period from 15:00 to 18:00 (reaching a peak collision period between 15:00 to 16:00) accounted for the highest proportion (31%) of intersection collisions in 2015. The least collision occurrences occurred in the early morning (00:00 - 06:00).

31%
Intersection Collisions occurred from
15:00 - 18:00

Midblock Collisions

In 2015, 40% of the total collisions occurred at midblock locations. Figure 24 illustrates the density of midblock collisions in which the majority occurred along the St. Albert Trail corridor. Due to high traffic volumes and the high number of access and exit points on to the roadway, collision densities along St. Albert Trail are substantially high.

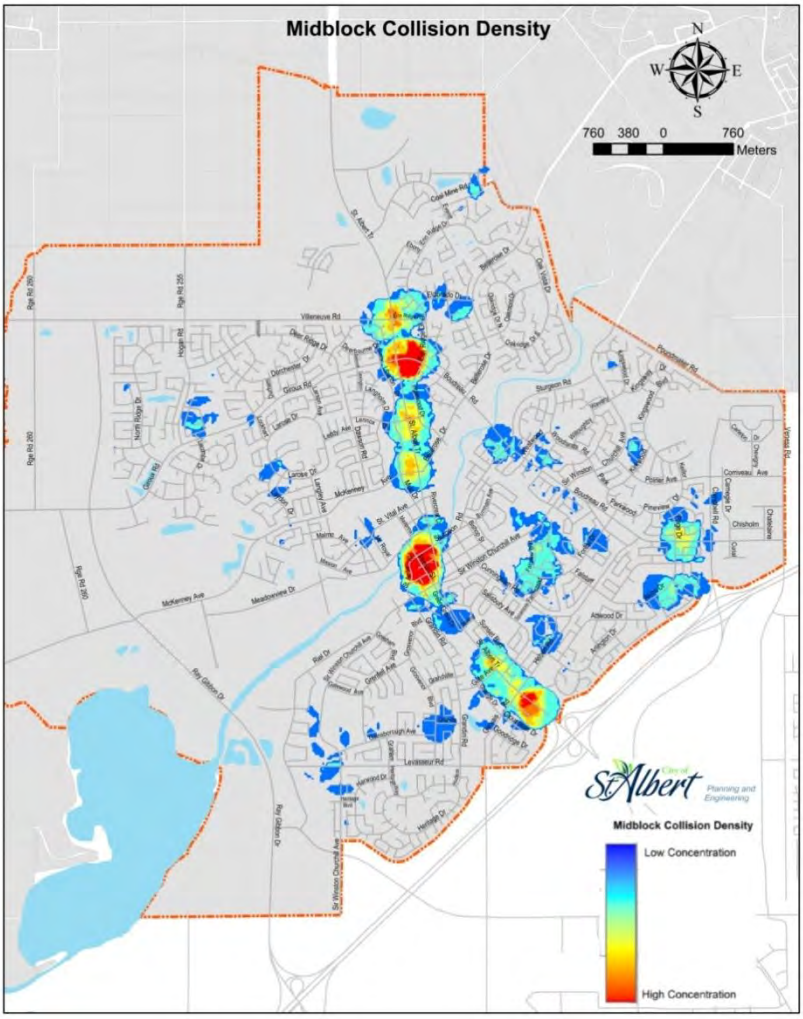
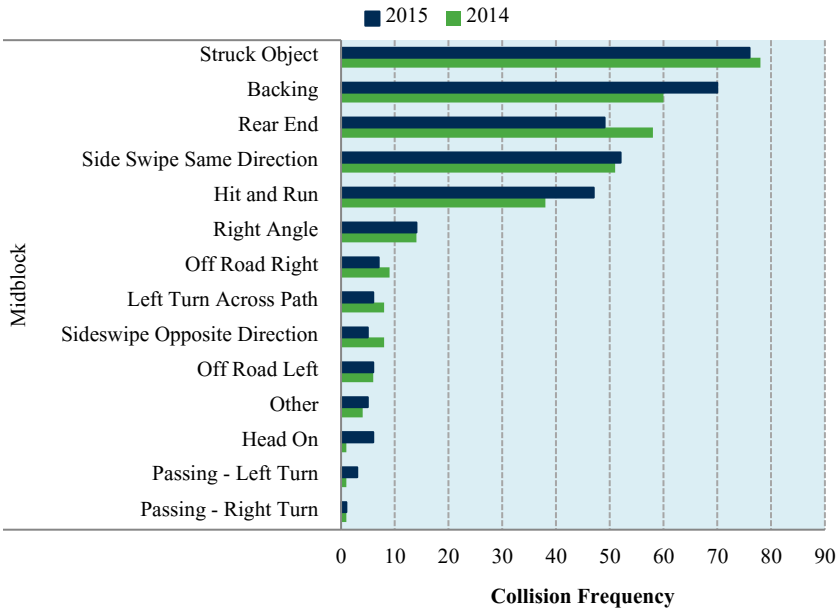
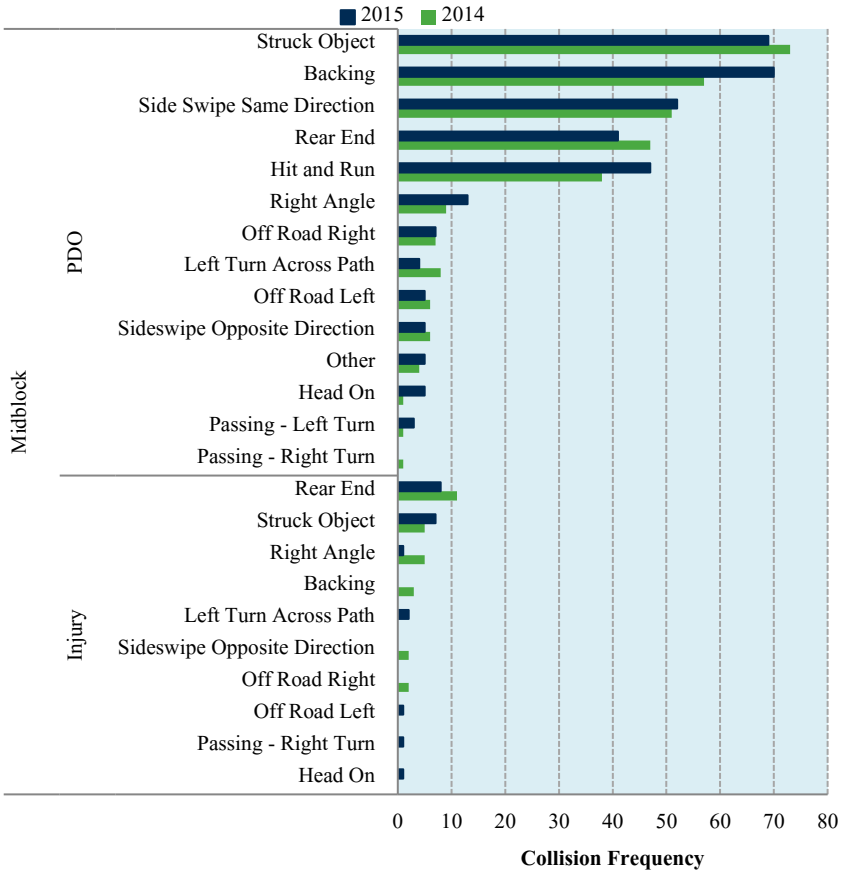


Figure 24 : Midblock Collision Density (2015)

Figure 24 also shows a high concentration of midblock collisions along Perron Street. It should be noted that the density distribution and identification of “hot spots” is relative to the overall distribution of occurrences throughout the city. 2015 collision statistics identified 3 midblock collisions on Perron Street; however, as those 3 collisions occurred within a very small road segment of Perron Street, the density becomes high compared to other road segments where the collisions were very segregated. Two of the 3 midblock collisions on Perron Street occurred due to unsafe backing and the remaining collision involved a driver striking an object (light pole).



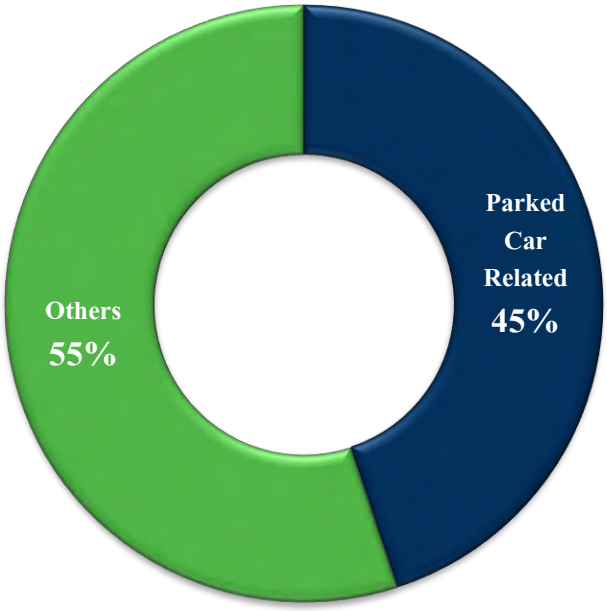


22%
Midblock Collisions caused by Striking an Object

20%
Midblock Collisions due to Sideswiping in Same Direction

6%
Midblock Collisions resulted in Injuries

Figure 25: Midblock Collisions by Severity and Type



45%
Midblock Collisions involved a parked car being hit

23%
Midblock Collisions involving a parked car occurred in Grandin & Forest Lawn

Figure 26: Midblock Collision Distribution related to Parked Cars

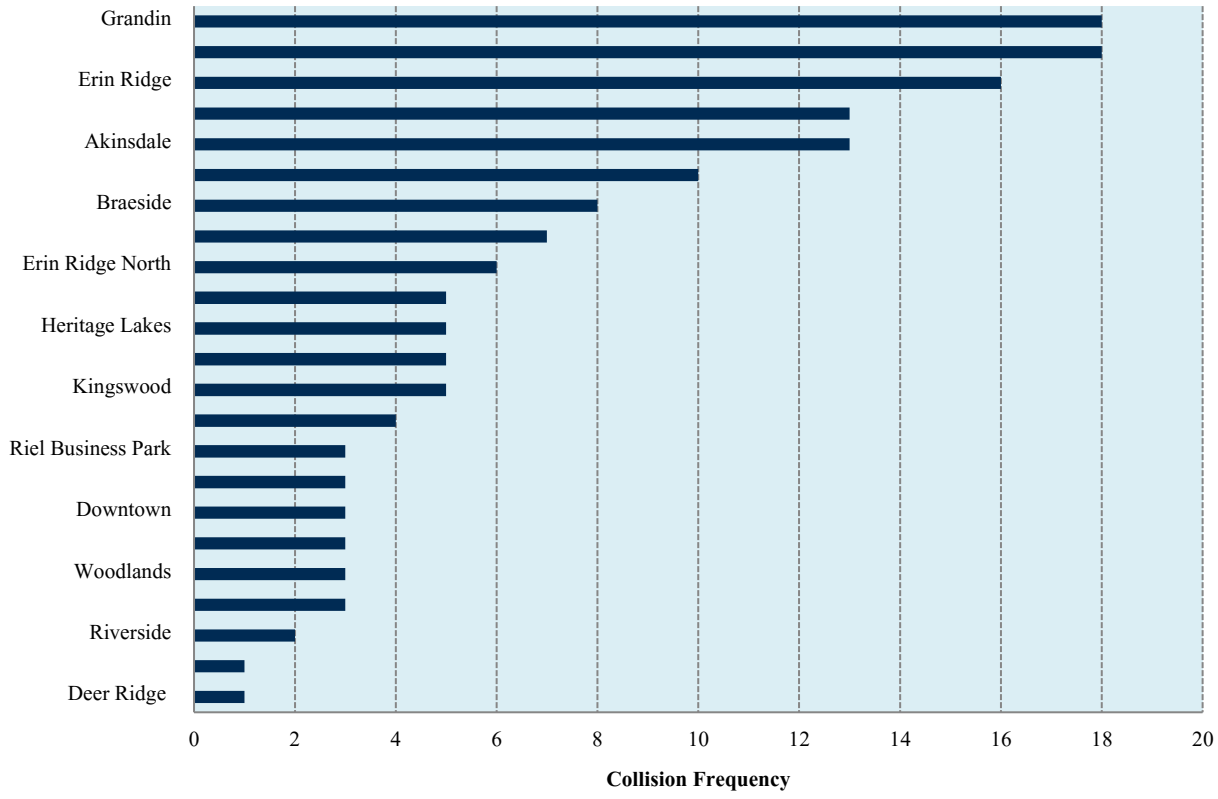
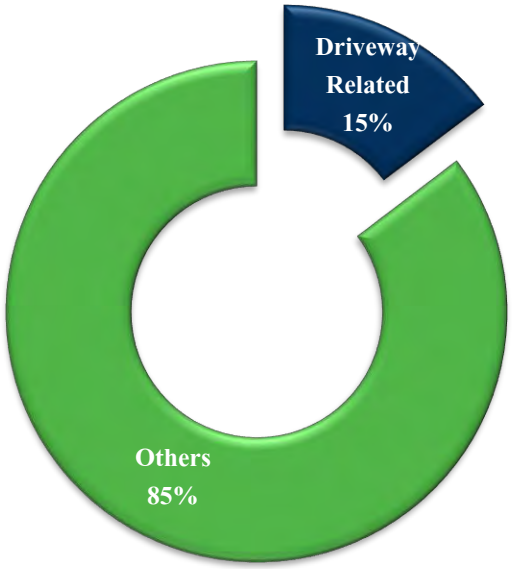


Figure 27: Neighbourhoods with Frequent Parked Car Related Collisions

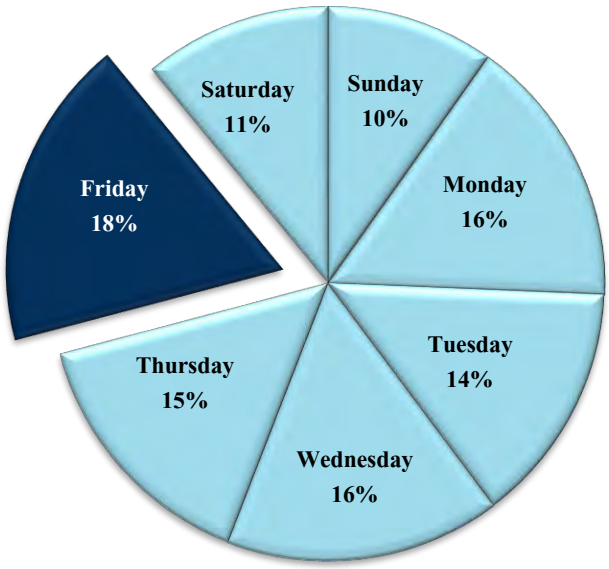


15%
Midblock Collisions were Residential Driveway related

Figure 28: Midblock Collision Distribution Related to Residential Driveway

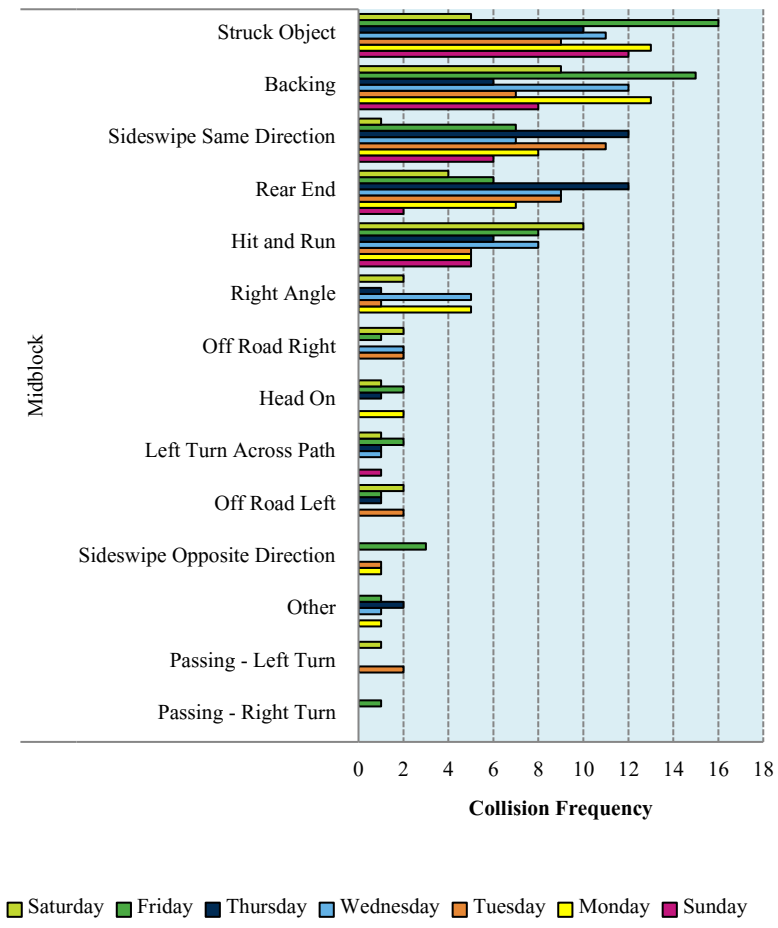
Figure 28 represents the midblock collisions related to residential driveways. Approximately 15% of midblock collisions occurred near driveways and were caused by drivers backing up unsafely.

Temporal Distribution of Midblock Collision Occurrences



79%
Midblock Collisions occurred on Weekdays

18%
Midblock Collisions occurred on

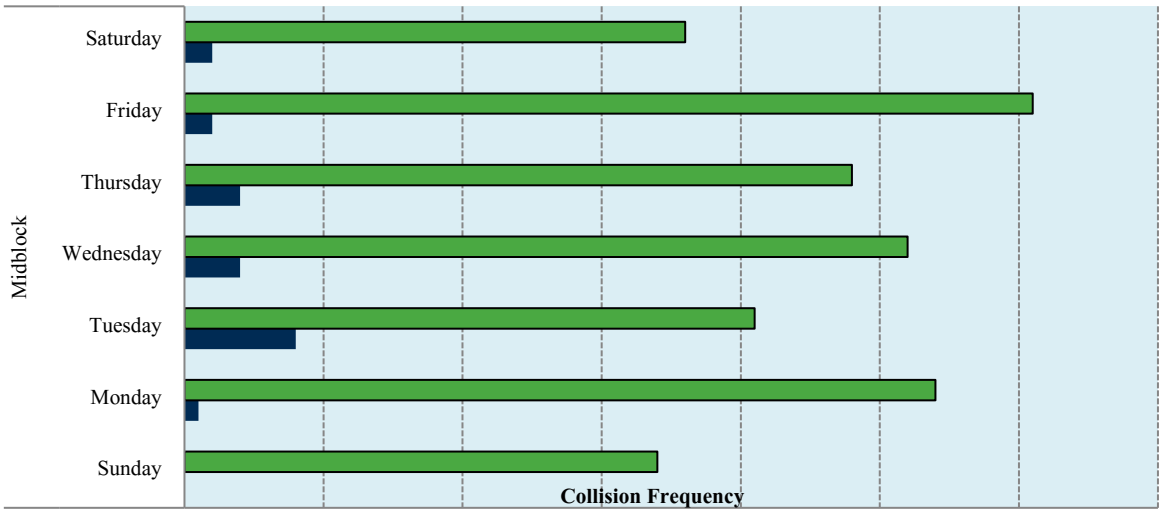


Friday

21%
Struck Object
Collisions occurred on
Friday

25%
Rear End
Collisions occurred on
Thursday

Figure 29: Midblock Collisions by Type and Day of the Week



	Midblock						
	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
PDO	34	54	41	52	48	61	36
Injury		1	8	4	4	2	2

Figure 30: Midblock Collisions by Day of the Week and Severity

In 2015, 91% of midblock injury collisions occurred during weekdays.

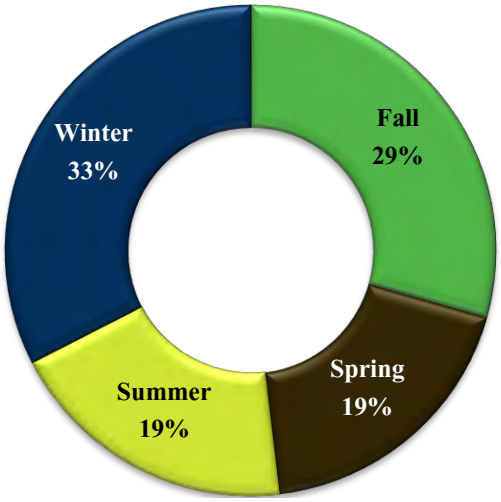
Figure 30 shows midblock collisions by day of the week and severity. Approximately 76% of collisions that resulted in major or minor injuries occurred on a Tuesday, Wednesday or Thursday. As well, 79% of midblock PDO collisions occurred during weekdays.

91%

Midblock Collisions resulting in Injury occurred on Weekdays

38%

Midblock Collisions resulting in Injury occurred on a Tuesday



33%

Midblock Collisions occurred during Winter (December/January/February)

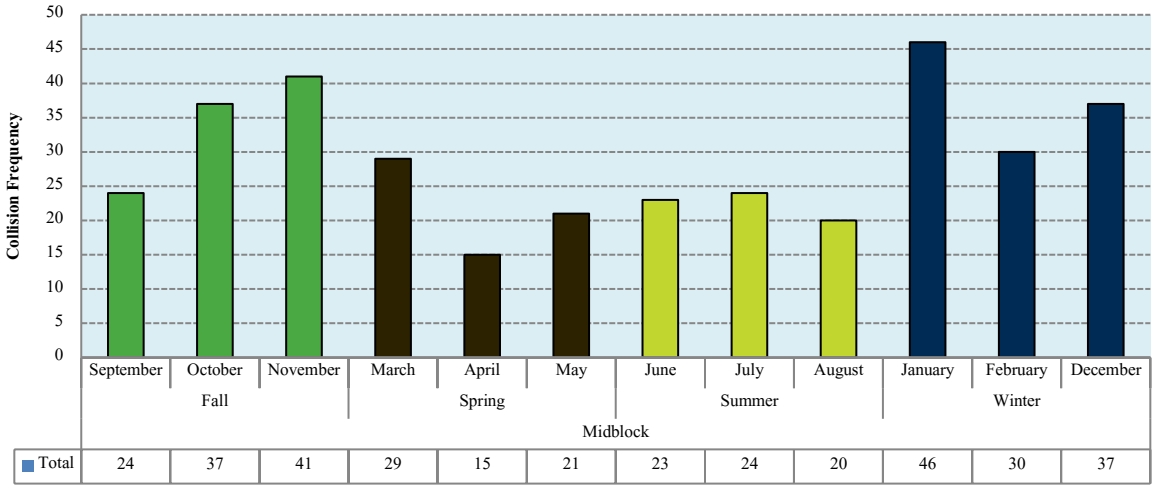


Figure 31: Midblock Collisions by Month and Season

Figure 31 represents midblock collisions by month and season. Approximately 33% of collisions occurred during winter. Further, about 41% of all collisions that occurred during winter, took place in January. Heavy snowfall, extreme weather conditions and slippery road surface conditions may be some of the contributing factors of these collisions.

41%

of Midblock Collisions in Winter, took place in January

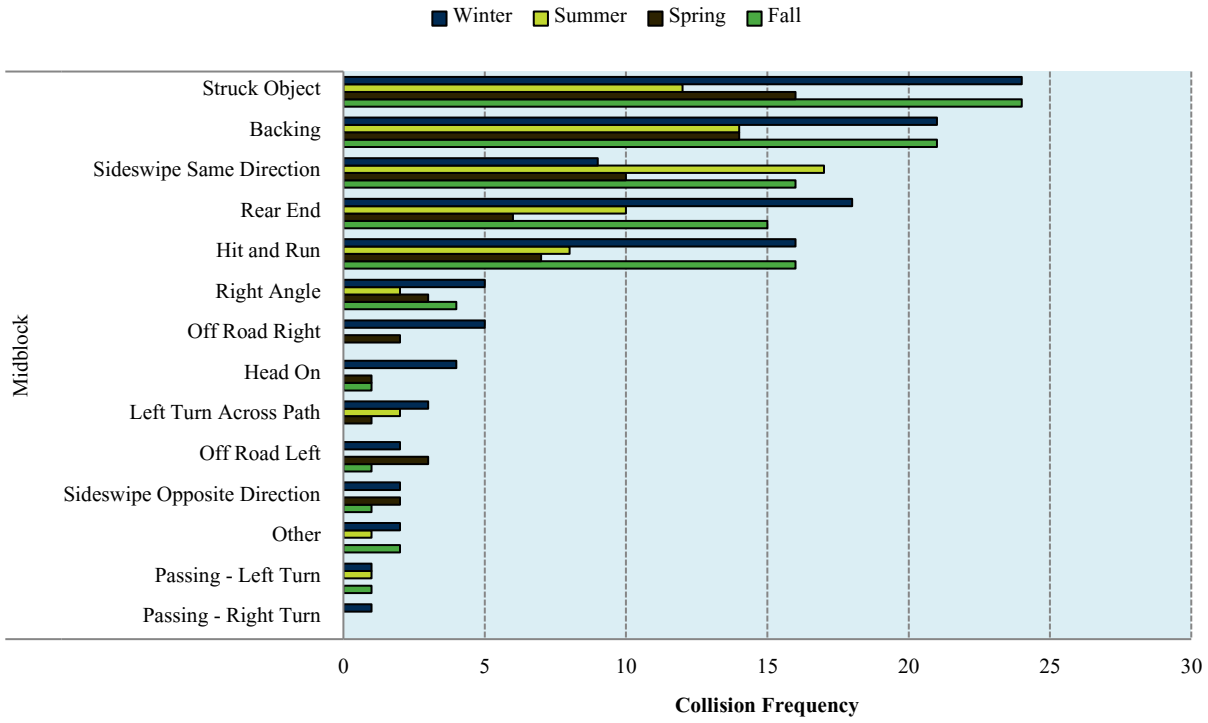


Figure 32: Midblock Collisions by Collision Type and Season

Figure 32 illustrates midblock collisions by collision type and season. Previous research has shown that major snow events, following dry weather, increases the number of struck parked vehicle collisions[7] (Figure 32). A high proportion of struck object collisions occurred in November when typically heavier snowfalls occur, creating icy or slippery conditions and these road conditions become more permanent for the season. Further, approximately 32% of collisions due to backing took place during the winter, and 90% of those collisions occurred due to a vehicle striking a parked car while backing.

57%

Struck Object Collisions that Occurred during fall Occurred in the month of

November,

when road conditions typically change for the season

[7] El-Basyouny, K., Barua, S., Islam, T., & Li, R, (2014), *Assessing the effect of weather states on crash severity and type by use of Full Bayesian multivariate safety models*, Transportation Research Record: Journal of Transportation Research Board, No. 2432, pp. 65-73.

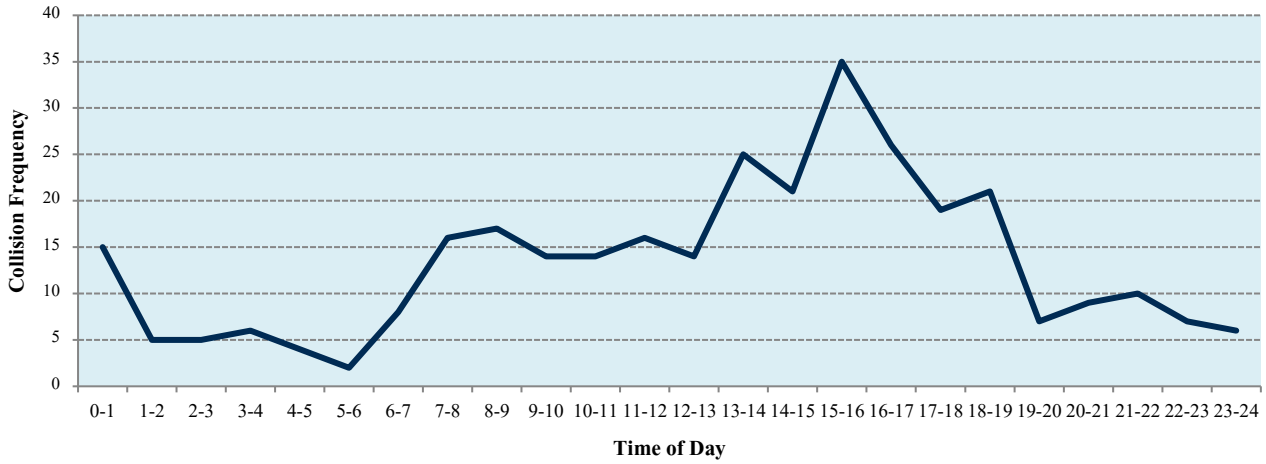


Figure 33: Midblock Collisions by Time of Day

Figure 33 illustrates midblock collisions by time of day. Similar to intersection collisions, the afternoon rush hour period from 14:00 to 18:00 (reaching a peak collision period around 15:00 - 16:00) accounted for the highest proportion (39%) of midblock collisions. The least collisions occurred in the early morning (01:00 - 06:00).

11%
Midblock Collisions from
15:00 - 16:00

Collision by Neighbourhoods

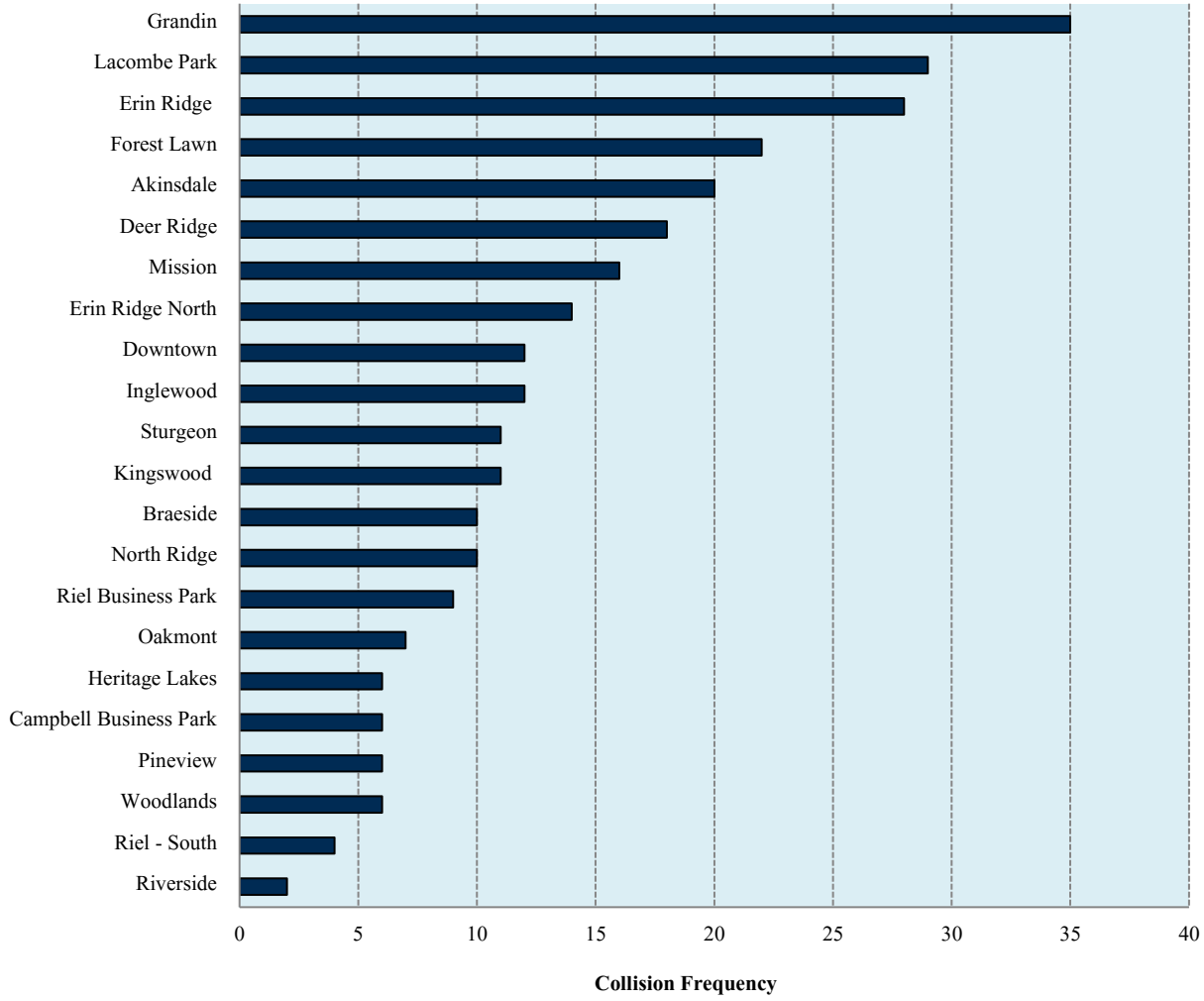


Figure 34: Collision Frequency by Neighbourhoods

Figure 34 illustrates collisions by neighbourhoods. In 2015, the highest volume of collisions occurred in Grandin (12%) followed by Lacombe Park and Erin Ridge. These results are intuitive as Grandin is one of the most populated neighbourhoods and the higher population increases the potential risk of collisions. To account for the population densities, collisions per 1,000 population has also been determined (Figure 35) for the neighbourhoods. It shows that Erin Ridge North has the highest collision rate followed by Downtown.

12%
Total Collisions occurred in
Grandin

The population density of the Downtown area and Erin Ridge North are quite low; however, high traffic volume (the vehicle volumes generated by commercial land use and event locations) results in a high collision rate for the two communities.

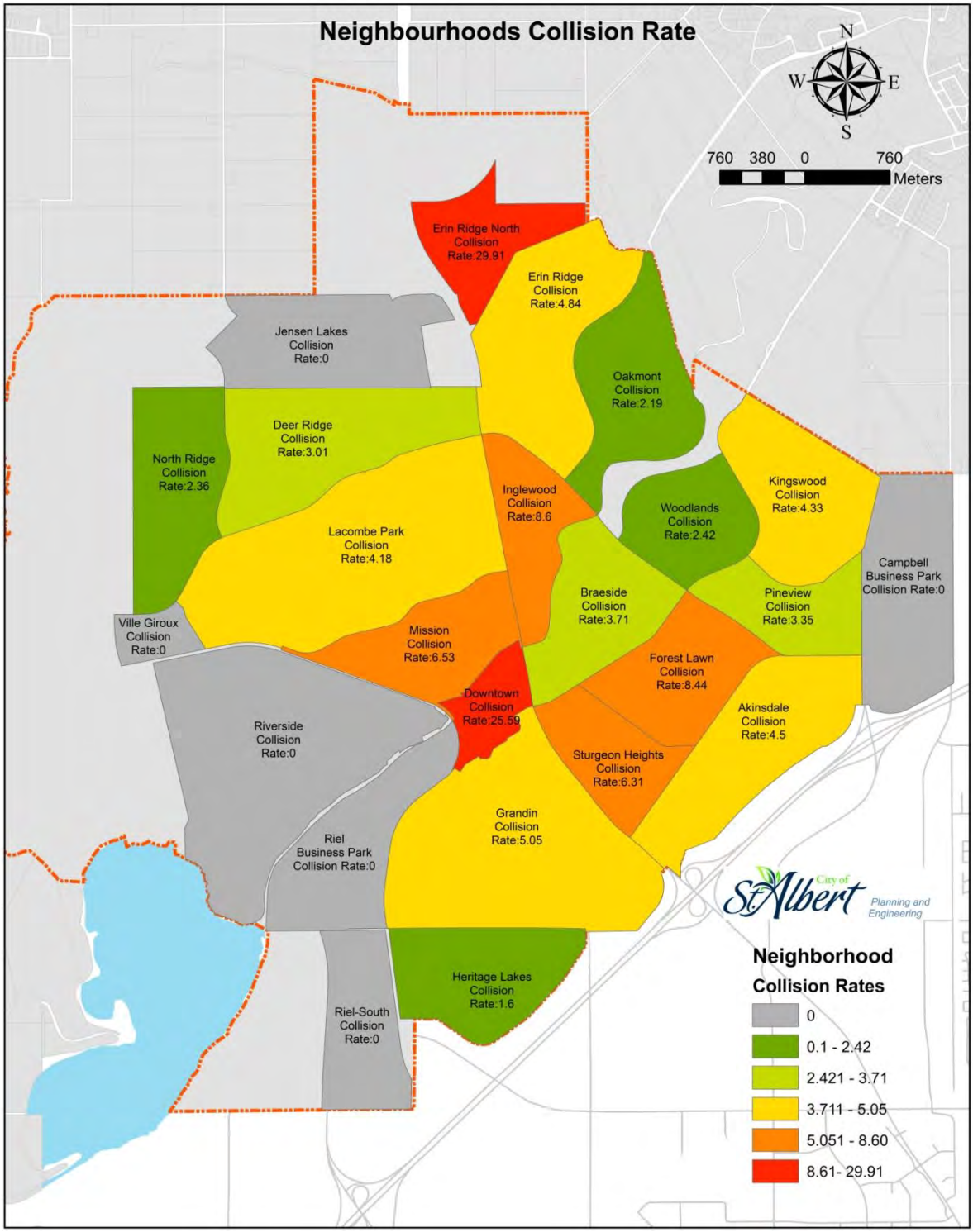
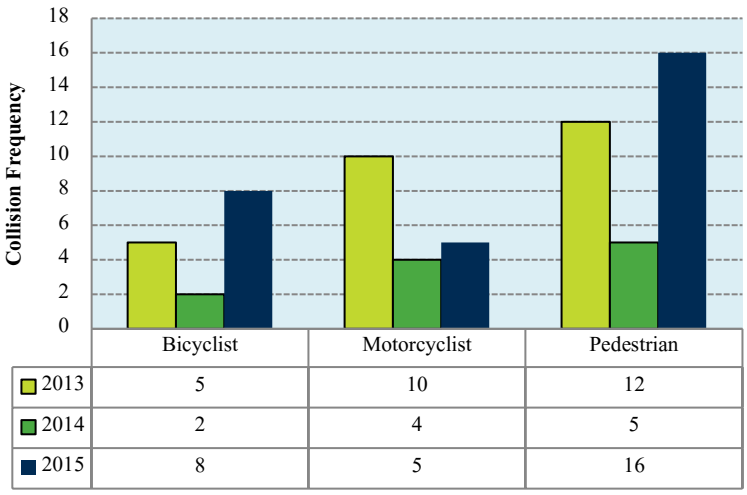


Figure 35: Neighbourhood Collisions per 1,000 Population

Vulnerable Road User Collisions

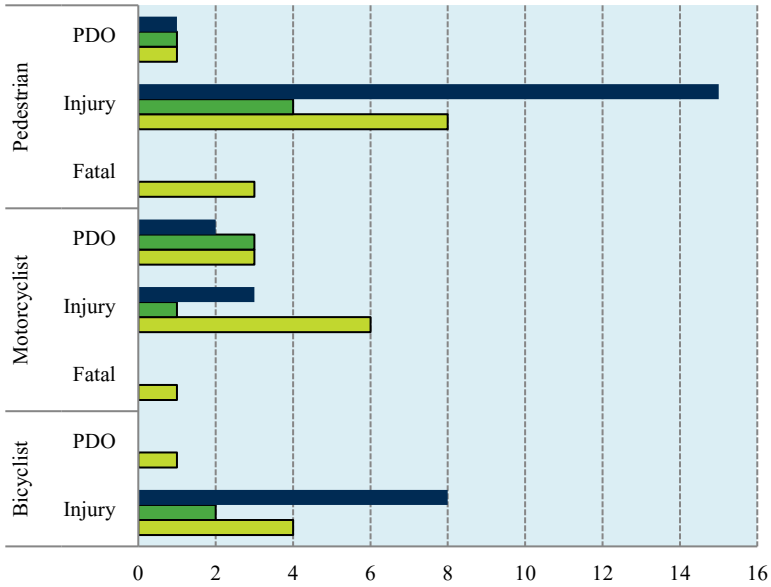
Road users who are in unprotected state or have less external protection, i.e., pedestrian, motorcyclist or bicyclist, are defined as vulnerable road users. Figure 36 exhibits the 2013 to 2015 vulnerable road user collisions and resulting severity on public roadways.



	Bicyclist	Motorcyclist	Pedestrian
2013	5	10	12
2014	2	4	5
2015	8	5	16

In 2015, there was an increase of motorcycle, bicycle and pedestrian collisions compared to 2014.

Figure 37 shows the location of vulnerable road user collisions in 2015.



	Bicyclist		Motorcyclist			Pedestrian		
	Injury	PDO	Fatal	Injury	PDO	Fatal	Injury	PDO
2015	8			3	2		15	1
2014	2			1	3		4	1
2013	4	1	1	6	3	3	8	1

Increase of Motorcycle, Bicycle & Pedestrian Collision incidents from 2014

26 Out of 29 Vulnerable Road Users Incidents resulted in 6 Major & 21 Minor Injuries

Figure 36: 2013- 2015 Vulnerable Road User Collisions with Severity

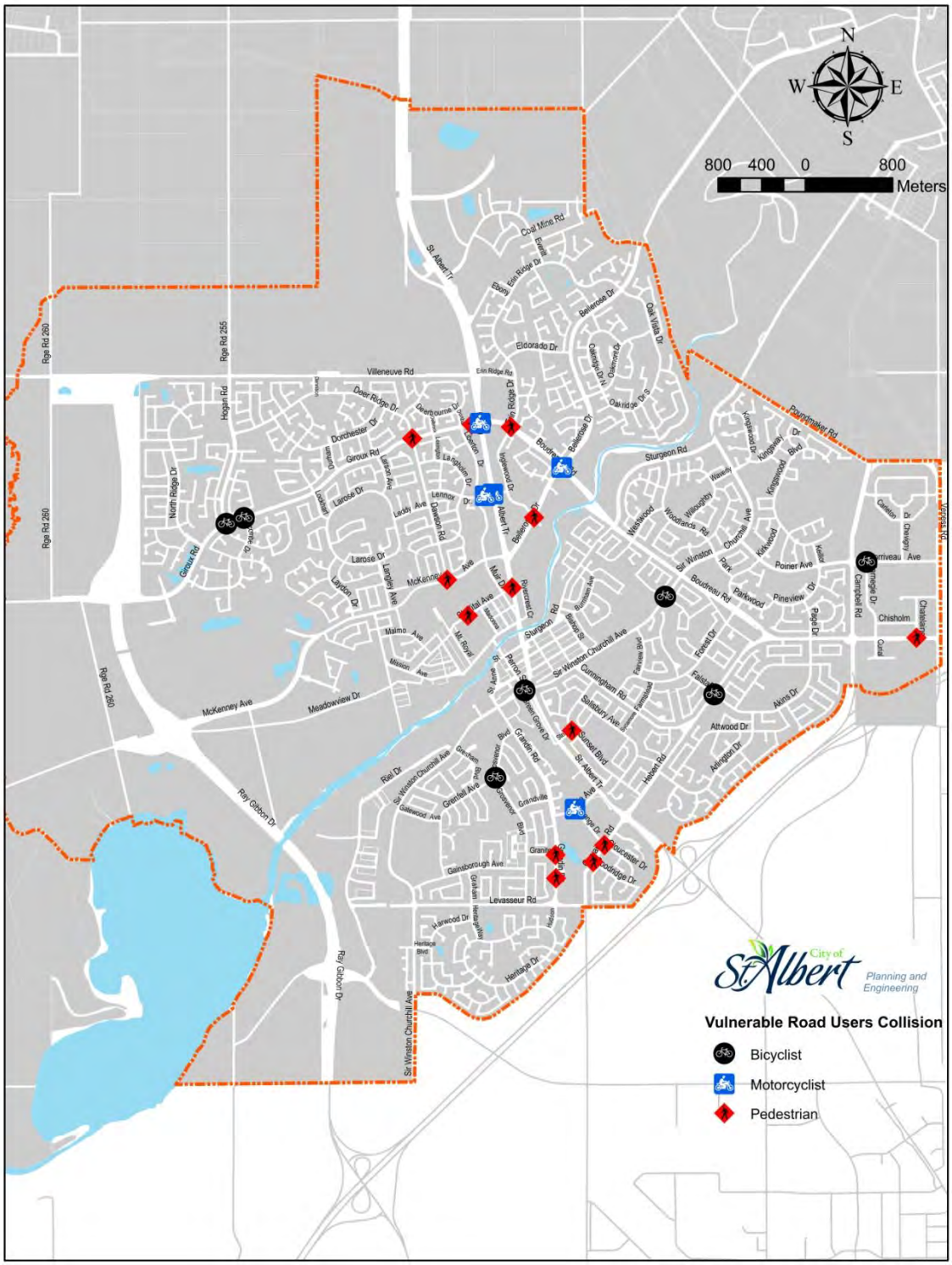
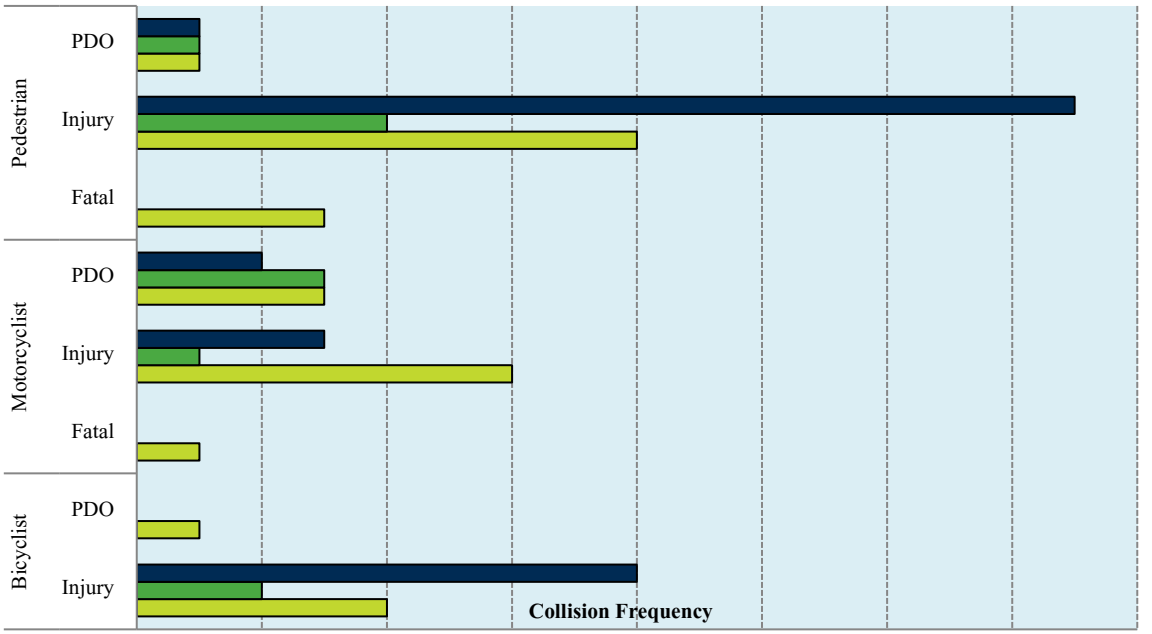


Figure 37: Vulnerable Road User Collision Locations in 2015

From 2013 to 2015, there were 33 incidents involving pedestrians, excluding collisions in parking lots or private driveways. Pedestrians collisions are the most frequent vulnerable road user collisions. There were 16 pedestrian collisions in 2015. Of these 16 pedestrian incidents, 15 resulted in injury and one resulted in property damage only. The resulting injuries were 5 major and 10 minor. In comparison, in 2014, 5 pedestrian collisions occurred that resulted in 4 injury collisions and 1 property damage only collision.



	Bicyclist		Motorcyclist			Pedestrian		
	Injury	PDO	Fatal	Injury	PDO	Fatal	Injury	PDO
2015	8			3	2		15	1
2014	2			1	3		4	1
2013	4	1	1	6	3	3	8	1

Figure 38: Severity of Vulnerable Road User Collisions in 2013-2015

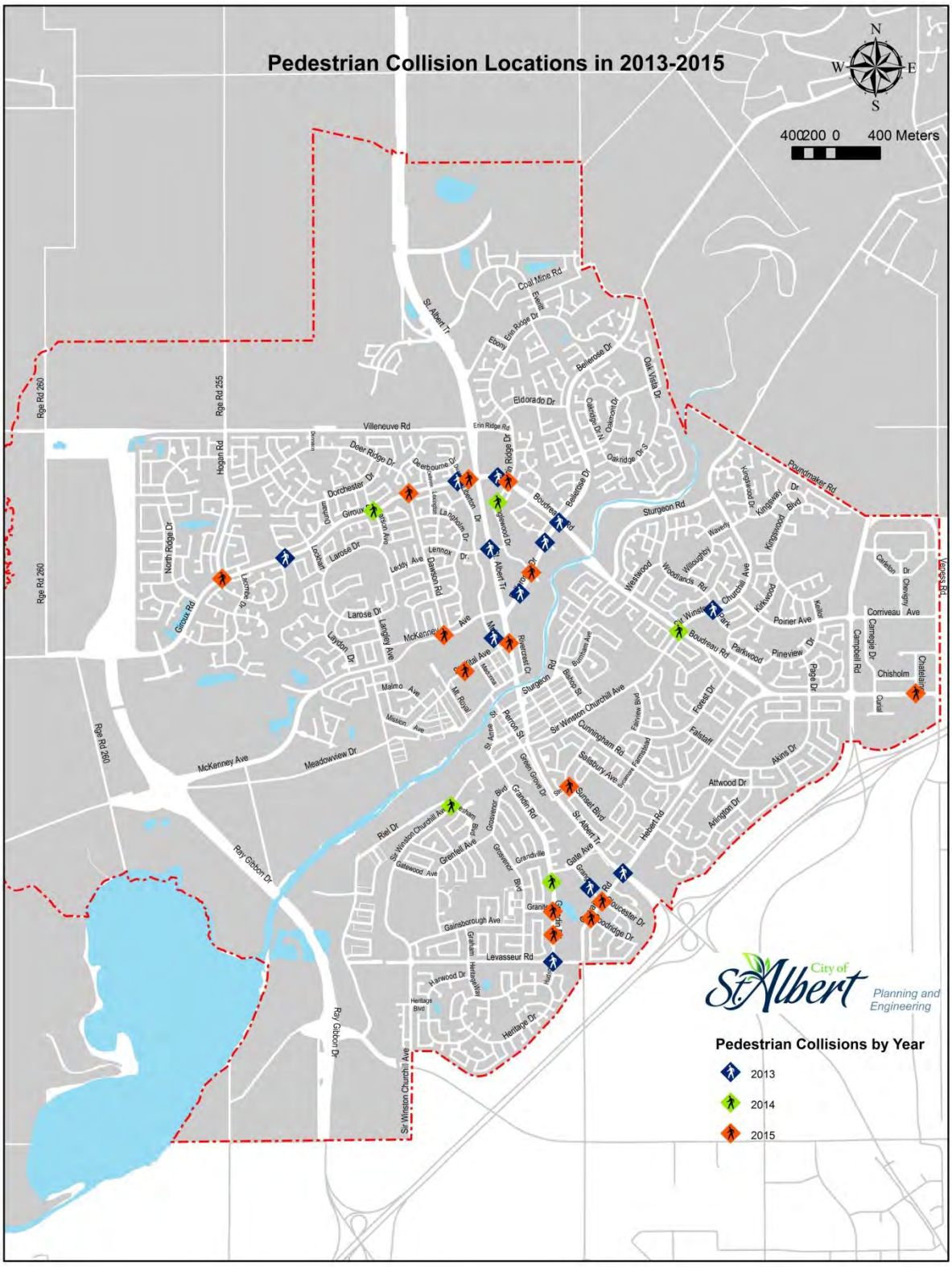
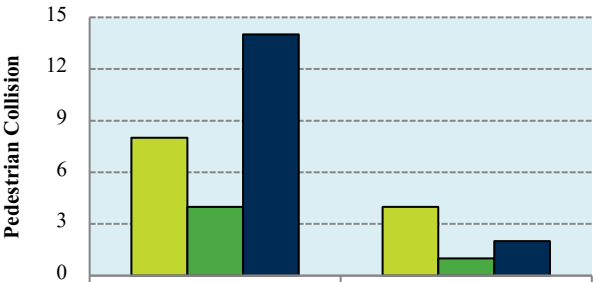


Figure 39: Pedestrian Collision Locations in 2013- 2015

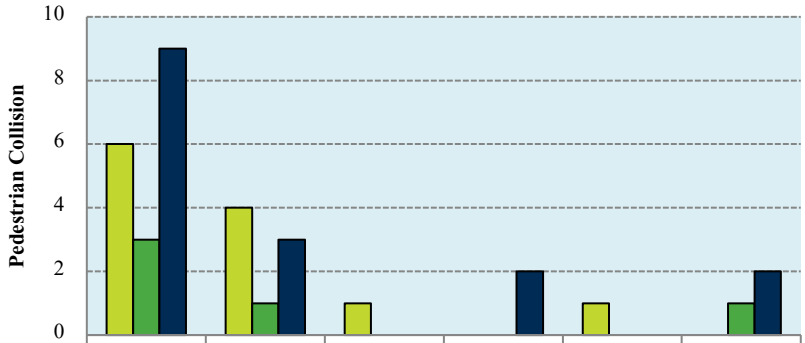


	Intersection	Midblock
2013	8	4
2014	4	1
2015	14	2

From 2013 to 2015, 79% of pedestrian collisions on St. Albert public roadways occurred at intersections.

In 2015, 14 of the total 16 pedestrian collisions occurred at intersections (approximately 88%).

Figure 40: Pedestrian Collisions by Location in 2013- 2015



	Full Traffic Signal	Marked Crosswalk	Pedestrian Activated Signal	Stop Sign Present Only	Sidewalk/ Driveway	None Present
2013	6	4	1		1	
2014	3	1				1
2015	9	3		2		2

From 2013 to 2015, more than 54% of pedestrian collisions occurred at intersections operating with full traffic signals.

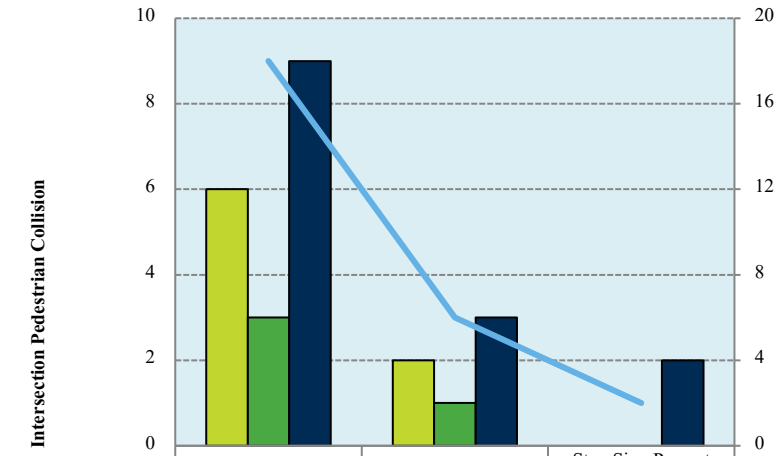
Figure 41: Traffic Control Types at Pedestrian Collision Locations in 2013-2015

The term “full traffic signal” is used to differentiate from pedestrian-activated signals. Full traffic signals control all movements at the intersections for both vehicles and pedestrians. Pedestrian-activated signals provide a single direction for the pedestrian to cross and controls the movements of two directions of traffic, when activated by the pedestrian.

“Marked crosswalk” represents a marked crosswalk at an intersection or midblock location, excluding marked crosswalks at traffic signal controlled locations.

“Stop sign present only” represents an intersection location that is controlled by a stop sign but there is no marked crosswalk.

"Sidewalk/driveway" indicates the location of one collision where the pedestrian was walking on sidewalk and was hit by a vehicle while crossing the driveway of a parking lot. "None present" means no traffic control at the pedestrian collision location and specifically means midblock without any traffic control.



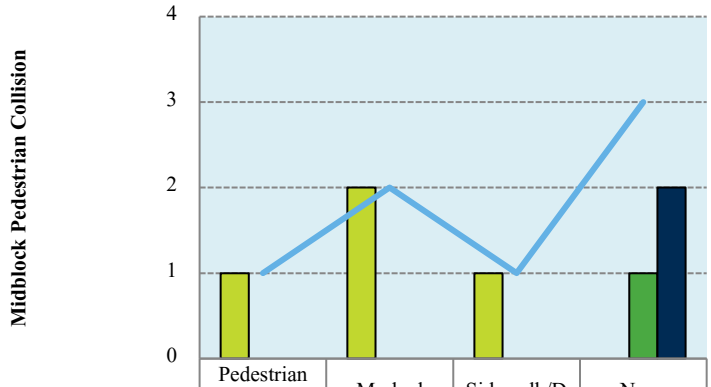
	Full Traffic Signal	Marked Crosswalk	Stop Sign Present Only
2013	6	2	
2014	3	1	
2015	9	3	2
3-Year Total	18	6	2

There were 26 pedestrian collisions that occurred at intersections from 2013-2015, within which:

- 18 (69%) occurred at full traffic signal controlled intersections
- 6 (23%) occurred at intersections with marked crosswalks
- 2 (8%) occurred at stop sign controlled intersections without marked crosswalks.

In 2015, 9 out of 14 collisions occurred at full traffic signal control intersections.

Figure 42: Intersection Traffic Control Types with Pedestrian Collisions in 2013-2015



	Pedestrian Activated Signal	Marked Crosswalk	Sidewalk/Driveway	None Present
2013	1	2	1	
2014				1
2015				2
3-Year Total	1	2	1	3

Between 2013-2015:

- 1 pedestrian collision occurred at a midblock pedestrian-activated signal controlled location
- 2 collisions occurred in midblock with marked crosswalk
- 1 collision occurred at a sidewalk/driveway
- 3 collisions occurred at a midblock location without any traffic control or marked crosswalk.

Figure 43: Midblock Traffic Control Types with Pedestrian Collisions in 2013-2015

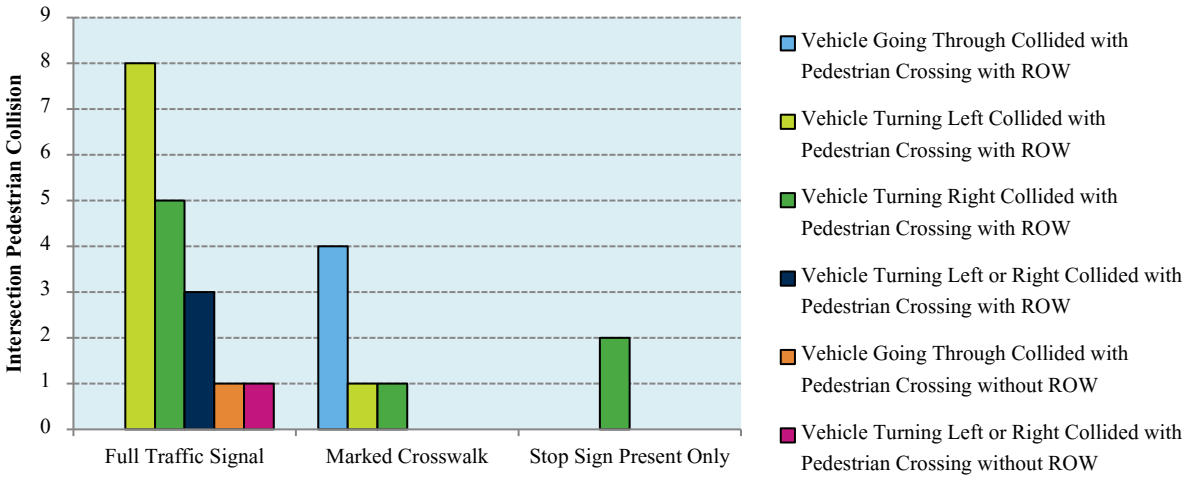


Figure 44: Intersection Pedestrian Collisions with Traffic Control Types, Vehicle Movement and Pedestrian Right of Way in 2013-2015

Among the 18 collisions at full traffic signal controlled intersections from 2013 to 2015:

- 8 collisions occurred when a vehicle was turning left and collided with a pedestrian while the pedestrian had the right-of-way (ROW).
- 5 collisions occurred when the vehicle was turning right and collided with a pedestrian while the pedestrian had the ROW.
- 3 collisions occurred when the vehicle was turning either left or right (movement unknown in the police report) and collided with a pedestrian.
- 2 collisions occurred when the pedestrian was crossing the signalized intersection and did not have the ROW.
- 4 collisions occurred at intersections with a marked crosswalk. T vehicle was going through the intersection and collided with the pedestrian, while the pedestrian had the ROW.
- 2 pedestrian collisions occurred at stop controlled intersections where there was no marked crosswalk.

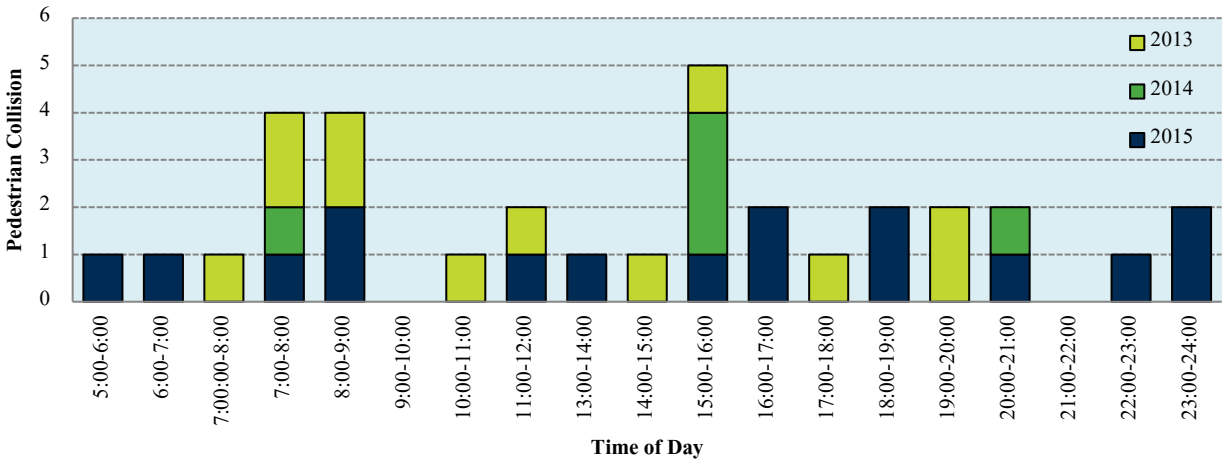
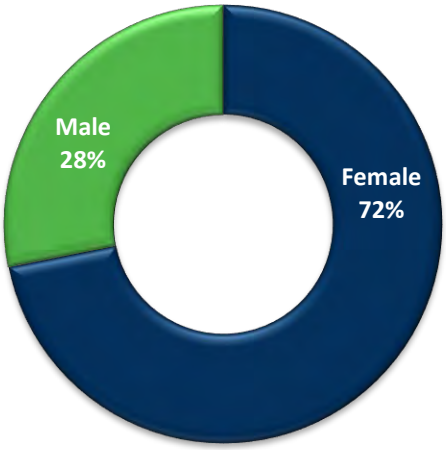
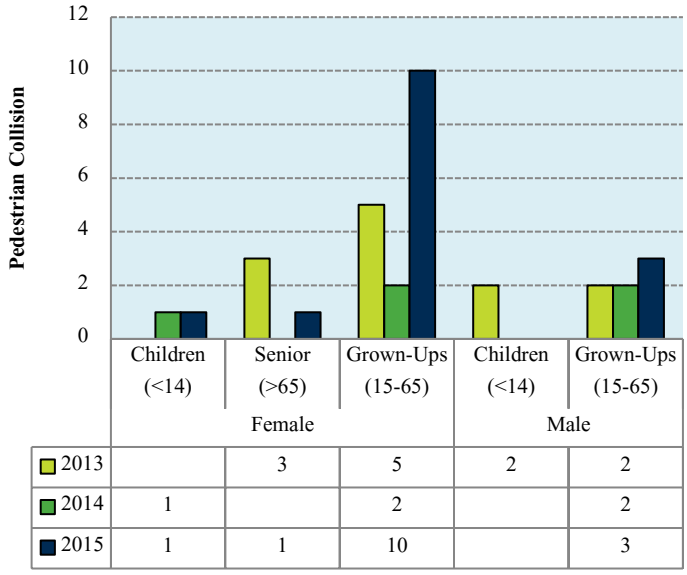


Figure 45: Pedestrian Collisions in 2013-2015 by Time of Day

From 2013 to 2015, the 3 time intervals with the highest number of pedestrian collisions were 07:00 to 08:00, 08:00 to 09:00 and 15:00 to 16:00. In 2015, 3 pedestrian collisions occurred between 22:00 and 24:00. One of these collisions involved a pedestrian wearing dark clothes and crossing midblock without having the right of way.





	Female			Male	
	Children (<14)	Senior (>65)	Grown-Ups (15-65)	Children (<14)	Grown-Ups (15-65)
2013		3	5	2	2
2014	1		2		2
2015	1	1	10		3

Figure 46: Pedestrian Collisions in 2013-2015 by Age and Gender *

** As one pedestrian's age information is unknown, the pedestrian is excluded from the figure above.*

From 2013 to 2015 there were 23 female pedestrians (72%) and 9 male pedestrians (28%) involved in collisions. In 2015, the numbers of female and male pedestrians involved in collisions were 12 and 3, respectively (Figure 47).

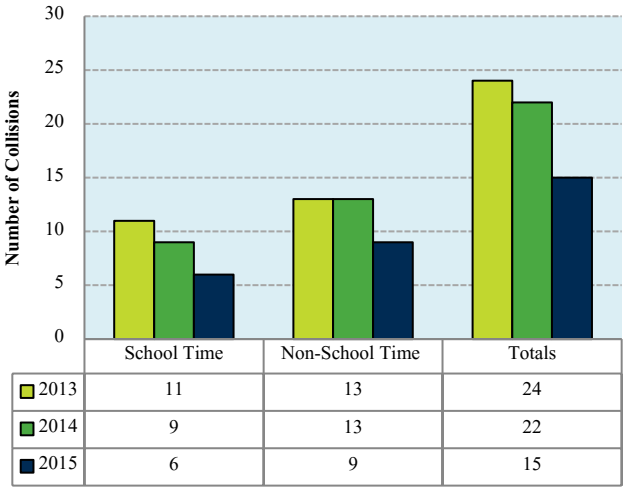
In 2013 to 2015, 4 children (<14 years) were involved in pedestrian collisions, including a 6-year-old and an infant in a stroller in 2013. Within the same time frame, the highest number of pedestrian incidents involved pedestrians between the ages of 15 to 65, as there were 24 collisions involving this age group.

Other Facts

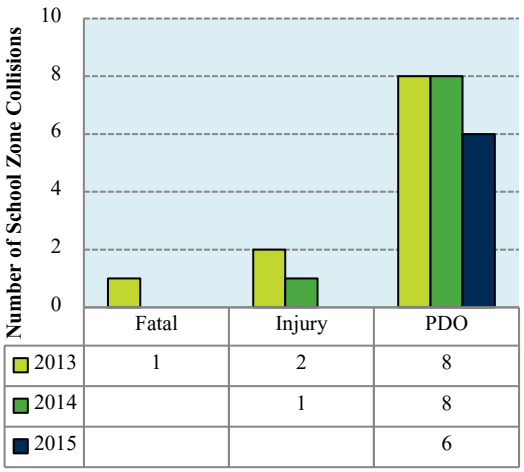
- In 2015, 2 pedestrian collisions occurred due to impaired driving and resulted in 2 major injuries to the pedestrian.
- From 2013 to 2015, 24 out of 26 intersection collisions involving pedestrians occurred at arterial intersections (intersection with at least one leg is arterial); and 3 out of 7 midblock collisions occurred on an arterial roadway.

School Zone Collision Statistics (2013-2015)

Between 2013 and 2015, there were 61 collisions that occurred within school zones on St. Albert public roadways, excluding collisions in parking lots or private driveways. A school zone is in effect between 08:00 and 16:00 on school days. Among the 61 collisions, 26 occurred during school hours; thus they are called school zone collisions. The remaining 45 collisions occurred outside school hours and are excluded from school zone collisions.

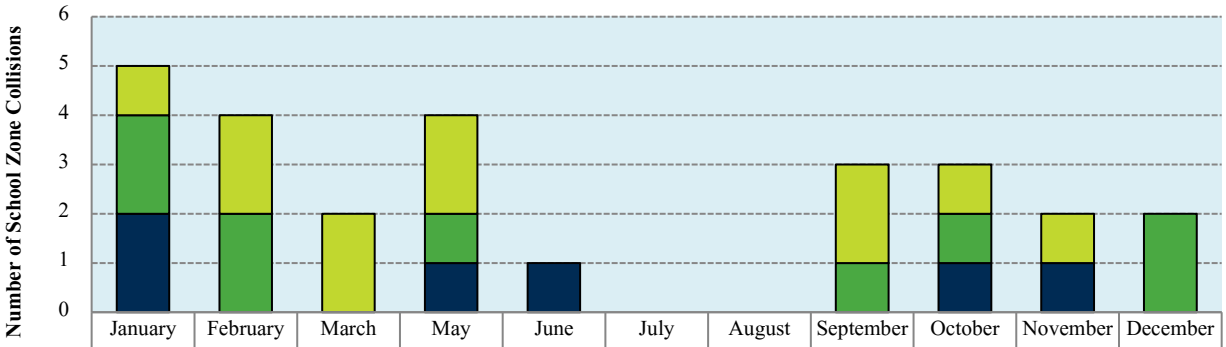


	School Time	Non-School Time	Totals
2013	11	13	24
2014	9	13	22
2015	6	9	15



	Fatal	Injury	PDO
2013	1	2	8
2014		1	8
2015			6

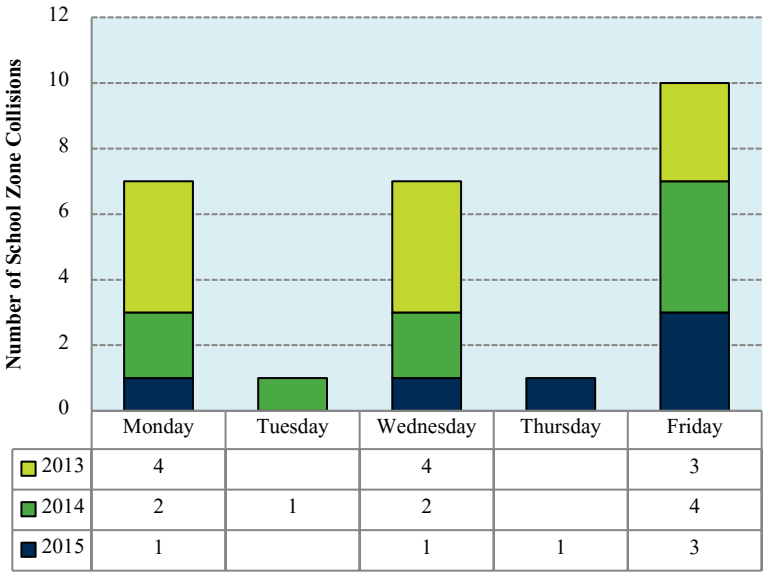
Figure 47: School Zone Collisions with Severity(2013-2015)



	January	February	March	May	June	July	August	September	October	November	December
2013	1	2	2	2				2	1	1	
2014	2	2		1				1	1		2
2015	2			1	1				1	1	

Figure 48: School Zone Collisions by Month (2013-2015)

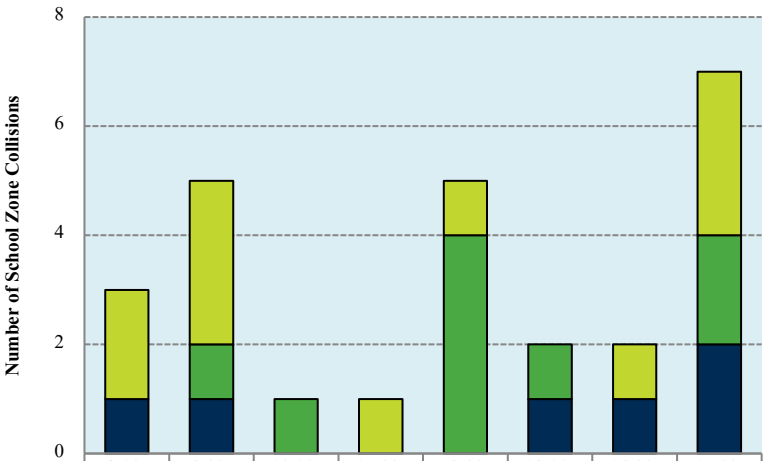
In 2013 to 2015, the top three months school zone collisions occurred were January, February and May. As schools were closed during the months of July and August, no collisions were reported.



	Monday	Tuesday	Wednesday	Thursday	Friday
2013	4		4		3
2014	2	1	2		4
2015	1		1	1	3

In 2013 to 2015, over 92% of school zone collisions occurred on Monday, Wednesday and Friday, with the highest frequency happening on Fridays.

Figure 49: School Zone Collisions by Weekday in 2013-2015



	8:00-9:00	9:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00
2013	2	3		1	1		1	3
2014		1	1		4	1		2
2015	1	1				1	1	2

School zones are in effect between 08:00 and 16:00 on school days in St. Albert. The top three times for school zone collisions are:

- 09:00 to 10:00
- 12:00 to 13:00
- 15:00 to 16:00

Figure 50: School Zone Collisions by Time of Day (2013-2015)

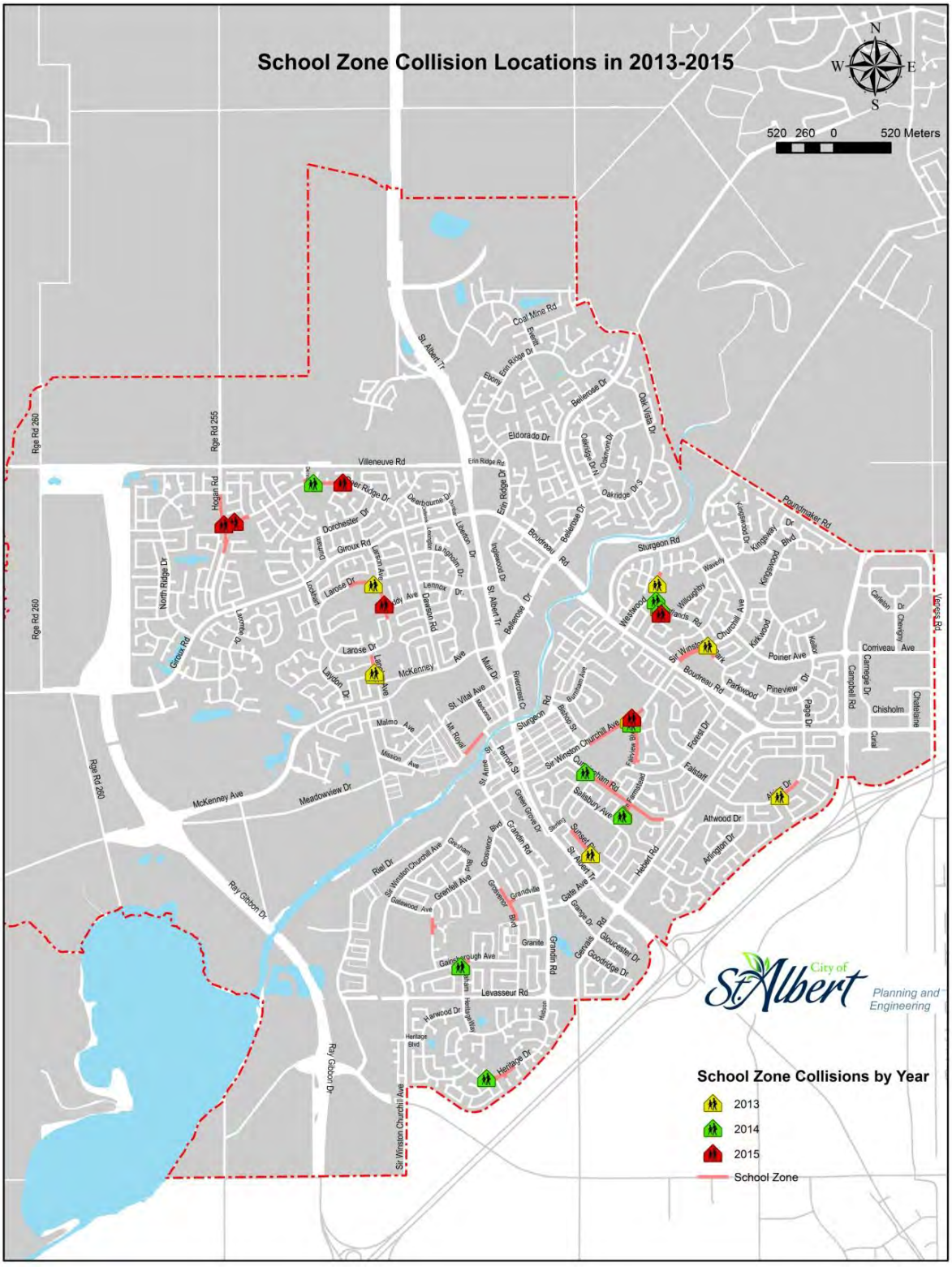


Figure 51: School Zone Collision Locations by Year (2013-2015)

Table 4: School Zone Collisions by School (2013- 2015)

School Name	Year			Total
	2013	2014	2015	
Albert Lacombe School		1		1
Bertha Kennedy School			1	1
École La Mission School		1		1
École Marie Poburan School	1			1
Elmer S. Gish School	1			1
J.J. Nearing School			2	2
Keenooshayo School	1			1
Leo Nickerson School	1	1		2
Lorne Akins School		1		1
Muriel Martin School		1	1	2
Neil M. Ross School	**1**	**2**	**1**	**4**
Paul Kane High School	1	2		3
Richard S. Fowler School	1		1	2
Ronald Harvey School	2			2
Vital Grandin School	1			1
W.D. Cuts School	1			1

**List shows only those schools where at least one incident occurred in the school zone*

Table 4 and Figure 51 depict the number of school zone collisions in terms of the proximity to school. Since 2013, 4 school zone collisions occurred near Neil M. Ross School and 3 occurred in the school zone of Paul Kane High School.

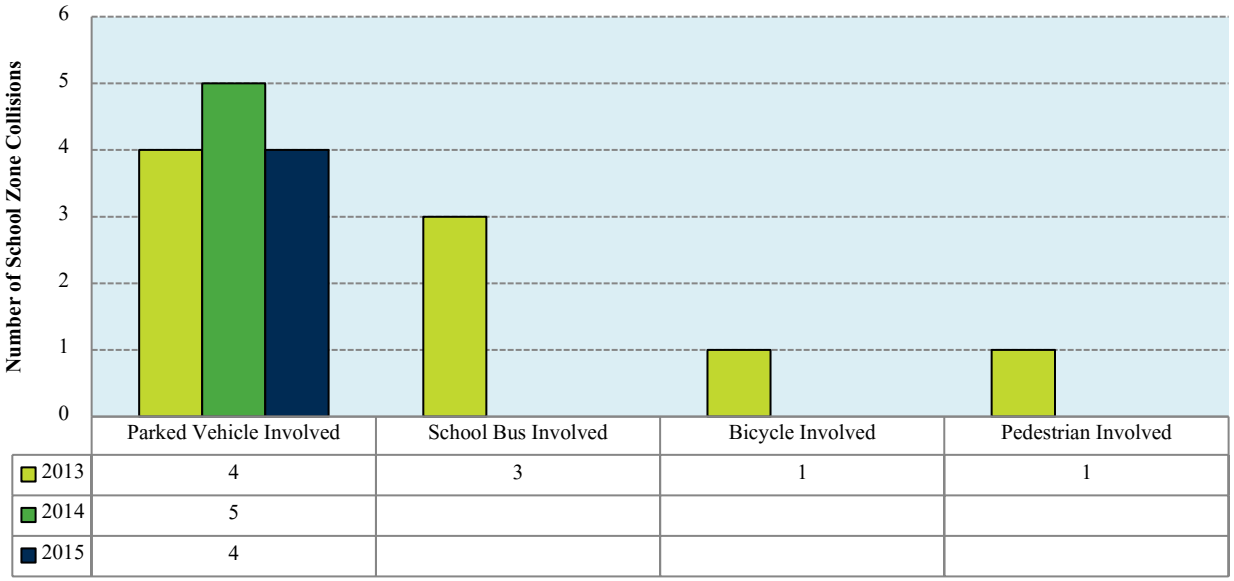
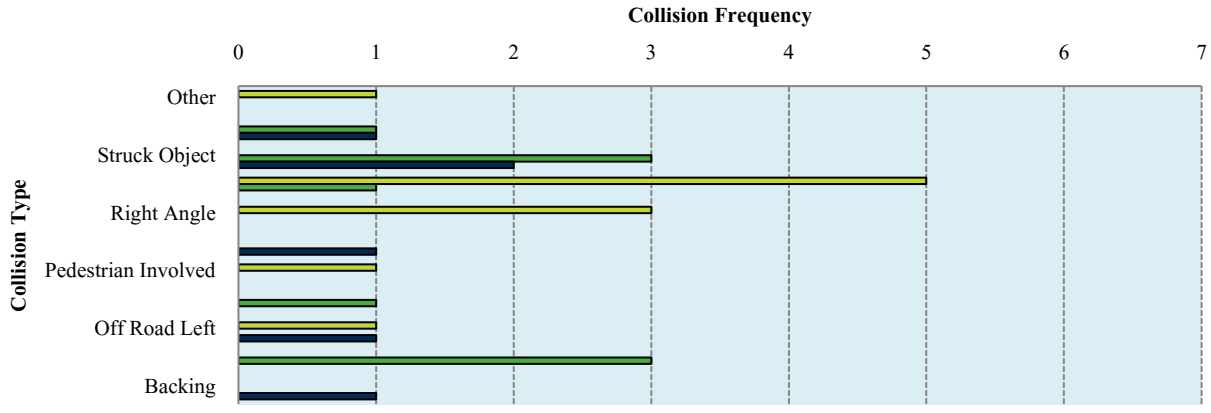


Figure 52: Objects Involved in School Zone Collisions (2013-2015)

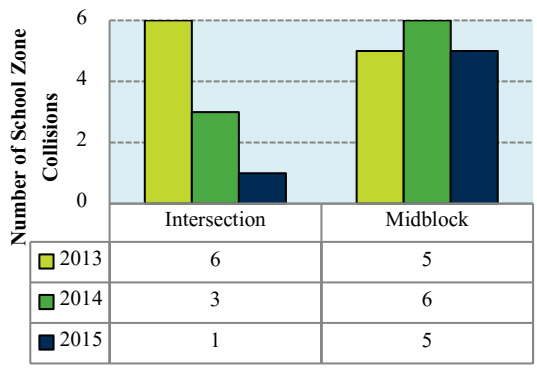
In 2013 to 2015, 13 school zone incidents involved a collision with a parked vehicle. Figure 52 identifies the involvement of road users or objects in these collisions.



	Backing	Left Turn Across Path	Off Road Left	Off Road Right	Pedestrian Involved	Rear End	Right Angle	Side Swipe - Same Direction	Struck Object	Hit and Run	Other
2013			1		1		3	5			1
2014		3		1				1	3	1	
2015	1		1			1			2	1	

Figure 53: School Zone Collisions by Collision Types (2013-2015)

In 2013 to 2015, side swipe – same direction was the top collision type occurring in school zones, followed by struck object, which mostly involved drivers striking a parked car. In 2015, there were 2 struck object collisions. In 2013 to 2015, 2 left turn across path collisions occurred near Paul Kane High School and 2 struck object collisions (struck a parked car) occurred near Neil M. Ross School.



	Intersection	Midblock
2013	6	5
2014	3	6
2015	1	5

Compared to 2013 and 2014, school zone collisions at intersections decreased in 2015. However, the number of midblock school zone collisions remained fairly constant.

Figure 54: School Zone Collisions by Location (2013-2015)

Figure 55 exhibits the school zone collisions with driver-at-fault information identified for 2013 to 2015. This chart excludes collisions with driver-at-fault age information unidentified and collisions without driver-at-fault. The 30 to 39 year age group is the highest for driver-at-fault collisions in school zones. The percentages of female and male driver-at-fault collisions in school zones are 47% and 53%, respectively.

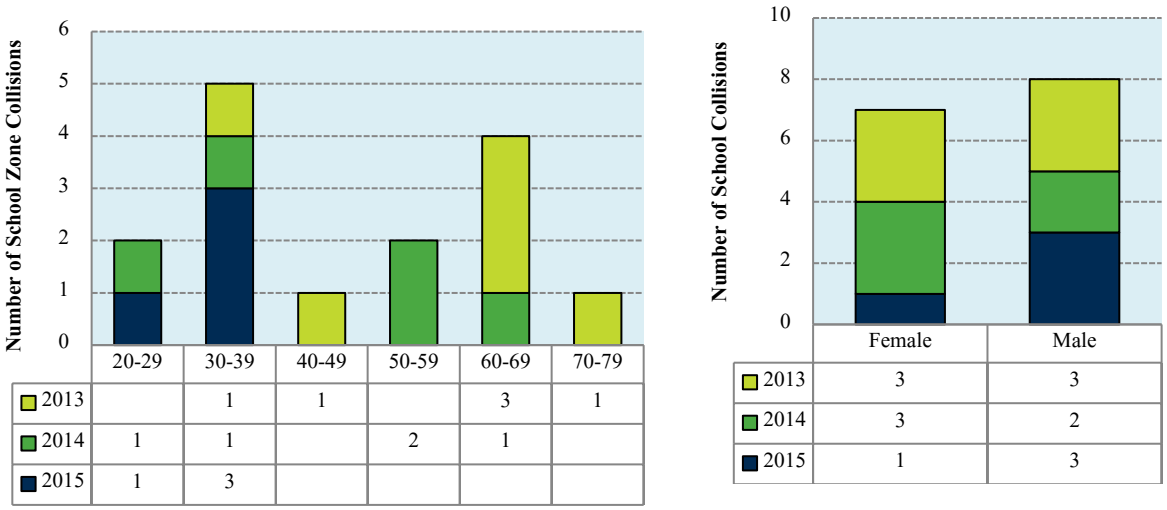


Figure 55: Age and Gender Distribution of At-Fault Drivers involved in School Zone Collisions

Vehicle Wildlife Collisions

In 2015, 7 motor vehicle collisions involved wildlife (Figure 56). Two incidents involved a vehicle striking a moose, while the rest involved motor vehicles striking a deer. Severity of these incidents included:

- major and minor injuries to the driver and passenger (1 incident)
- property damage only (6 incidents)

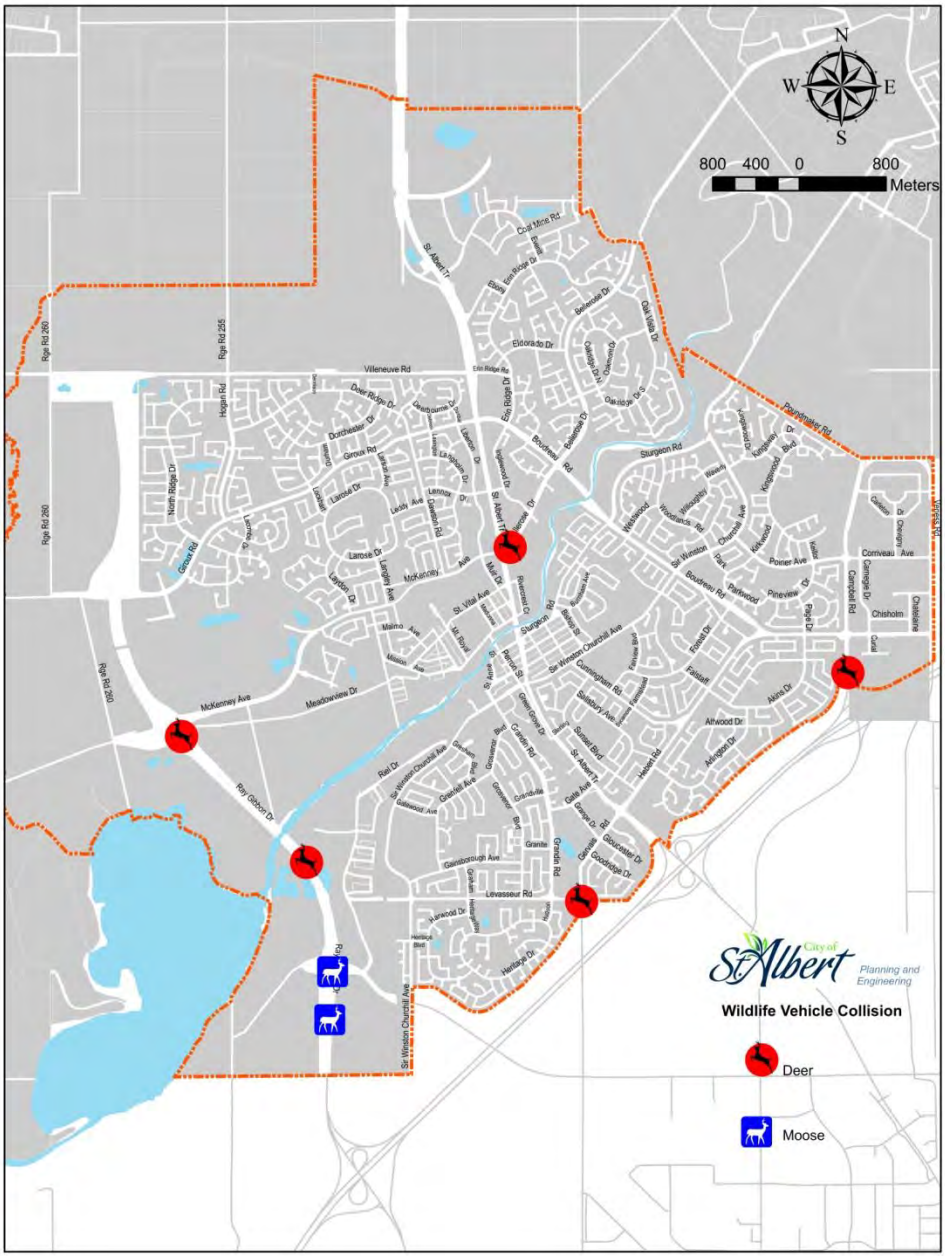
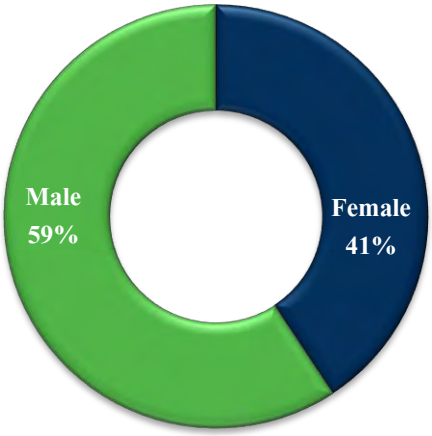
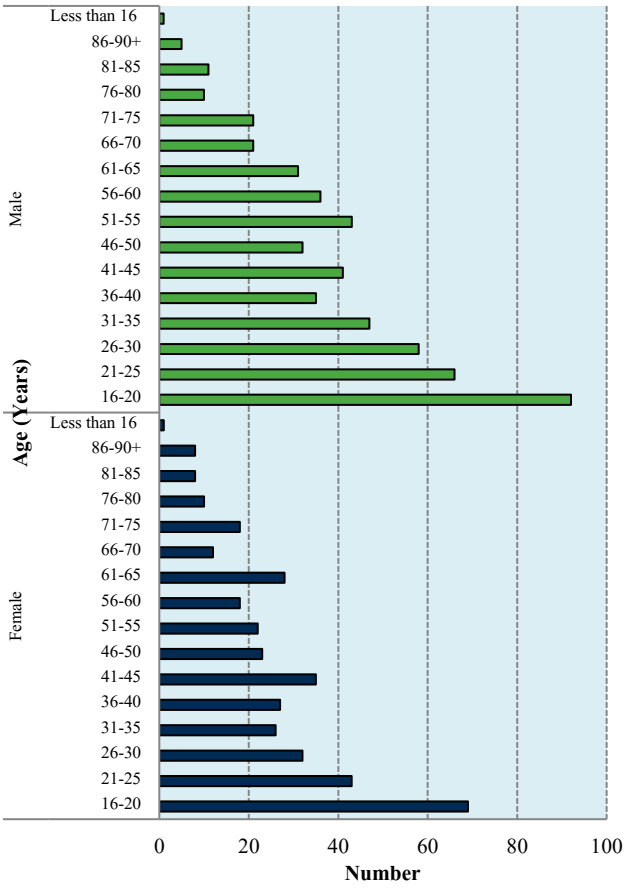


Figure 56: Vehicle Wildlife Collision Locations

At-Fault Driver's Information



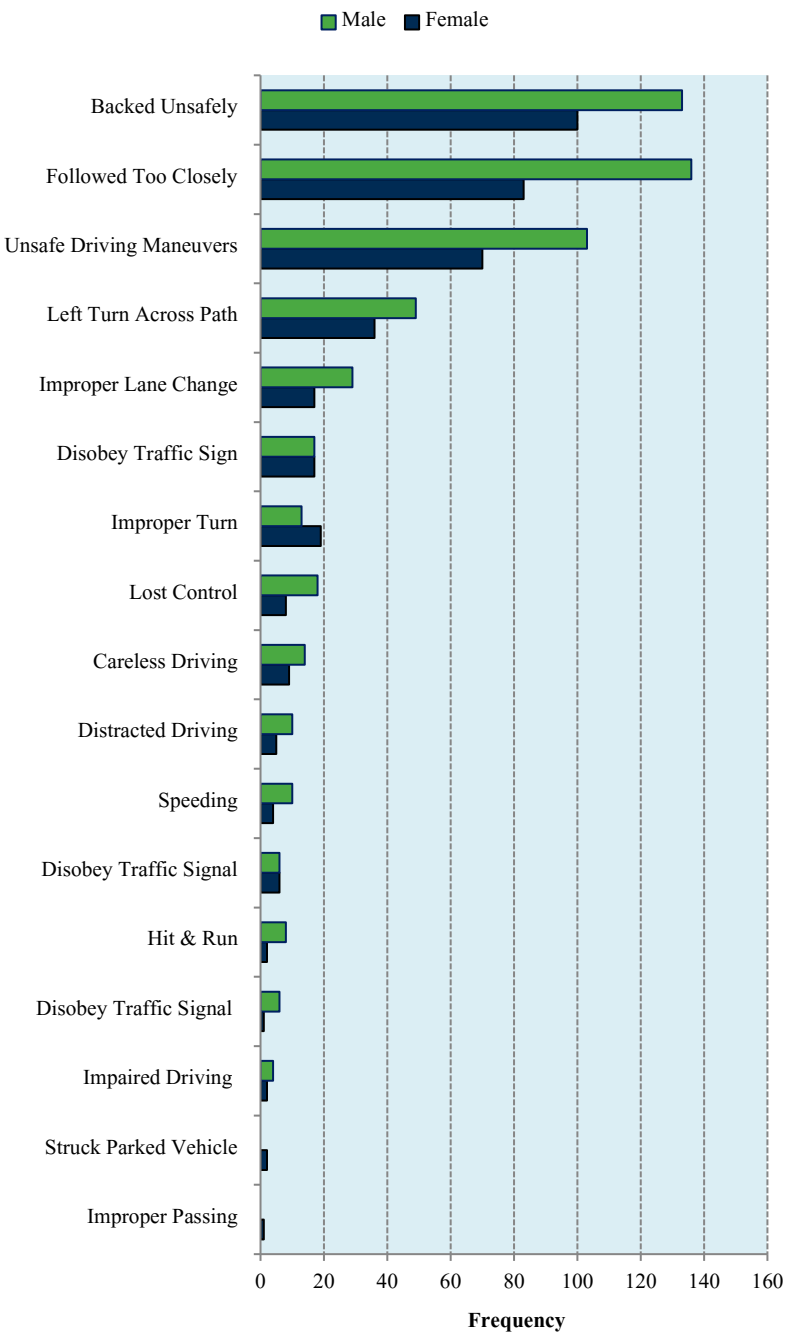


59%
At-Fault Drivers are
Male

Aged 16-20 years
of
Male & Female
Drivers are the
Most
At-Fault Drivers

The age group
16 – 20
represents only
7%
of the population

Figure 57: Age and Gender Distribution of At-Fault Drivers in St. Albert



Driver Actions of At-Fault Drivers are similar for Male & Female Drivers

Most Collisions occurred due to Following Too Closely & Backing Unsafely

Figure 58: Driver Action of At-Fault Drivers by Gender in St. Albert

Figure 59 demonstrates the at-fault drivers' residence by neighbourhoods. It shows that most of the at-fault drivers reside in Grandin, Lacombe Park and Deer Ridge.

Further, Figure 57 indicates 16 to 20 year old male and female drivers are the most at-fault drivers, which is only 7% of the total population. From this information, the city can target these neighbourhoods for young driver education and design a driver education program to correct poor driving habits.

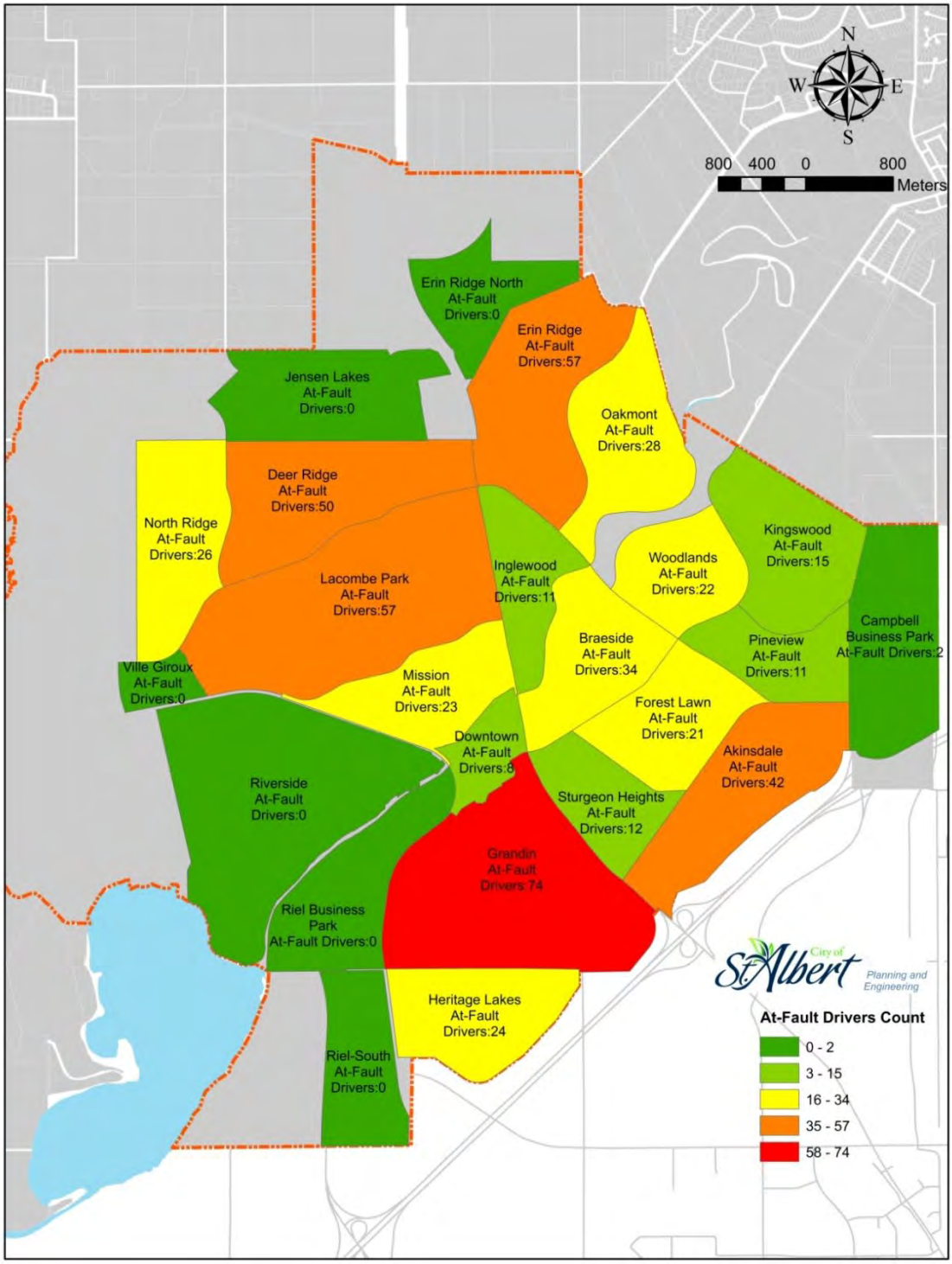
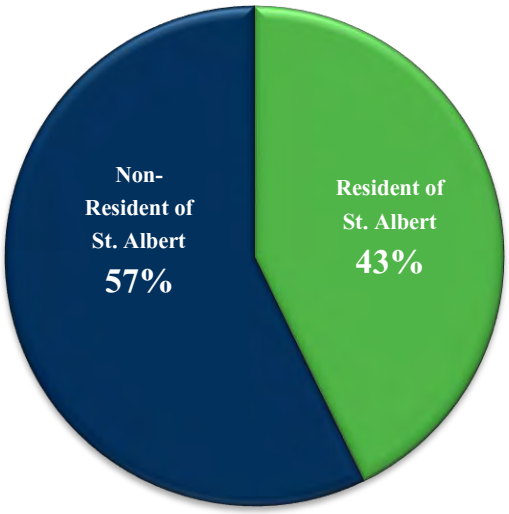
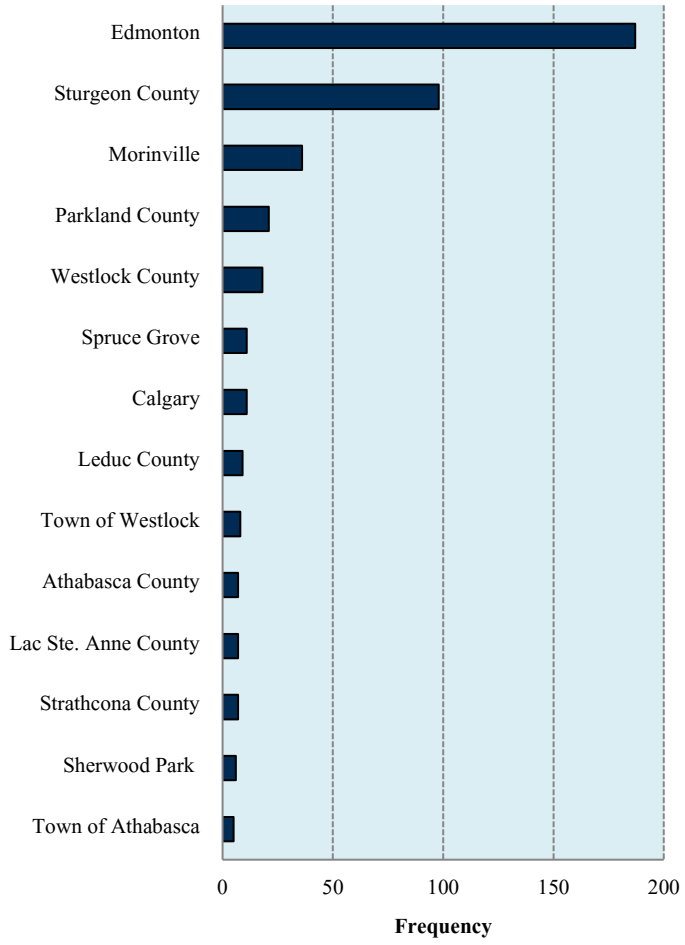


Figure 59: At-Fault Drivers' Residence by Neighbourhoods of St. Albert





57%
At-Fault
Drivers are Non-Residents of St. Albert

44%
Non-Resident of St. Albert
At-Fault
Drivers are from
Edmonton

23%
Non Resident of St. Albert
At-Fault
Drivers are from
Sturgeon County

Figure 60: At-Fault Drivers' Residence by City/County/Town

Distracted Driving Statistics

Figure 61 illustrates the collision frequency due to driver distraction and impairment. In 2015:

- 22 collisions occurred because of drug/alcohol impairment
- 12 collisions occurred due to distracted driving

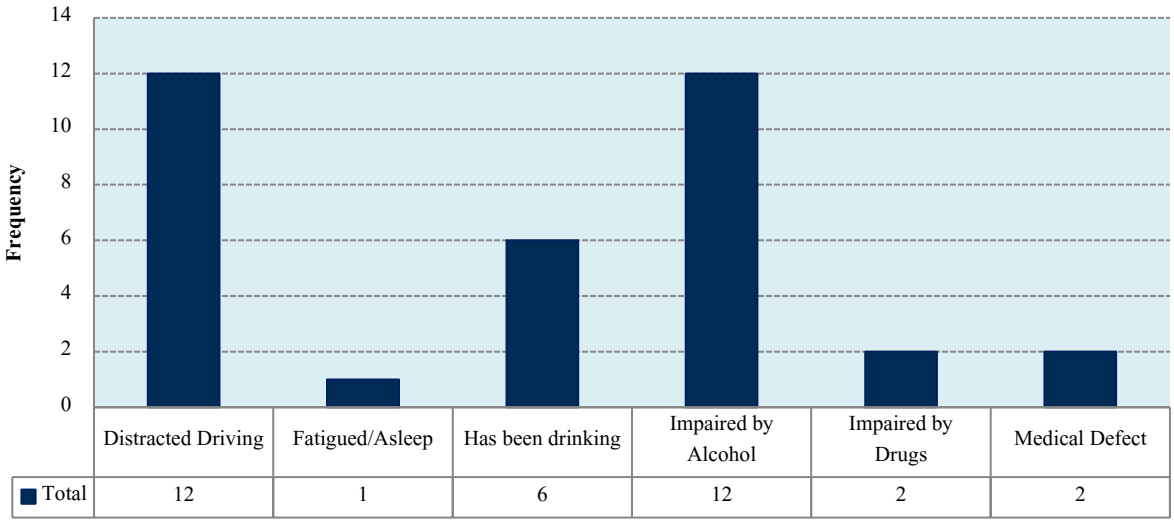


Figure 61: Collision Statistics by Driver Distraction and Impairment

Enforcement Statistics

The City of St. Albert utilizes photo enforcement (mobile photo enforcement and intersection safety cameras). Approved photo enforcement locations are identified in Figure 62.

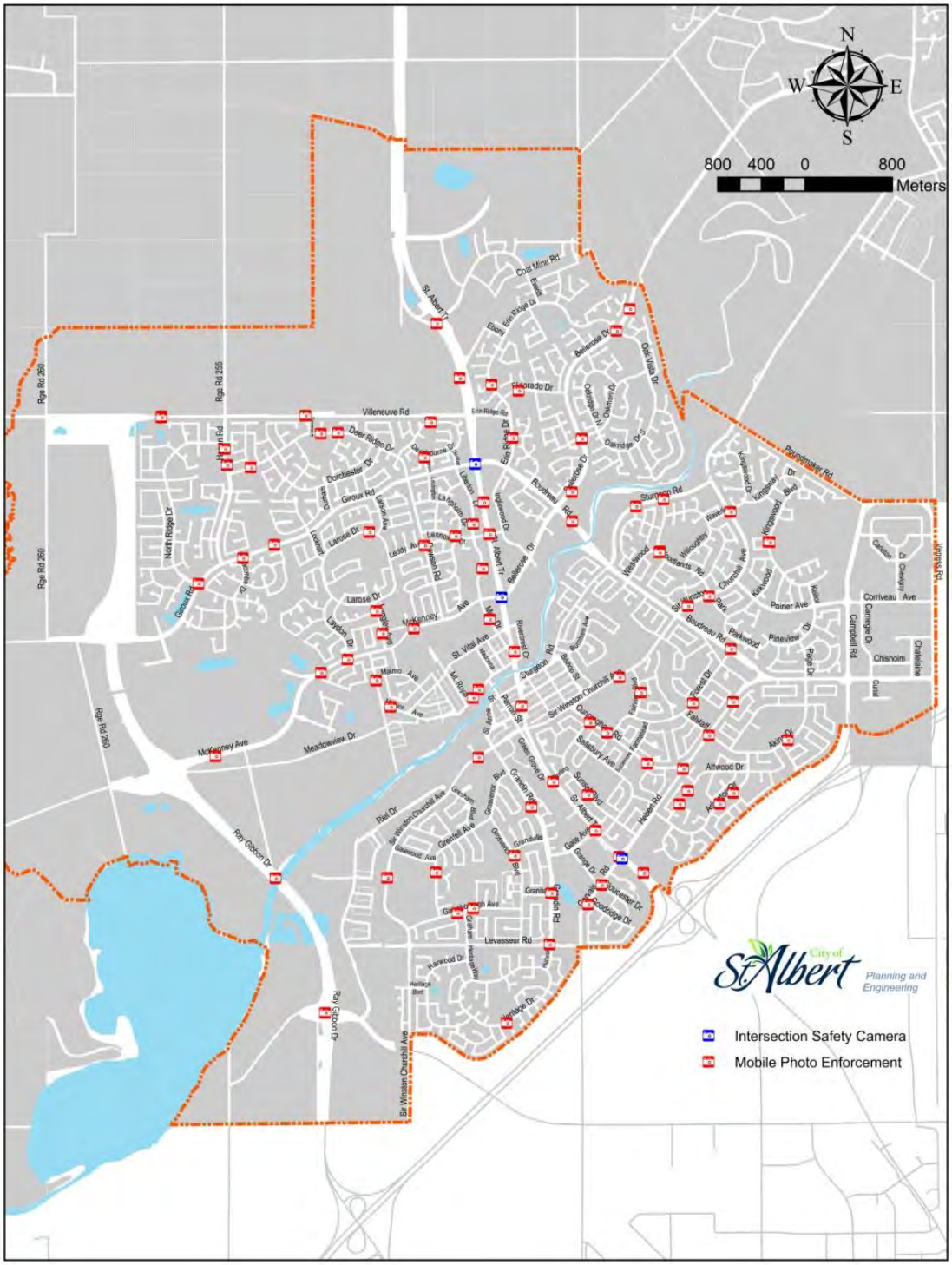
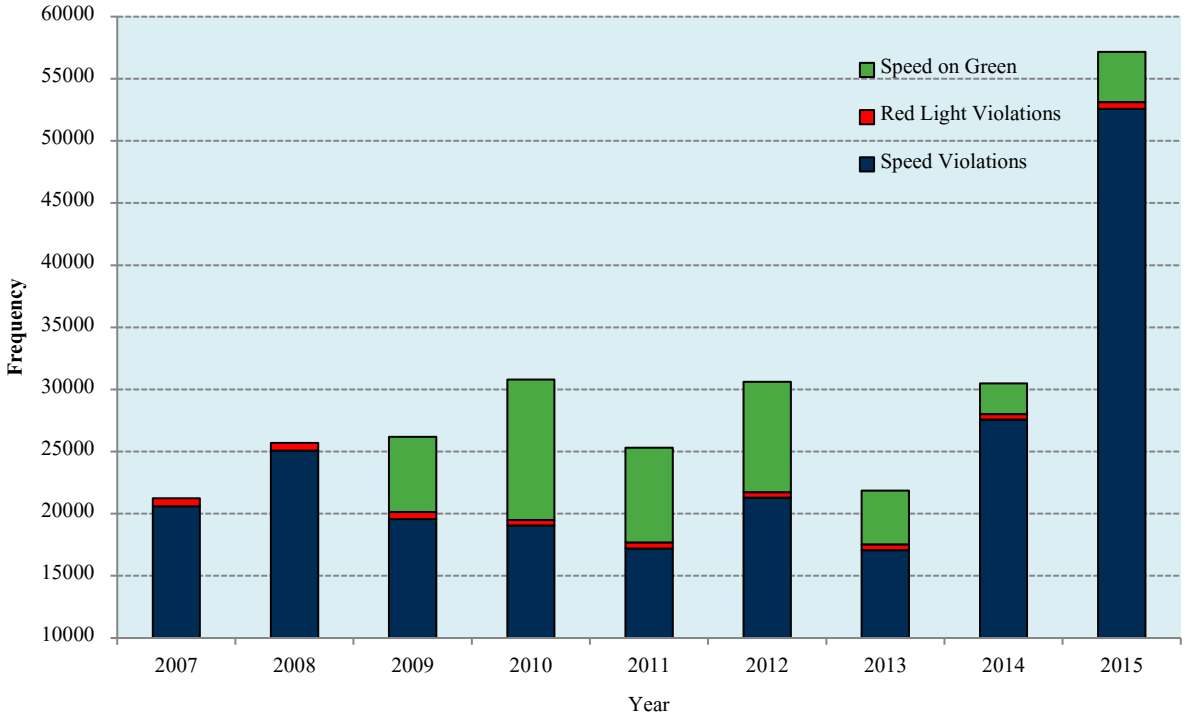


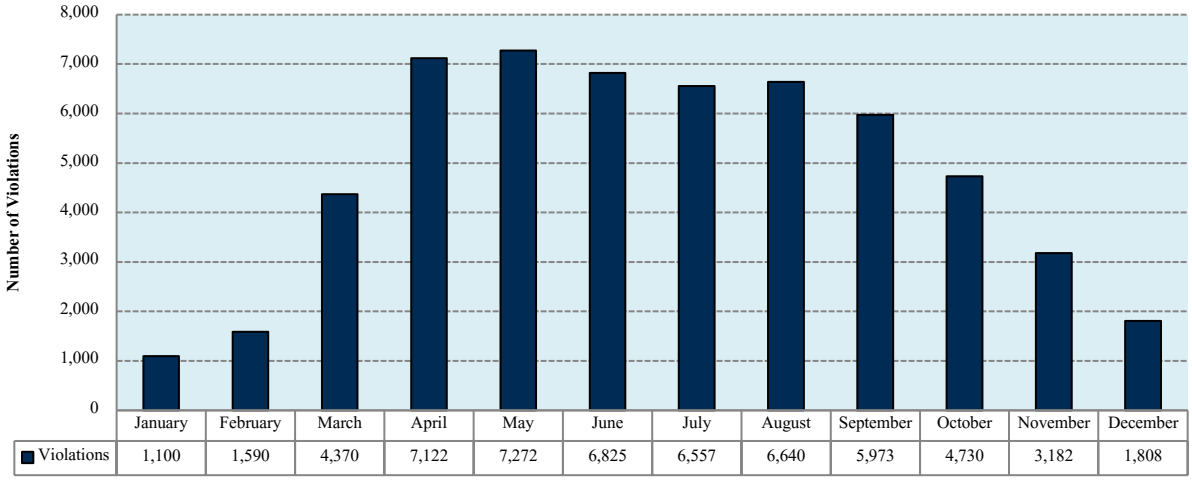
Figure 62: Locations of Intersection Safety Camera and Mobile Photo Enforcement



Year	Speed Violations	Red Light Violations	Speed on Green	Total
2007	20,591	651	-	**21,242**
2008	25,077	618	-	**25,695**
2009	19,571	568	6,050	**26,189**
2010	19,043	463	11,285	**30,791**
2011	17,214	475	7,626	**25,315**
2012	21,308	417	8,887	**30,612**
2013	17,062	470	4,322	**21,854**
2014	27,575	440	2,486	**30,501**
2015	52,582	538	4,049	**57,169**

Figure 63: Yearly Trend (2007-2015) of Traffic Violations

Figure 63 demonstrates the annual trend of traffic violations issued in St. Albert from 2007 to 2015. Since the St. Albert Automated Traffic Enforcement (ATE) program has moved to the use of laser speed cameras, the number of speed violations issued in 2015 increased substantially (almost doubled from 2014).

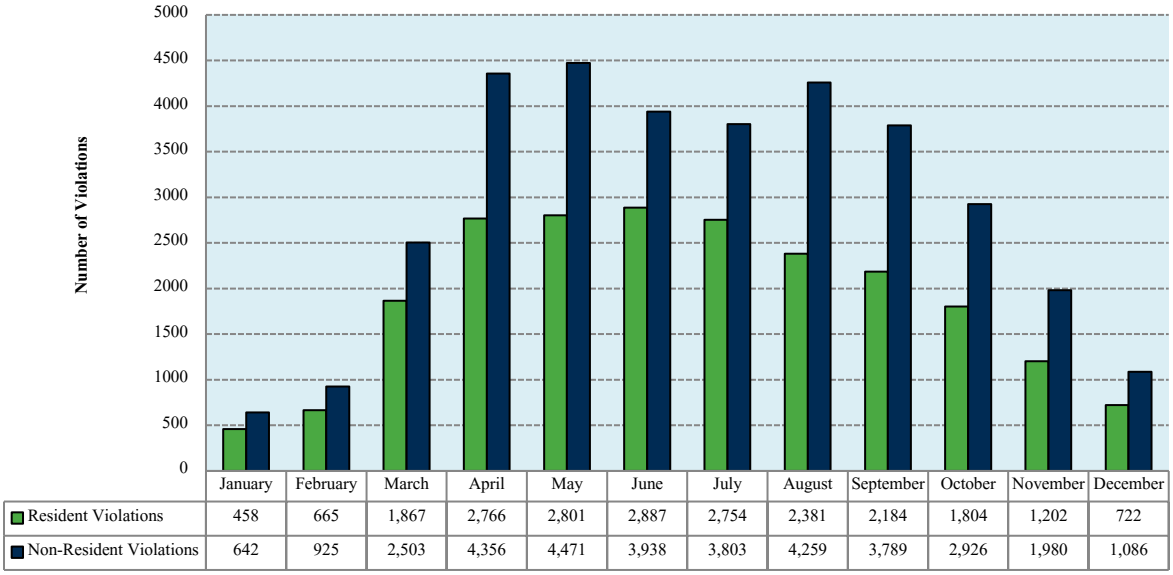


Month	Mobile Speed Violations (Mobile)	Intersection Safety Device (ISD)		Total
		Red Light Violation	Speed on Green	
December	1,611	29	168	1,808
November	2,751	47	384	3,182
October	4,144	46	540	4,730
September	5,493	44	436	5,973
August	6,124	52	464	6,640
July	5,731	74	752	6,557
June	6,454	54	317	6,825
May	6,812	67	393	7,272
April	6,795	35	292	7,122
March	4,159	26	185	4,370
February	1,502	29	59	1,590
January	1,006	35	59	1,100
Total	**52,582**	**538**	**4,049**	**57,169**

Figure 64: Monthly Speeding and Red Light Violations (2015)

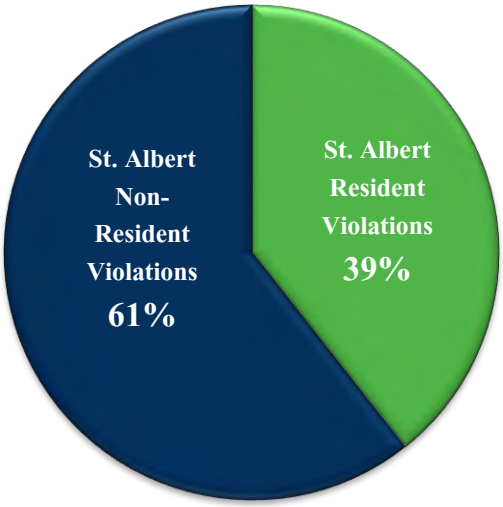
Figure 64 exhibits the speeding and red light violations issued monthly in 2015. Violations increased in April to August when the road conditions and weather were both optimal.

During winter (December, January, February), speeding violations decreased substantially which is intuitive as the drivers generally slow down in those months due to bad weather and slippery road conditions.



	January	February	March	April	May	June	July	August	September	October	November	December
Resident Violations	458	665	1,867	2,766	2,801	2,887	2,754	2,381	2,184	1,804	1,202	722
Non-Resident Violations	642	925	2,503	4,356	4,471	3,938	3,803	4,259	3,789	2,926	1,980	1,086

Figure 65: Monthly Speeding and Red Light Violations (2015) Resident vs. Non-Resident



61%

Violations issued to a Non-Residents

Figure 66: Resident vs Non-Resident Violations Issued (2015)

Figure 66 represents the violations issued in 2015 to residents and non-residents of St. Albert. 61% traffic violations were issued to non-residents of St. Albert.

Contacting the City

For questions regarding motor vehicle collision statistics, process or details, or to report concerns related to traffic safety within the City of St. Albert; please contact the City Engineering Services Department at 780-459-1654 or the Manager of Transportation as per contact information below.

Dean Schick C.E.T

Manager of Transportation

Engineering Services | City of St. Albert

5 St. Anne Street | St. Albert, AB | T8N 3Z9

P: 780-459-1649 | **F:** 780-458-1974

dschick@stalbert.ca | www.stalbert.ca