



2025 Protective Services Annual Report

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Message from Chief Priebe



It is an honour to present the Spruce Grove Protective Services Annual Report for 2025. Over the past year, our dedicated professionals in Fire Services, Emergency Medical Services, Enforcement Services, and administration worked collaboratively to protect lives, property, and the overall well-being of our community.

Spruce Grove Protective Services continues to be a leader in public safety, responding to a wide range of emergency and enforcement calls. In 2025, fire and emergency services personnel responded to 7,078 calls for service, including residential fires, medical emergencies, hazardous materials incidents, and motor vehicle collisions.

Our personnel continued to deliver timely, effective service, consistently meeting standards and remaining below Provincial and National averages. Fire Prevention activities remained a key focus, with 383 public safety inspections conducted to reduce risk and enhance safety for residents, businesses, and firefighters.

Community Peace Officers played an essential role in supporting public safety and community well-being, responding to 4,838 complaints throughout the year. Through a balanced approach of education, enforcement, and proactive engagement, officers addressed bylaw compliance, traffic safety, and community concerns. Ongoing collaboration with policing agencies and other partners further strengthened our collective ability to respond effectively to residents' needs and maintain a safe, welcoming city.

During the year, Protective Services experienced five months with one Chief Officer on leave and one vacant Chief Officer position. Despite these leadership challenges, the team remained focused on maintaining operational readiness and ensuring continuity of service delivery.

Late in 2025, we were pleased to welcome Assistant Deputy Chief Trevor Sutherley as our new Assistant Deputy Chief of Training. With over 20 years of experience serving Parkland County, Assistant Deputy Chief Sutherley brings extensive operational knowledge and leadership expertise to the role. His experience positions him well to lead, develop, and implement comprehensive training programs that will continue to strengthen Protective Services and support our members' ongoing professional development.

Two additional full-time Firefighter positions were added to Protective Services in 2025. This investment aligns our staffing complement with the needs of a municipality of our size, while remaining mindful of the City's broader priorities. As our population and community



density continue to grow, these positions ensure we are positioned to meet increasing service demands sustainably and responsibly.

Protective Services received two new ambulances this year to support the Emergency Health Services Contract. One unit is a completely new ambulance, while the other represents our first remount. In a remounted unit, the chassis is replaced with a new one, while the existing ambulance box is fully refurbished and remounted. By working closely with Fleet Services to implement this strategy, we can extend the service life of each ambulance box across two chassis lifecycles.

With the ongoing support of the Communications team, Protective Services' social media presence entered its third year and continues to grow, approaching 2000 followers. The platform has matured into a reliable channel for sharing timely public safety information, recognizing our personnel, and highlighting community initiatives. Consistent messaging and increased interaction have strengthened our connection with the community.

SGPS leaders, including the Fire Chief, Manager of Enforcement, Administrative Supervisor, Sergeant, and Fire Captain, participated in an eight-session Women in Leadership: Transforming the Workplace program delivered in collaboration with organizations across Canada. Participation strengthened leadership capacity and supported the development of practical strategies to enhance workplace culture, employee engagement, talent attraction, and retention. This initiative reaffirmed SGPS's commitment to equity, inclusion, and belonging, contributing to a healthy, inclusive, and high-performing organization.

Spruce Grove, Parkland County, and Stony Plain strengthened emergency coordination this year through a formal agreement designating the Emergency Coordination Center (ECC) in the Spruce Grove Protective Services Building as the most capable facility for managing major regional events. For incidents that cross Tri-Region boundaries, our ECC will serve as the central headquarters for Emergency Management Operations, ensuring a coordinated and efficient response. A series of regional Emergency Management exercises coordinated by Parkland County, including three tabletop exercises and a full-scale two-day simulation called Operation Twister, tested the facility, personnel, and inter-agency collaboration. Hosted at our ECC with participation from multiple municipalities and agencies, these exercises enhanced preparedness, fostered collaboration, and reinforced the region's capacity to respond effectively to large-scale emergencies.

2025 was a very dynamic, challenging, and successful year for Spruce Grove Enforcement Services (SGES). It saw the service return to high staffing levels in time for the busy spring/summer season and remain at those levels through the fall. This enabled personnel to handle a significant increase in calls for service while also increasing proactive work in support of the Council's priorities. Spruce Grove Enforcement Services significantly increased the number of self-generated graffiti abatement files addressed this year. Through proactive patrols and dedicated enforcement hours, we worked closely with Public Works and other departments to prioritize graffiti reduction across the city.



The onboarding of our new Construction Compliance Officer at the end of the summer further strengthened our proactive enforcement efforts. This resulted in a substantial increase in self-generated patrols and construction compliance files throughout the city. Despite continued growth and a high level of development activity, public complaints decreased compared to previous years. The service also collaborated closely with Planning and Development, Engineering, and industry representatives to establish forums to improve communication and cooperation with builders and developers.

SGES dedicated significant resources to supporting public safety and positive use of the newly opened, re-imagined Central Park, including the wheeled sports park and playground. The facility attracted high levels of public use and was very well received by the community. Working in partnership with Recreation and Public Works, SGES maintained a strong presence during the initial months of operation, contributing to a safe and successful opening of this important new community asset.

Traffic safety remained a key priority. SGES achieved high levels of self-generated enforcement while continuing to respond to increasing calls for service in a growing and active community. By leveraging our new records management and dispatch systems, along with enhanced data capabilities, we were able to respond effectively to public concerns while using intelligence-led deployment strategies. Following significant provincial restrictions on Automated Traffic Enforcement, which led to its closure within the city, SGES enhanced traditional enforcement efforts to address the resulting gaps. This included expanded officer-led enforcement and the establishment of standing joint operations with RCMP Regional Traffic Services and Sheriff's Highway Patrol officers within the city. We also developed regional partnerships with the Town of Stony Plain Enforcement Services and Parkland County Enforcement Services. In addition, SGES worked closely with Engineering to identify opportunities to improve signalling and traffic-calming measures to support public safety further.

The strength of Spruce Grove Protective Services lies in its people. Every day, our members bring skill, accountability, and a strong sense of duty to the work they do in support of our community. Their commitment to professional standards and compassionate service is reflected in the trust placed in us by residents and Council alike.



Executive Summary

2025 was another busy year for Protective Services overall. Fire Services responded to 7,078 incidents, representing a 5.83% increase in overall call volume compared to 2024. This is the first overall increase in calls since 2022. Enforcement Services answered 4838 complaints in 2025, a 28% increase over 2024. All incidents combined, Protective Services responded to 11,461 incidents/complaints. Sadly, this past year, the city experienced the tragic loss of two individuals due to traffic fatalities.

The Fire Prevention team conducted 520 interactions, including inspections, permits, occupancy load assessments, and public education. Additionally, 545 development plan reviews were completed, and 45 fire investigations were conducted. Increased collaboration with the City of Spruce Grove's Planning and Engineering teams will improve our efficiency and impact going forward, amid what looks to be another record-breaking year of growth in Spruce Grove.

Annually, SGFS reports response times to the Council for turnout and travel, along with the total response time across the three response categories. Regarding turnout and travel combined (excluding dispatch), SGFS met the following response standards.

- Fire Incidents - 87.1%
- EMS Incidents - 89.5%
- Collisions - 90.7%

The High-Intensity Residential Fire (HIRF) requirement, which is a response of 10 min (600 sec.) for Residential house fires, was met 100% of the time. For all other fire-related responses, such as alarms, the response rate was 98.3%.

As indicated, Enforcement Services investigations increased notably in 2025. A significant portion of that increase is attributable to more officer-generated files related to construction compliance. There was also a notable increase in unsightly premises and graffiti. Traffic-related files, particularly parking-related complaints, continue to be the largest category of complaints.

Enforcement Services issued 3,118 violations this year, representing an 114% increase over 2024. This rise is attributable to improved staffing stability and the ability to maintain a consistent, fully resourced team throughout the year, including the peak summer season. Strengthened workforce capacity enabled Enforcement Services to address community concerns and enhance overall compliance efforts proactively.



Introduction

The City of Spruce Grove Protective Services comprises three distinct yet linked departments: Fire Services, Enforcement Services, and Police. Police services are performed under contract with the Royal Canadian Mounted Police and are not part of this report.

Fire Services

Spruce Grove Fire Services (SGFS) provides traditional Fire services, including Incident response, Fire Prevention, and Fire investigations. It also includes ambulance service, which is contracted to Emergency Health Services (EHS). SGFS is an Accredited Organization by Accreditation Canada, currently holding an Accredited with Exemplary Standing status.

Enforcement Services

Spruce Grove Enforcement Services (SGES) ensures compliance with municipal bylaws and certain provincial statutes. The service comprises Community Peace Officers, who are appointed and authorized by Alberta Public Safety and Emergency Services, and Bylaw Officers, who the City appoints under the Municipal Governance Act. SGES enforces most city bylaws, primarily the Alberta Traffic Safety Act, as well as some lesser-known legislation, such as the Animal Protection and Trespass Acts.



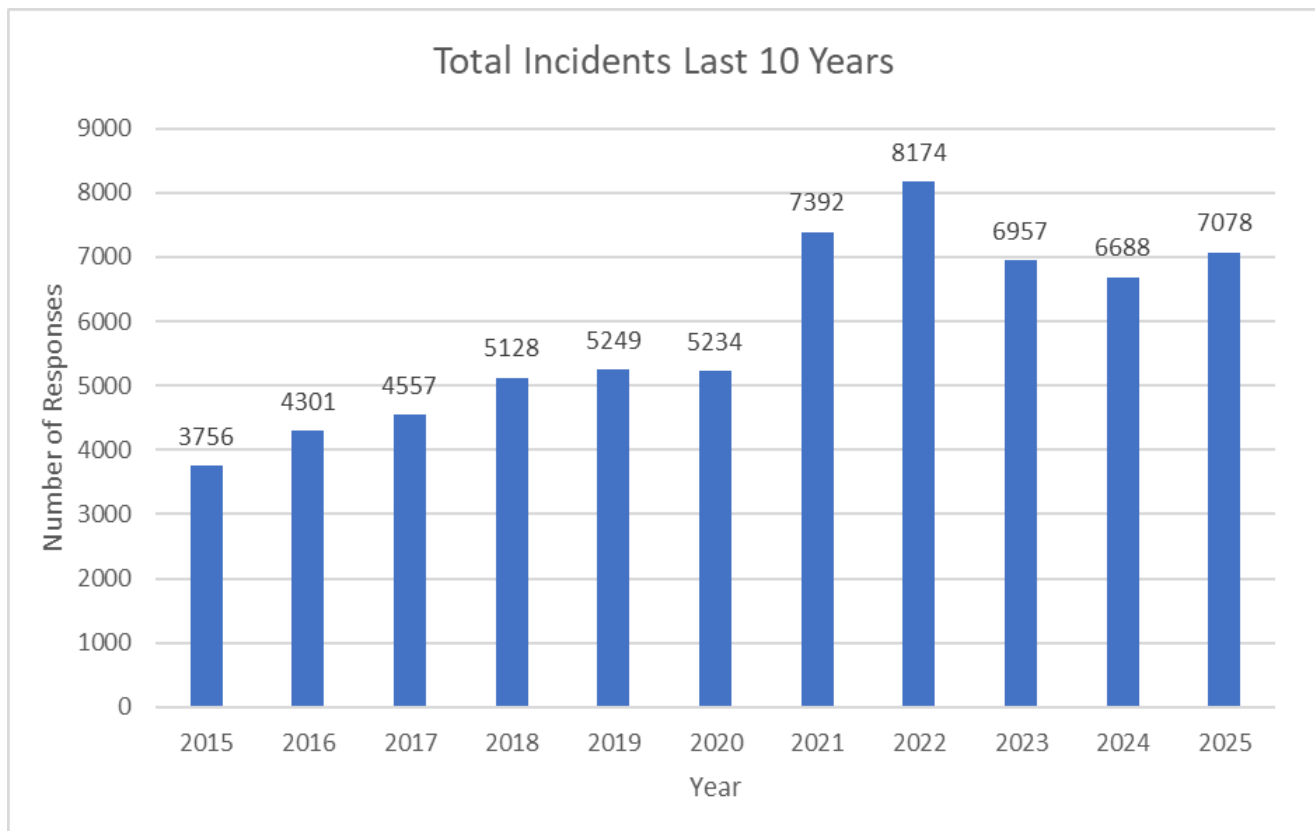
Fire Services

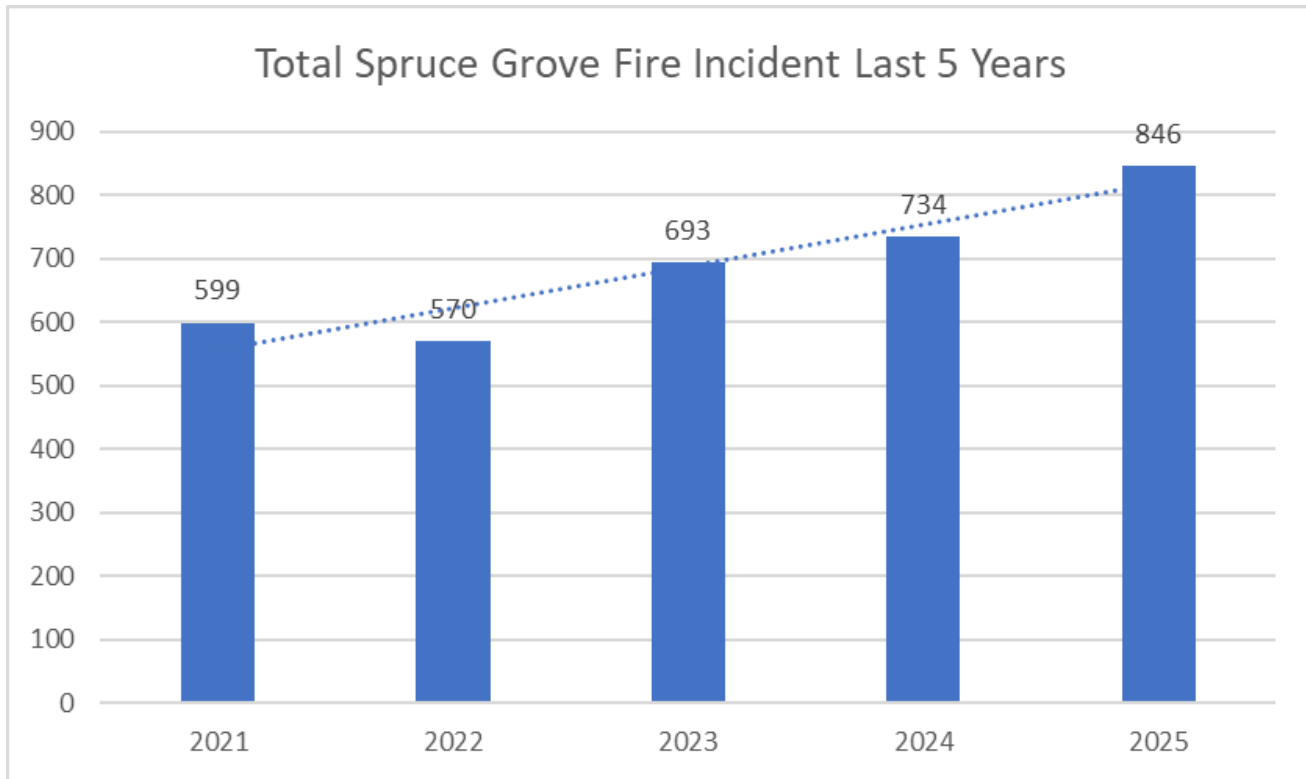
Call Volume

There were 7078 incidents in 2025 and 6688 incidents in 2024. This represents an overall increase of 5.83% from 2024. Call volume within the city boundaries increased. In 2025, there were 4,281 incidents in Spruce Grove, including fire mutual aid, compared to 3,890 in 2024. This represents a 9.13% increase in call volume within Spruce Grove.

The chart below shows the overall call volume year over year since 2015.

- The reporting year 2022 shows the largest call volume for Fire Services in the last decade.
- The call volume decrease in 2020 was due to a three-month change in how calls were dispatched from EHS during that year of the pandemic.





Types of Incidents

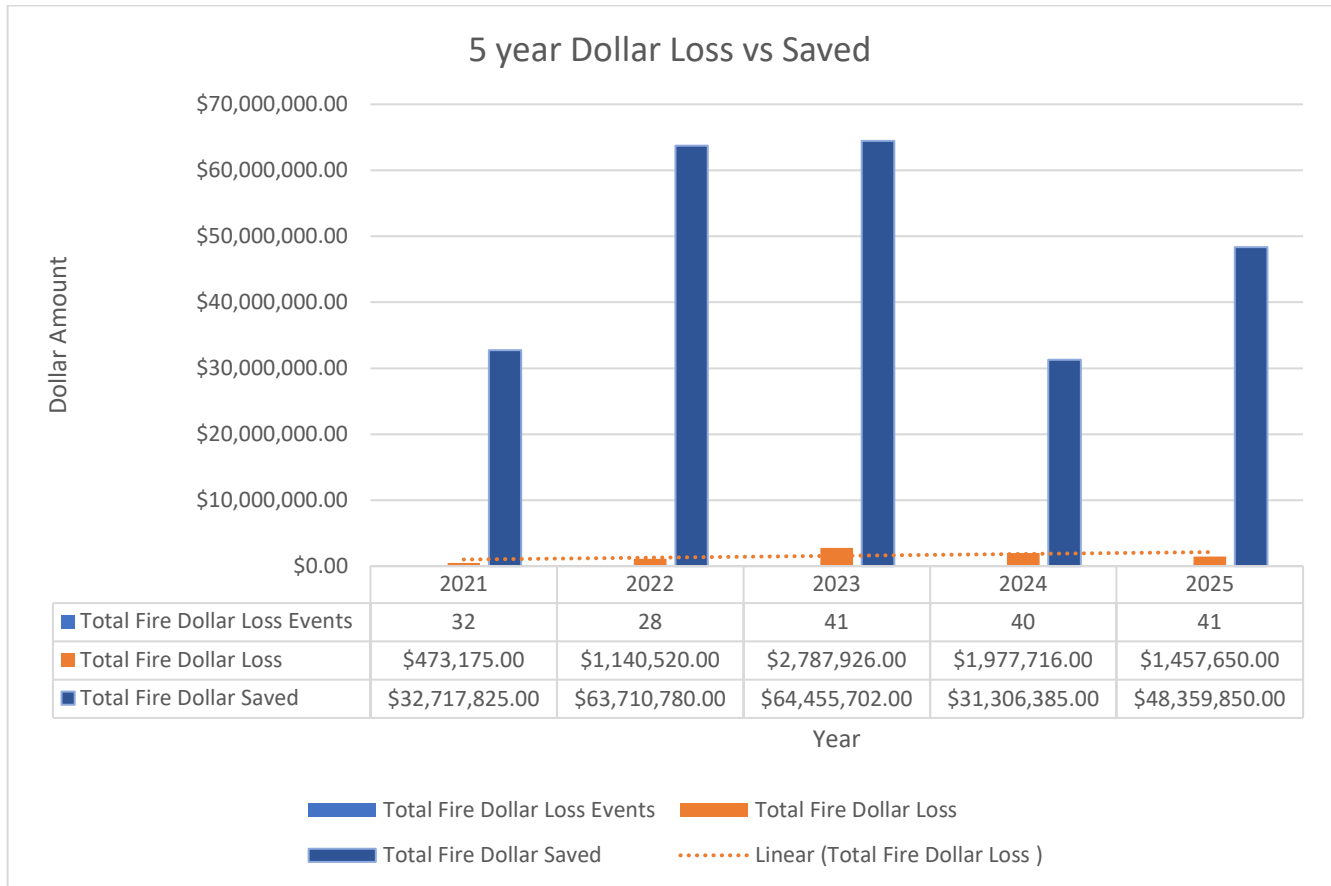
For reporting purposes, forty different response types are grouped into eleven categories. Medical calls make up most of these incidents. The following chart shows a breakdown of the incidents responded to within the City of Spruce Grove:

Response Group Type Emergency/Non- Emergency	2020	2021	2022	2023	2024	2025
Alarm No Fire	256	269	341	383	385	510
Explosion/Water Rupture	0	1	1	1	3	5
False Alarm	52	60	31	49	62	66
Fire Dollar Loss	25	33	26	41	47	41
Fire Rubbish/Brush	26	47	33	60	54	54
Medical	2223	2015	2993	3011	3156	3435
Motor Vehicle Collision	95	115	67	81	94	92
Public Hazard	47	49	41	47	53	37
Public Service	19	21	27	28	30	30
Rescue Misc.	2	0	3	2	2	1
Unclassified	1	3	0	1	1	1
Mutual Aid Responses						9



Fire Loss vs Dollar Saved

Fire losses each year are estimated as the total value of the property, including contents. In 2025, the total value of property that experienced a fire was \$48,359,850.00. The estimated fire dollar loss was \$1,457,650.00. This is approximately a 3% loss rate for 2025.





Response Guidelines

Emergency Fire Responses

Response reporting is broken down into various components of the response and applies only to incidents deemed an emergency response.

- Turnout Time.
- Travel Time - first unit.
- Travel Time - second unit.
- Turnout and Travel Time combined.

It is important to note that the pre-alerting system for fire and MVC incidents employed by SGFS is designed to allow overlap between dispatch and chute times. This system allows for a faster response while dispatch evaluates the call. This results in a faster response than without the pre-alert.

Turnout Time is measured from dispatch (when responders are provided with an address to respond to) to the time they declare themselves on route. For calls requiring the donning of bunker gear, this time is set at 80 seconds 90% of the time.

- In 2025, the standard was achieved 95.8%, and the 90th percentile was 53 seconds.

Travel Time - The first apparatus actual drive time standard is 240 seconds or less 90% of the time.

- In 2025, the standard was achieved 65.1%, and the 90th percentile was 334 seconds.

Travel Time - The second apparatus actual drive time standard is 480 seconds or less 90% of the time. However, this does not reflect the turnaround time for this apparatus, only the drive time.

- In 2025, the standard was achieved 97.4%, and the 90th percentile was 351 seconds.

Turnout and Travel Time combined is a valuable time to monitor, as this is the portion of the Total Response Time that SGFS is directly accountable for. In this area, fire responses have a combined standard of 320 seconds.

- In 2025, the standard was achieved 87.1%, and the 90th percentile was 351 seconds.
- In 2025, the standard was achieved 95.7%, and the 90th percentile was 296 seconds for all dollar loss fires.

Alberta Building Code (HIRF)



The Alberta Building Code requires enhanced building standards when the fire response from the time of call received by dispatch to on scene exceeds ten minutes or six hundred seconds nine out of ten times (same building).

- In 2025, this standard was achieved 100% of the time for fires with dollar loss and 98.3% for all Fire response incidents.

Emergency Medical Responses

Medical responses are difficult to benchmark properly. EHS (Emergency Health Services) is responsible for dispatching for all medical calls provincially.

Medical response reporting excludes motor vehicle collisions, and certain elements, such as dispatch, are not reportable. Medical response reporting is broken down into the following components.

- Turnout Time.
- Travel Time.
- Total Response Time.



Turnout Time is measured from dispatch (when responders are provided with an address to respond to) to the time they declare themselves on route. For medical emergencies, there is no requirement to don bunker gear, and the turnout time is 60 seconds or less 90% of the time.

- In 2025, the standard was achieved 94.3%, and the 90th percentile was 43 seconds.

Travel Time actual drive time standard is 240 seconds or less 90% of the time.

- In 2025, the standard was achieved 67.5%, and the 90th percentile was 299 seconds.

Total Response Time is the sum of the turn out time and the travel time. Unlike fire responses, medical responses do not consider dispatch times in their calculation. The combined total response time for medical incidents is 300 seconds or less 90% of the time.

- In 2025, the standard was achieved 89.5%, and the 90th percentile was 304 seconds.

Emergency Health Services is responsible for ambulance service within Spruce Grove and contracts Spruce Grove to provide two Advanced Life Support units into the provincial system. Although based in Spruce Grove, these units can be sent anywhere by EHS dispatch. Spruce Grove is classified by EHS as Suburban/Rural, which aligns with a 15-minute response standard under the provincial ambulance performance framework.

Area coverage is when an ambulance is dispatched from Spruce Grove to cover another community when there is no active emergency call. During these times, SGFS will send an Advanced Life Support crew and equipment to any medical call in Spruce Grove, ensuring that residents and visitors continue to receive optimal care.

In 2025, SGFS ambulances were sent to provide “area coverage” 231 times, totalling 282-unit hours. During the period of this report, ambulances also responded to 2797 medical incidents outside of Spruce Grove.

Pump Response is defined as any time a fire pump responds to a medical call in Spruce Grove. A pump is dispatched to assist an ambulance on any call categorized as Delta or Echo (serious), or when there is no SGFS ambulance in Spruce Grove. There were 1435 of these responses in 2025, with an 85.7% response rate of 300 seconds or less.

Motor Vehicle Collisions

Response reporting is broken down into various components.

- Turnout Time.
- Travel Time.
- Turnout and Travel Time combined.



Turnout Time is measured from dispatch (when responders are provided with an address to respond to) to the time they declare themselves on route. For motor vehicle collisions, the time is set at 80 seconds or less 90% of the time.

- In 2025, the standard was achieved 94.2%, and the 90th percentile was 62 seconds.

Travel Time actual drive time standard is 240 seconds or less 90% of the time.

- In 2025, the standard was achieved 73.3%, and the 90th percentile was 289 seconds.

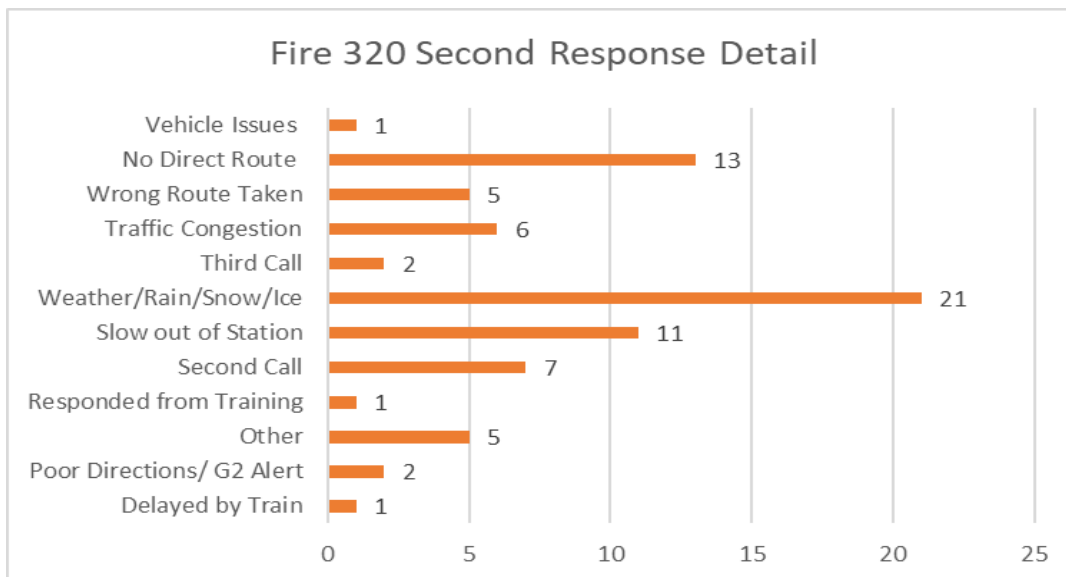
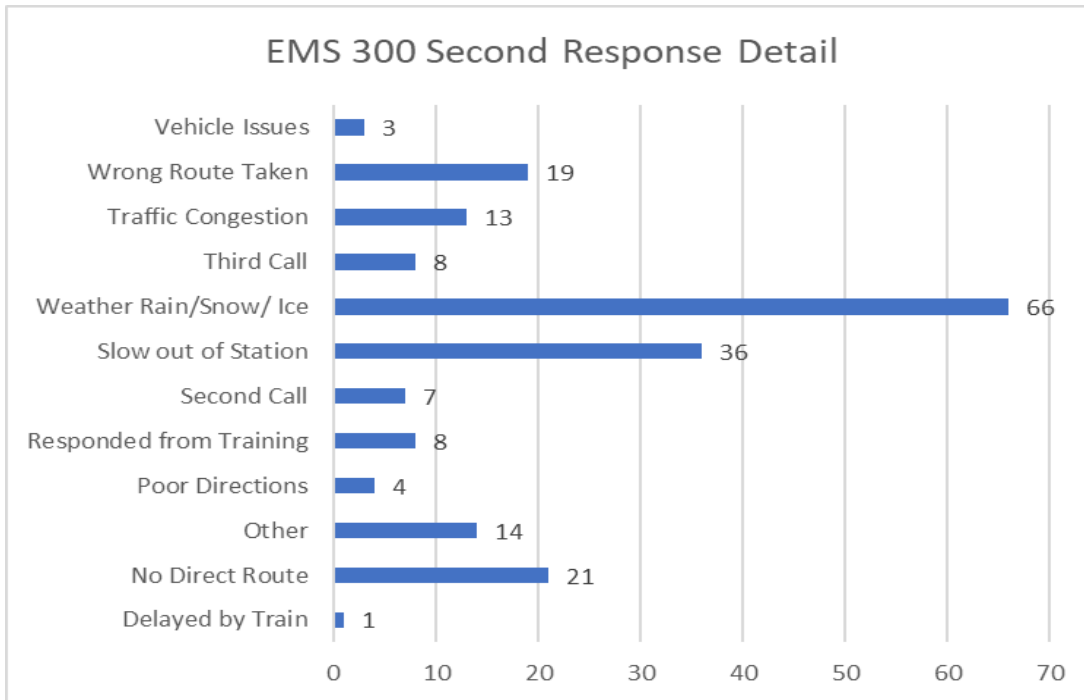
Turnout and Travel Time combined is an important time to monitor, as this is the portion of the Total Response Time that SGFS is directly accountable for. In this area, MVC responses have a combined standard of 320 seconds.

- In 2025, the standard was achieved 90.7%, and the 90th percentile was 311 seconds.



Reasons for Non-Compliance

SGFS tracked the reasons why emergency incidents were not responded to in the standards established. These times are independent of dispatch times.



Response Standards Conclusions

For the 2025 reporting period, compliance with response standards was positive. In the main areas, fire response was met 87.1% of the time, and HIRF requirements were achieved 100% of the time. Medical responses were met 89.5%, and Motor Vehicle Collision response standards were met 90.7% of the time.

Spruce Grove Fire Services and Parkland County 911 Centre have continued their collaboration on service levels and requirements. Parkland County is a crucial partner to the successful level of service Spruce Grove provides. Parkland County adheres to 911 standards and is an accredited dispatch center. Several adjustments were initiated in early 2025; the evaluation of those adjustments remains ongoing.



Enforcement Services



Complaints Received

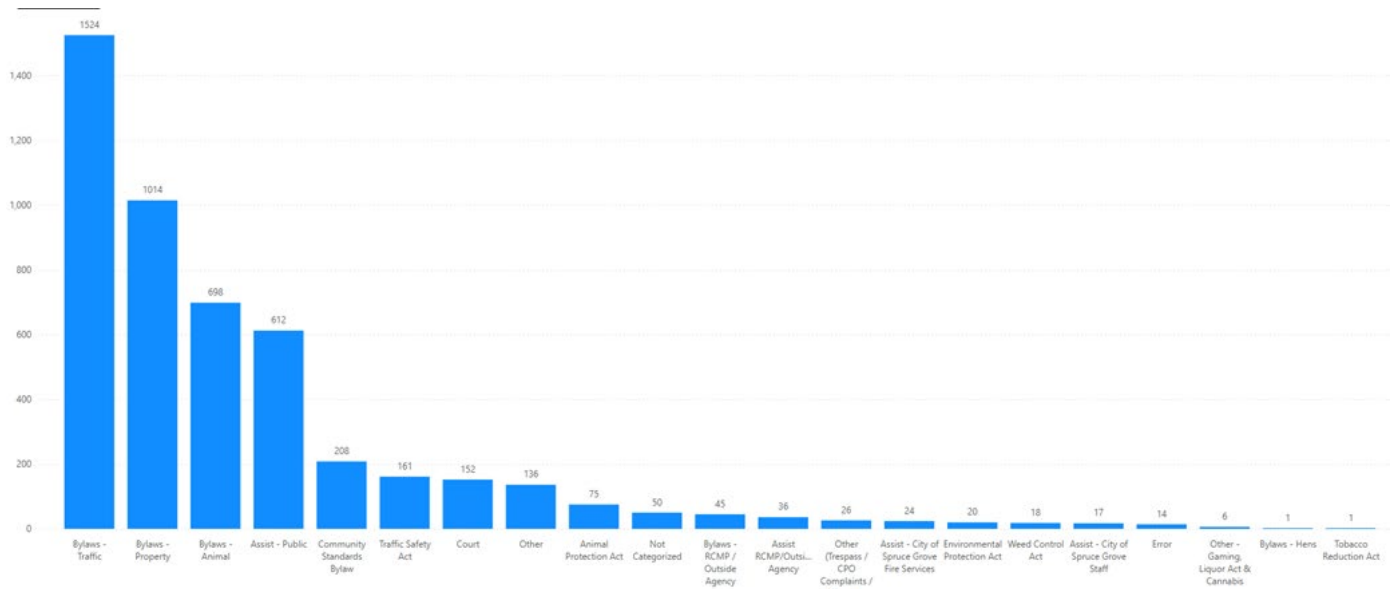
SGES recorded 4,838 complaint files in 2025, representing a 28.5% increase over the 3,766 files recorded in 2024. This is significantly higher than the City's estimated population growth rate.

While calls for service from the public rose substantially, there was also a notable increase in officer-generated files. With full staffing levels during the busiest parts of the year, officers were able to focus on Council priorities, including graffiti enforcement, construction compliance, the new Central Park, and traffic safety. As a result, self-generated files and violations increased considerably.

The heightened demand for service may reflect growing public awareness of Enforcement Services and the programs offered by the City. Despite increased demand, officers effectively leveraged new systems to maintain a timely, high standard of response.



Bylaw traffic enforcement, primarily parking-related matters, remained the busiest area of work. This includes enforcement of parking bans during snow removal, as well as other parking complaints. There was also a continued and significant focus on construction standards. Complaints related to animal control and property bylaws remained substantial. In addition, approximately 700 files involved assistance to the public or responding to inquiries regarding bylaws or specific violation tickets.



Of approximately 1625 Animal Bylaw and Animal Protection Act files received, approximately 263 of those were of an assistance or bylaw inquiry nature. (102 related to dogs, 155 to cats and 1 to the Hen Bylaw and 5 to general inquiries around animal bylaws.)

Complaints by Neighbourhood

Enforcement Services tracks complaints by neighbourhood to assess community concerns and better direct enforcement resources. The top three areas by number of complaints in 2025 were Harvest Ridge (305), City Center (263), and Aspenglen (222). The top three areas in 2024 were the City Center, Harvest Ridge, and Spruce Ridge.

In Harvest Ridge, the main drivers were parking events, followed by dog-barking/noise complaints and construction-site concerns. The biggest drivers of complaints in the City Center were graffiti, parking issues, unsightly properties, and noise. The Aspenglen area saw Parking complaints, construction site concerns, and unsightly property complaints as the largest drivers.





Complaints around the Unsheltered

2025 continued to see significant benefit from the City's Outreach program, which includes an Enforcement Services Community Peace Officer. While that program reported dealing with a larger number of individuals over the year, the number of complaints received regarding our unhoused population continued to decline and was lower than in 2024.

Enforcement Services responded to 66 complaints related to the City's unsheltered population in 2025. This compares favourably to the 108 complaints responded to in 2024 and 226 in 2023. Enforcement services continued to work very closely with the Outreach program, as well as with non-government organizations and our RCMP detachment throughout the year to identify ways to proactively address this population's needs and reduce negative interactions with the community.

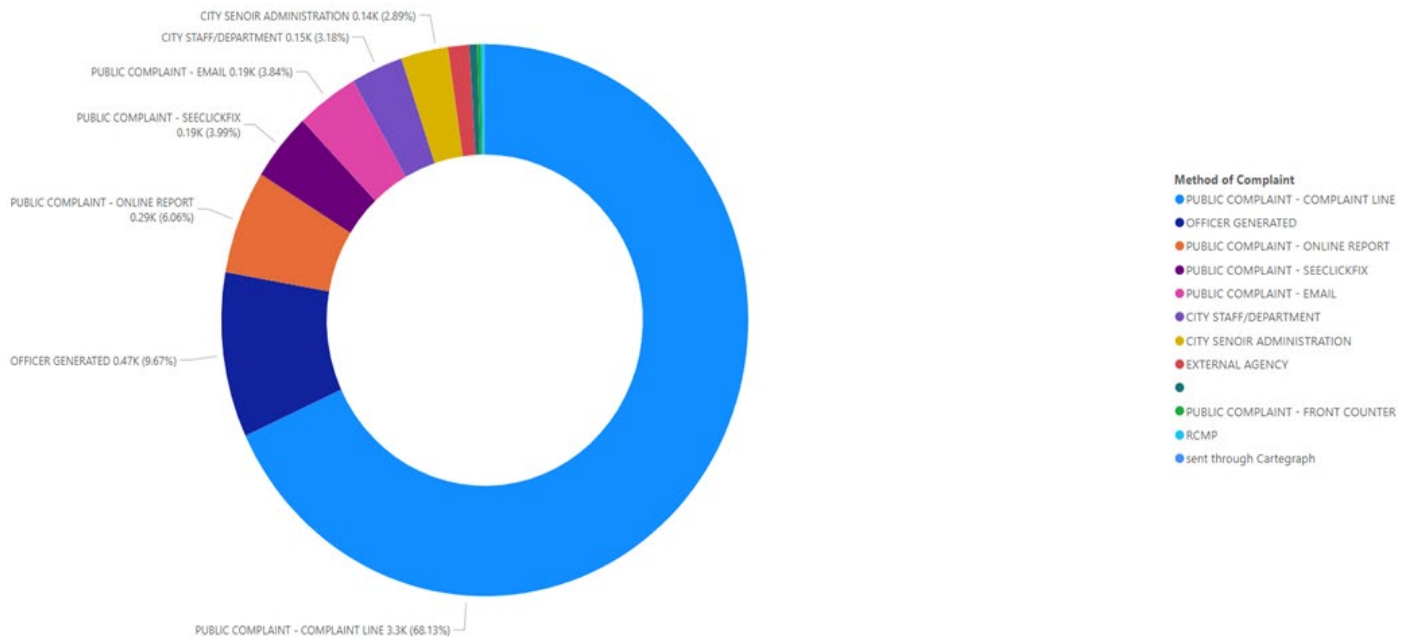




Complaint Method of Reporting

While Enforcement Services continues to emphasize the online complaint portal or complaint line as the most efficient way to register concerns for follow-up, there are still other reporting options available. Some of these are also internal to City Staff. The methods Enforcement Services uses to receive complaints have remained consistent over the years.

Most complaints received by Enforcement Services continue to come through the complaints line to our Dispatch Service at 68.1%. The second-most popular approach is the online reporting portal, at 6.1%. This is a very encouraging trend as it is, the most efficient way to lodge complaints with the service. City staff combined account for 15.74% of all complaints, and officer-generated events account for 9.8% of all calls, a significant increase from 4.17% in 2024.





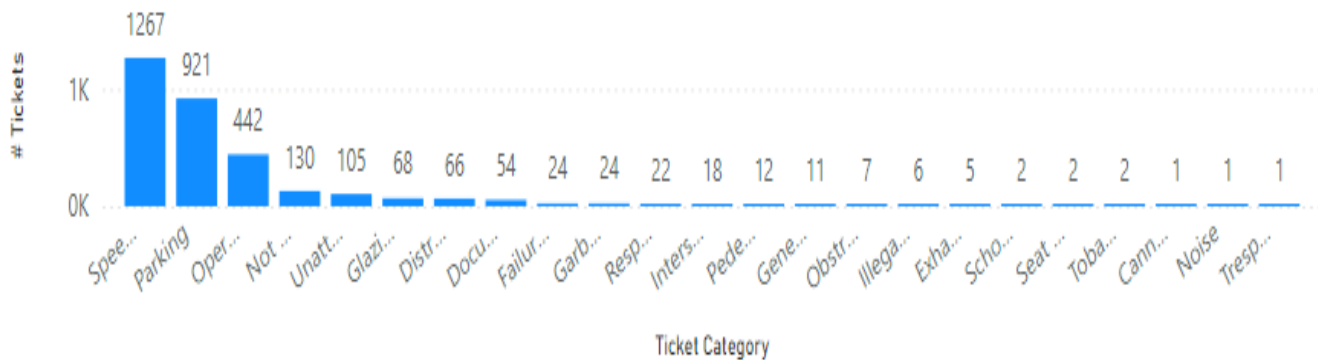
Violations

Violations are charges issued by Enforcement Services. The violations may be generated by a complaint received by the service or by an officer conducting a patrol or enforcement-related operation who notices an infraction. Despite the increase in calls for service, our officers leveraged our data analysis systems, high staffing levels during the busy summer months, and improved dispatching and reporting systems to achieve an impressive increase in self-generated work.

There were 3191 violations issued in 2025, as compared to 1455 in 2024. Speeding violations accounted for the most violations in 2025, followed by parking-related violations.

Tickets

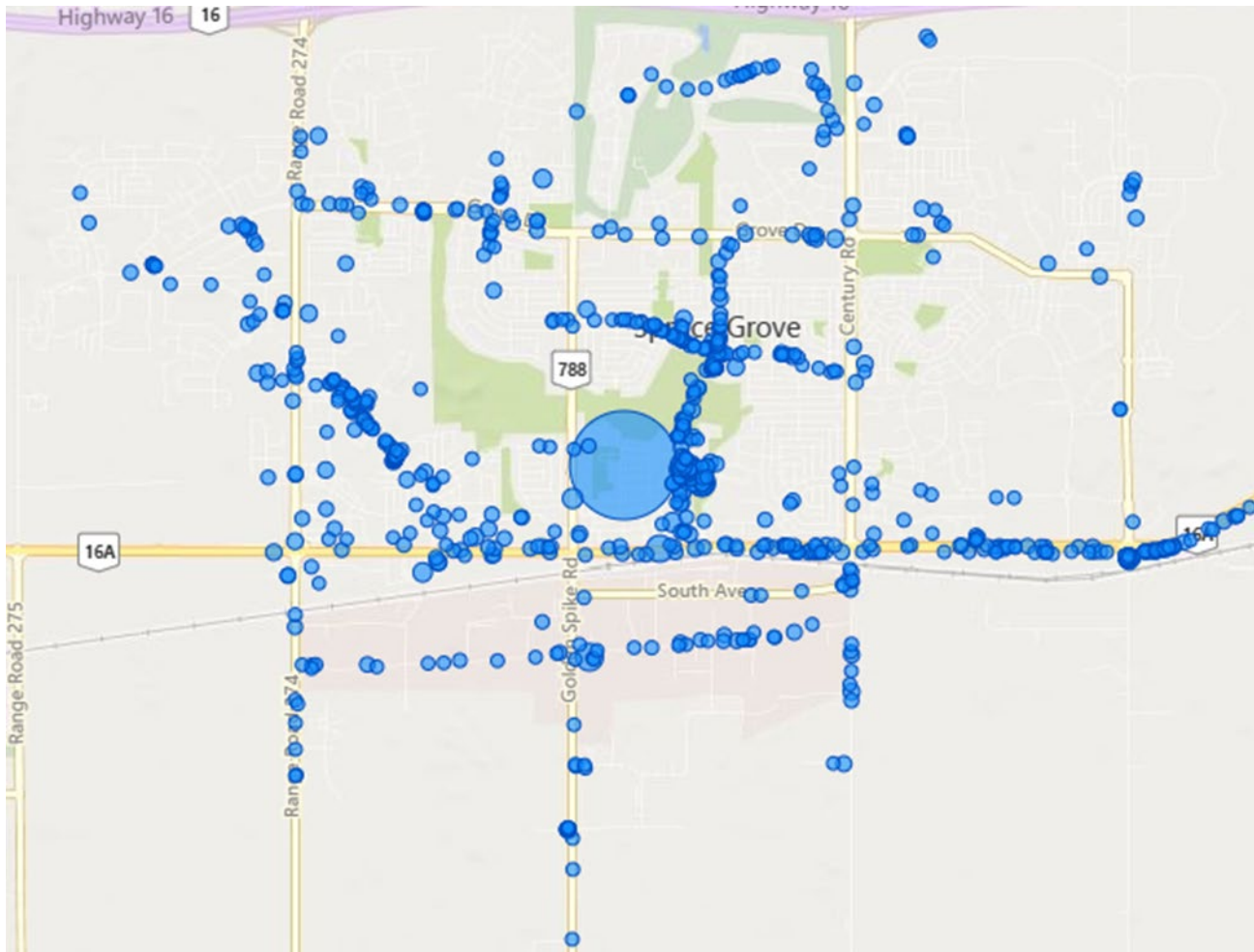
BY TICKET CATEGORY



*The above graph indicates ticket violations categories into speeding, parking, operator/license/plate violations, not categorized, unattended trailer, glazing, distracted driving, documentation, failure to obey, garbage, intersection, responsible pet ownership, pedestrian, general moving traffic, illegal turning, obstruction, exhaust, school bus, seatbelt, tobacco, cannabis, noise, trespassing

Enforcement Services continued to focus their efforts on broader areas of traffic enforcement beyond speeding. "Operation Tensor," which was led by the Edmonton Police Service focused on vehicle equipment regulation violations and loud vehicles, did not take place this year, SGES did conduct several joint operations with the RCMP on vehicle equipment regulations and noisy vehicles/erratic driving. This resulted in a great deal of education for young drivers, as they were held in the high school and Tri Leisure Center parking lots and included roving patrols. In total, SGES laid 3 charges for stunting captured under the non-categorized heading, 5 loud-vehicle/muffler violations, and 66 distracted-driving charges.

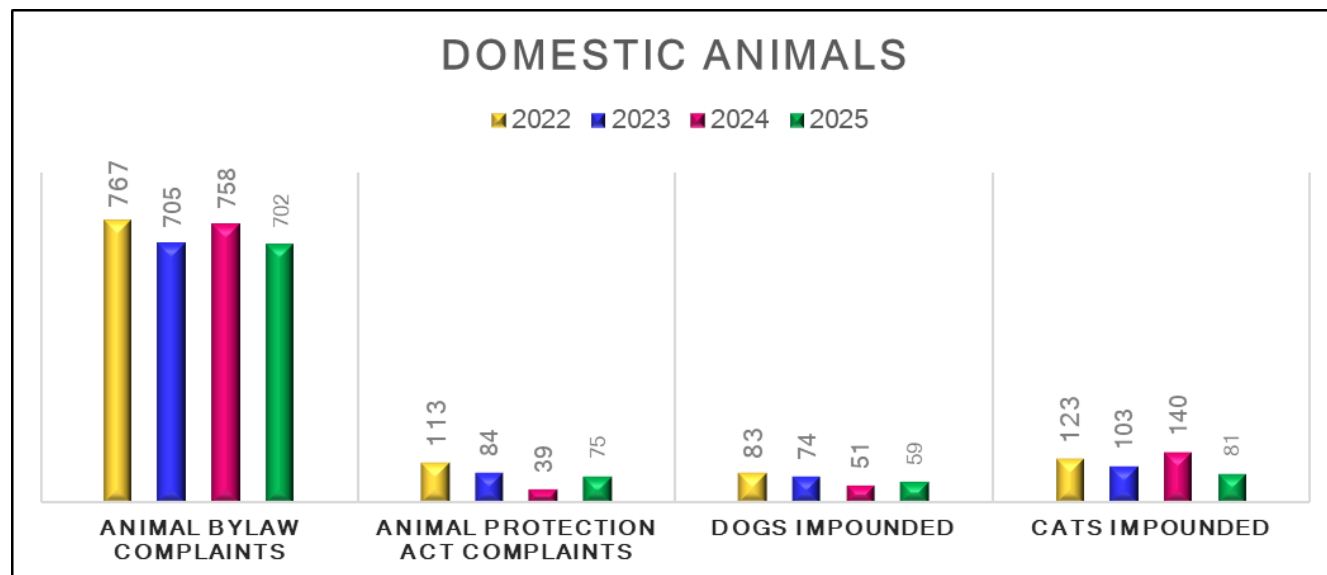
The ticketing location data shows that our Enforcement officers continue to focus their efforts in and around high-volume, high-collision areas of the city, as well as within school zones and areas with higher complaint rates. The business intelligence tools provided by our Information Systems group continue to be invaluable in assisting with this targeted approach. SGES continues to work very closely with our colleagues in IS to refine and improve our data analyses to support intelligence-led enforcement and education efforts.





Animal Control

2025 saw a slight overall decrease in animal-related bylaw complaints from 2024, though the last four years have been relatively level. The total number of cats impounded was significantly lower than in 2024, while the number of dogs impounded was slightly higher.



Animal impoundments are as follows:

- 2025 - 59 dogs and 81 cats
- 2024 - 51 dogs and 140 cats
- 2023 - 74 dogs and 103 cats
- 2022 - 83 dogs and 123 cats

In 2025, SGES officers delivered 64 of the 140 animals (51 dogs and 13 cats) to the animal shelter. The other 76 animals (8 dogs and 68 cats) were delivered by the public, the RCMP, or external groups.

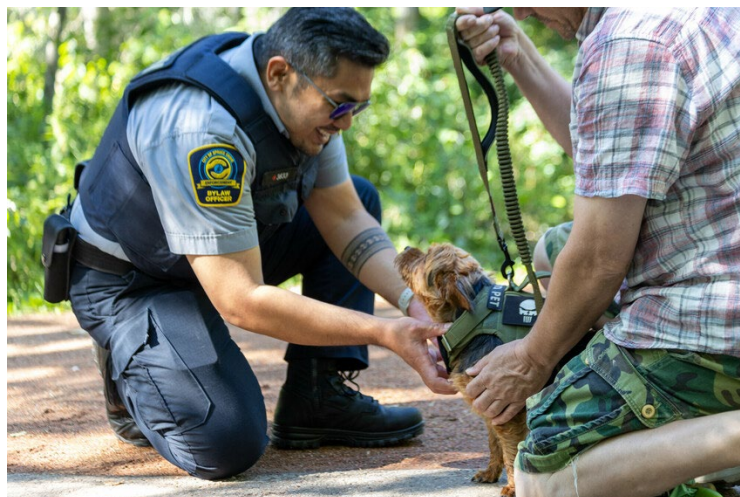
Of the 140 animals impounded, 82 (49 dogs and 33 cats) were claimed by their owners, and 56 (8 dogs and 48 cats) were transferred to other rescue agencies. Sadly, 2 dogs had to be euthanized for medical reasons.

Special Events

Spruce Grove Enforcement Services is one branch of the City's Protective Services department. As in past years, the city hosts many events throughout the year. Spruce Grove Enforcement Services remains a key unit dedicated to ensuring the safety of residents and visitors to the city and making these events an enjoyable experience for all. Enforcement Services continued to collaborate with other city elements to support these community events. This included event planning and consultation, traffic safety, site safety, and community engagement.

Enforcement Services believes that community engagement is essential in understanding the concerns and interests of the citizens it serves. Officers routinely find opportunities to engage with the public in a proactive, non-enforcement capacity. Bike patrols and foot patrols on the City's pathway systems are examples of such opportunities. Other 2025 engagement activities included:

- Scoops with Cops
- Canada Day Pancake Breakfast
- Kinnette's Stuff a Cruiser and Christmas Hamper Drive
- Block Parties
- Pop Up Playgrounds
- Youth activities at the Log Cabin
- Positive Ticketing / Ice Cream Cone giveaway with Jack's Drive-In
- Career Days at Greystone School
- School Safety Talks





Park and Trail Foot Patrols and Preventive Patrols

As we noted, 2025 was a challenging year for Enforcement Services due to an increase in calls for service. While addressing those calls, several priorities of Council, visibility and public interactions between our officers and citizens in our parks and on our trail systems remained an area of great importance. Enforcement Services replaced the 3rd of our patrol bicycles with a new e-bike, enabling our officers to cover greater distances along the trails in the same or less time as before.

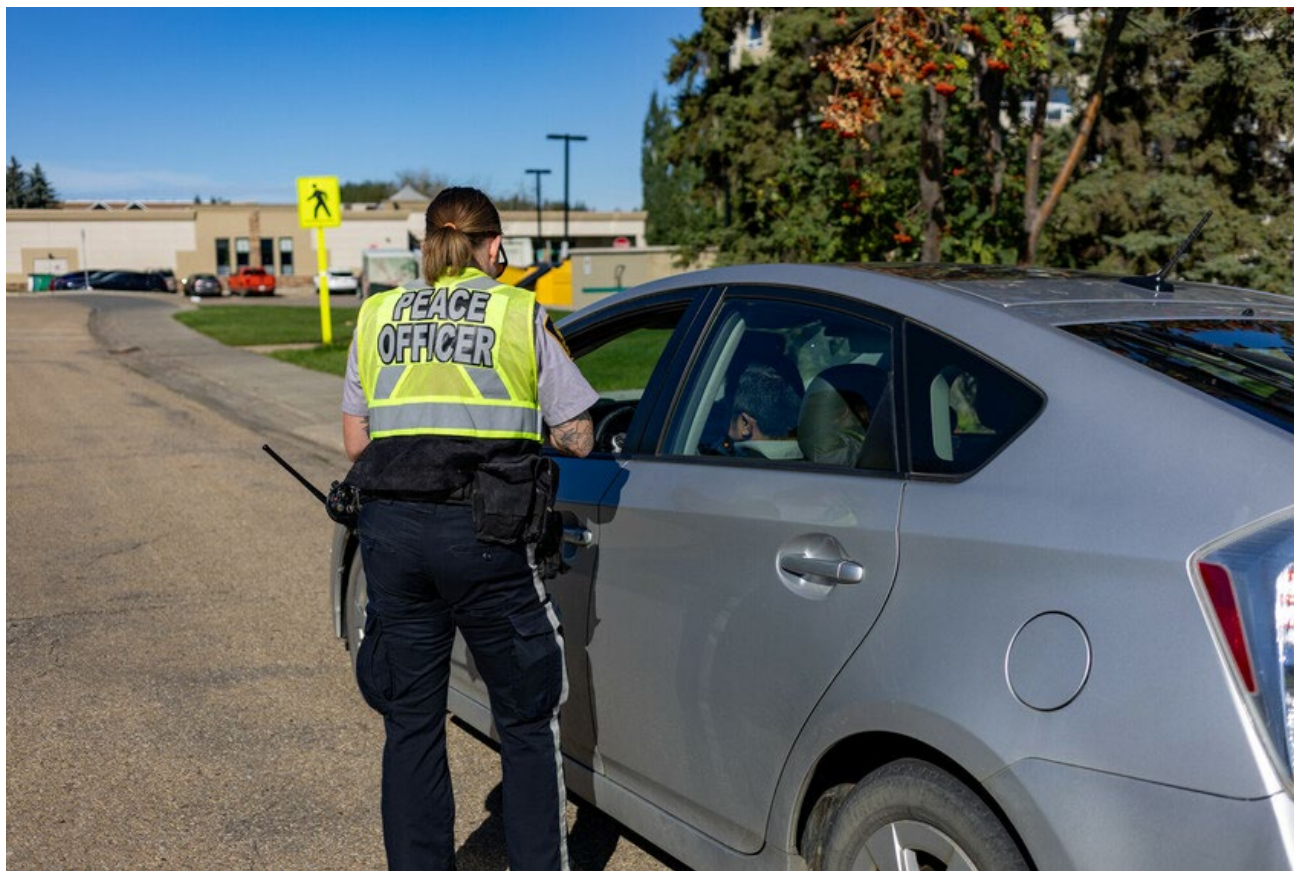
In 2025, our officers participated in over 340 foot and bike patrols, which were logged on our system.



Traffic Safety

Traffic safety is a collaborative effort among Enforcement Services, the RCMP, Engineering, and Public Works and remains a high priority.

The City of Spruce Grove remains committed to maintaining one of the safest road systems in Canada. Spruce Grove continues to constantly evaluate its traffic safety initiatives within the constantly evolving and growing challenges in our transportation environment. This is accomplished through a balanced approach that utilizes traditional enforcement techniques, engineering and design changes, traffic-calming measures, legislative/bylaw changes, and public education. Through this multi-faceted approach, Spruce Grove continues to enjoy a high level of traffic safety.



Traffic Enforcement and Joint Operations

Traditional traffic enforcement continues to be carried out by both Enforcement Services officers and the RCMP. Partner agencies, including RCMP Provincial Traffic Services, the Provincial Traffic Sheriffs, and our colleagues in Stony Plain and Parkland Enforcement Services, remain important to the City's overall enforcement strategy.

In 2025, Enforcement Services increased its focus on traditional traffic enforcement when opportunities arise. This has included proactive patrol efforts by individual officers, planned traffic operations, and joint operations with RCMP Regional Traffic Services, the Sheriffs Highway Patrol, and the peace officer programs from the County of Parkland and the Town of Stony Plain. In 2025, Enforcement Services participated in 269 formal traffic operations, in addition to routine daily enforcement activities.

Enforcement Services also assists the RCMP, Fire Services, and EMS with traffic control at motor vehicle collisions to help ensure the safety of both the public and first responders. These incidents can require multiple officers for extended periods but are critical to maintaining safe operations within the City. In 2025, officers assisted at 61 motor vehicle collisions. Additionally, Enforcement Services supported the RCMP or Fire Services on 82 occasions to provide traffic safety at other emergency scenes.





School Safety Traffic Patrols

The City's Traffic Safety Plan continues to focus on high visibility in school areas. On school days, there is high vehicle and pedestrian traffic. This also includes buses transporting children and youth to and from these institutions. There continue to be concerns from the public regarding traffic safety during school hours.

To ensure a presence at schools during high-traffic periods, officers will either conduct patrols or establish a traffic operation. This can range from as short a duration as a high-visibility patrol through the area during key times to dedicated traffic operations and ticketing within the zone. The following chart shows the number of patrols and operations since 2022.

School	2022	2023	2024	2025
Brookwood School	55	76	63	50
Ecole Broxton School	47	105	99	73
Copperhaven School	42	47	88	51
Greystone Centennial Middle School	59	75	104	66
Living Waters Christian Academy	2	1	0	1
Millgrove School	43	48	72	39
Prescott Learning Centre	76	58	129	118
Spruce Grove Composite High School	44	70	54	43
St. Joseph Catholic School	22	46	78	59
St. Marguerite's / St. Thomas Aquinas Catholic School	32	29	51	35
St. Peter the Apostle Catholic School	35	48	38	29
Woodhaven Middle School	30	41	39	31
TOTAL	487	644	815	595

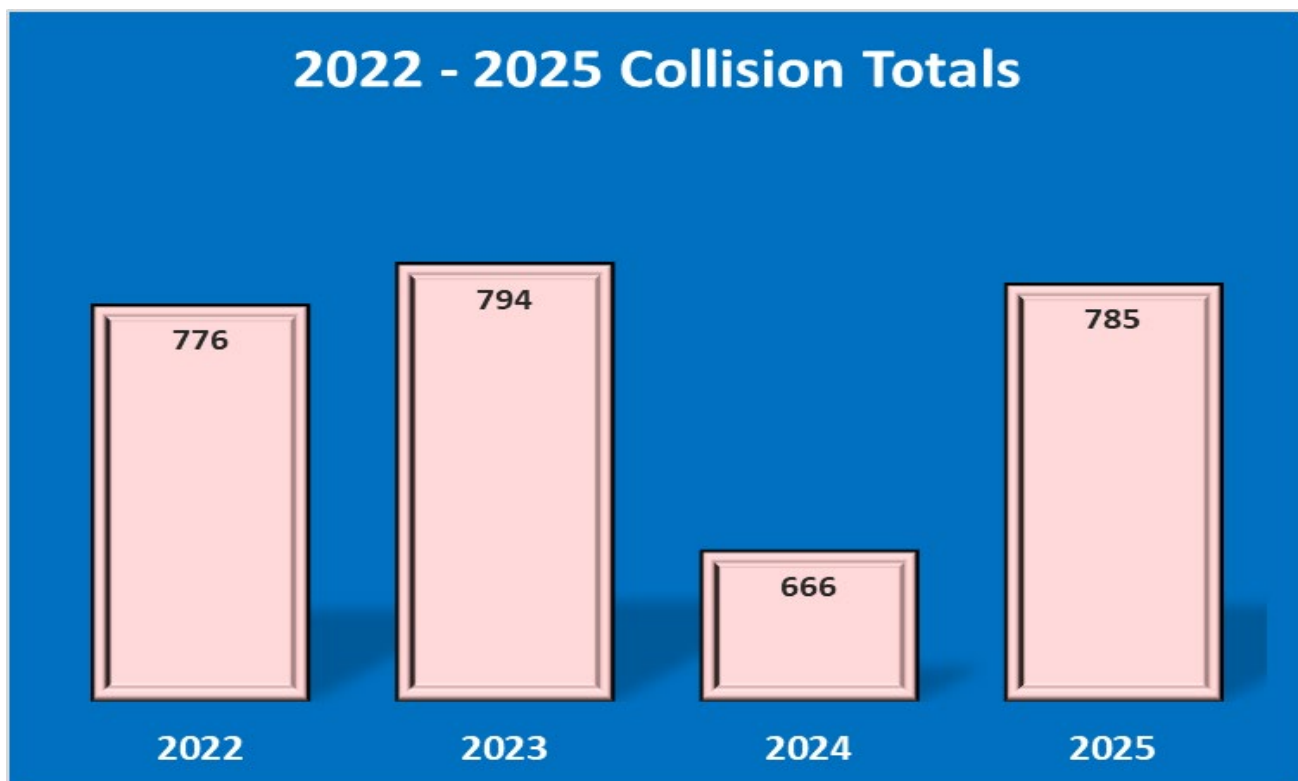


Collisions

In 2025, the City experienced a 16% increase in total collisions, rising from 673 in 2024 to 785. This increase exceeds the City's population growth rate and represents growth from 2024. Overall levels remain comparable to those recorded in 2022 and 2023, despite the population growth over the four years.

Although traditional traffic enforcement was intensified throughout the year, 2025 marked the first full year without an Automated Traffic Enforcement (ATE) program. While it is difficult to draw a direct connection, it is reasonable to suggest a relationship between these factors.

It is too early to conclude that this increase reflects a sustained decline in traffic safety, as year-to-year collision statistics can fluctuate due to various factors. These may include improved reporting accessibility through the Collision Reporting Centre and its online portal; rising vehicle purchase and repair costs that make more collisions reportable; the absence of ATE; population growth and increased road congestion; weather conditions; and other contributing factors.





It remains important to note that there is a time lag in reporting collision data; the 2025 collision statistics are accurate as of the end of February 2026. The chart below also contains updated collision data for 2024, compared with what was available at the time of reporting for the 2024 annual report.

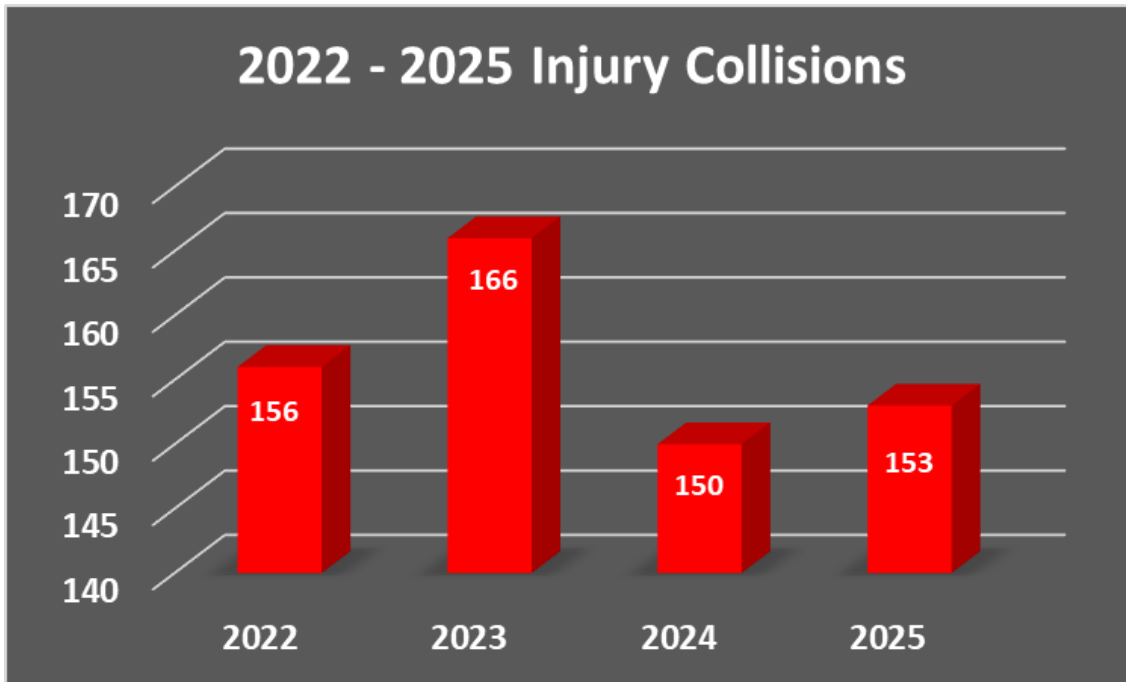
Although the Your Speed signs were not collecting data for a significant portion of the year, nearly 8 million vehicles were still recorded passing the 14 monitored locations. This represents only a small portion of total vehicle movements throughout the city annually. Consistent with previous years, a substantial number of reported collisions, 239, occurred in parking lots. Overall, these figures indicate that Spruce Grove's traffic safety program remains effective.





Injury Collisions

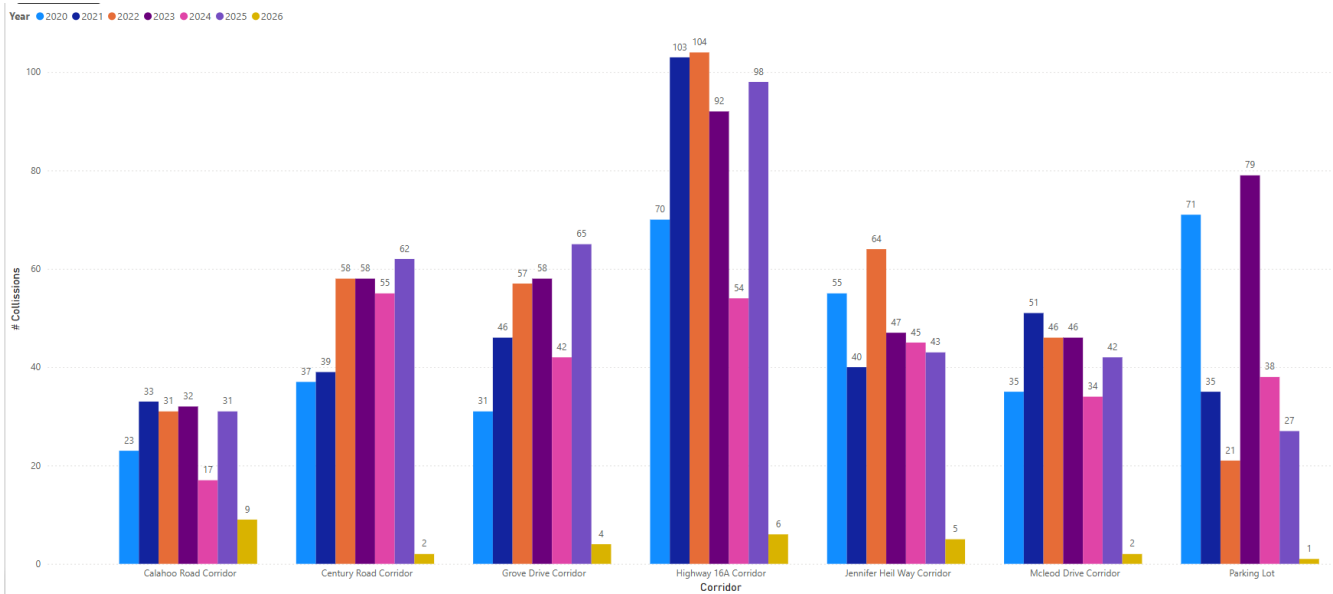
There was a total of 153 injury collisions in 2025, which aligns with the totals for the past 4 years. This is in the context of the city's increasing population and traffic volumes.





Collision per Traffic Corridor

The primary traffic corridors through Spruce Grove are Highway 16A, Jennifer Heil Way, Century Road, Grove Drive, McLeod Avenue and Calahoo Road. The largest collision corridor has historically been 16a. 2025 saw a return to normal overall collision levels across the city, including in most traffic corridors. The Highway 16a corridor was once again our highest-collision area.

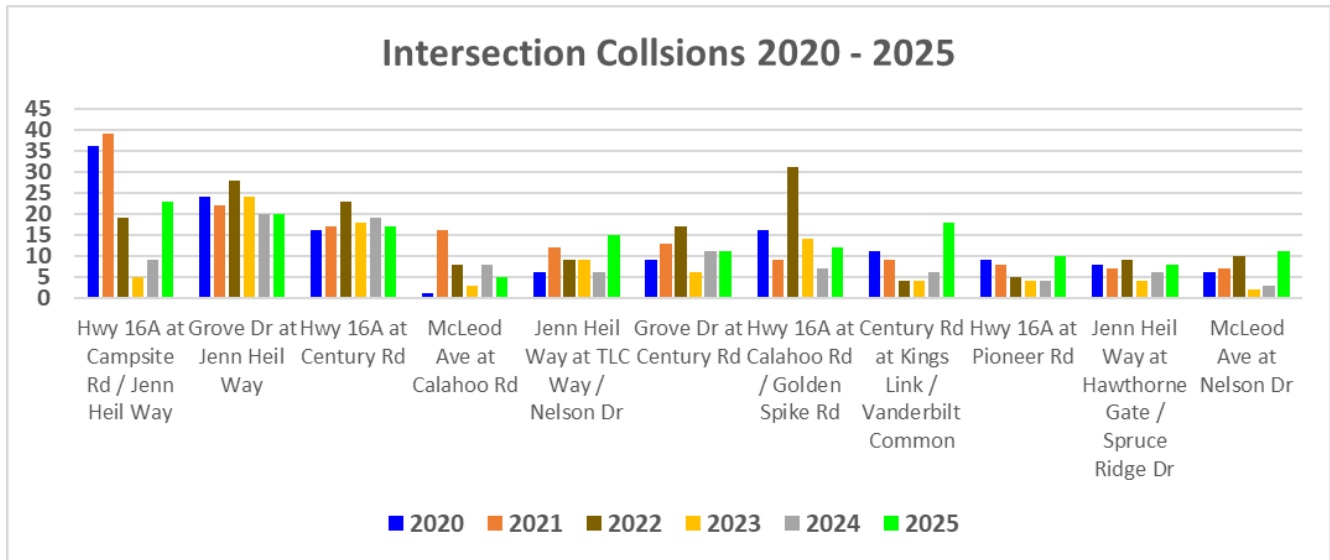




Intersection Collision

2025 saw an overall increase in the number of collisions which occurred at or approaching intersections in the City. While many of the historically problematic intersections continue to show collision counts as in past years, there are two areas with emerging numbers that are being examined more closely by both Enforcement and our partners in Engineering. These areas include Century Road near Kings Link, Westwind Drive, and Pioneer Road at 16a. With continued significant development and increased vehicle traffic, these areas are anticipated to become pressure points. There have already been enhanced enforcement attention and Engineering changes implemented to address some of the issues that have emerged, with more planned for 2026.

<u>Intersection</u>	<u>2024 Collisions</u>	<u>2025 Collisions</u>
Highway 16A at Calahoo Road/Golden Spike Road	7	12
Grove Drive at Jennifer Heil Way	20	20
Highway 16A at Century Road	19	17
Highway 16A at Campsite Road/Jennifer Heil Way	9	23
Grove Drive at Century Road	11	11
Jennifer Heil Way at Nelson Drive/Tri-Leisure Way	6	15
Century Road at Century Crossing	6	5
McLeod Avenue at Nelson Drive	3	11
Century Road at Westwind Drive	4	11
Jennifer Heil Way at Hawthorne Gate/Spruce Ridge Drive	6	8



Overall, intersection collisions along the Highway 16A corridor remain the primary concern. The intersections at Grove Drive and Jennifer Heil Way, Century Road, and Highway 16A, and Jennifer Heil Way and Highway 16A, remain among the highest for collision frequency in the City.

These locations are currently under review in collaboration with Engineering to assess potential improvements and safety enhancements.



