



POLICING COMMITTEE MEETING

Thursday, March 12, 2026, 6 p.m.

3rd Floor - Poplar Room

315 Jespersen Ave

Spruce Grove, AB T7X 3E8

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10. ADJOURNMENT

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The City of
**SPRUCE
GROVE**

REQUEST FOR DECISION

MEETING DATE: March 12, 2026

TITLE: Adoption of the Agenda - Policing Committee Organizational Meeting – March 12, 2026

DIVISION: Strategic and Communication Services

SUMMARY:

Committee members are provided with the opportunity to add items they would like to discuss during the meeting, remove items, or change the order of proceedings.

PROPOSED MOTION:

THAT the agenda be adopted as presented.

BACKGROUND / ANALYSIS:

The agenda sets the course of action for the meeting. This ensures the business of the day is followed through and completed as required.

The agenda is approved by a motion of the Committee and must be passed by a majority of the members present. Once the agenda is approved, no further changes may be made unless approved by the majority of the Committee members present.

OPTIONS / ALTERNATIVES:

Should the Committee make a change to the agenda, they shall pass a motion to amend the agenda.

CONSULTATION / ENGAGEMENT:

n/a

IMPLEMENTATION / COMMUNICATION:

n/a

IMPACTS:

n/a

FINANCIAL IMPLICATIONS:

n/a



The City of
**SPRUCE
GROVE**

REQUEST FOR DECISION

MEETING DATE: March 12, 2026

TITLE: Minutes - Policing Committee Organizational Meeting - February 5, 2026

DIVISION: Strategic and Communication Services

SUMMARY:

The minutes of the previous Policing Committee meeting are placed on the agenda for approval.

PROPOSED MOTION:

THAT the February 5, 2026 Policing Committee Organizational meeting minutes be approved as presented.

BACKGROUND / ANALYSIS:

The Policing Committee minutes are the official written record of the actions that took place during the meeting; a snapshot of the decisions that the Committee made and the outcome of the vote.

The minutes are written without notes or transcribing of discussions that may have taken place during an agenda item.

Committee members review the minutes prior to the meeting to review for any changes that may need to be made. A motion for an amendment is required if an error has been noted. If there are no amendments to the minutes, a motion to approve the minutes as presented is made by a member of the Committee. The minutes are signed by the Chair and the Recording Secretary.

A copy of the minutes will be included in a future Regular Council Meeting agenda package

OPTIONS / ALTERNATIVES:

If the Committee would like to make changes to the minutes, the following motion is required:

THAT the February 5, 2026 Policing Committee Organizational meeting minutes be approved as amended.

CONSULTATION / ENGAGEMENT:

n/a

IMPLEMENTATION / COMMUNICATION:

n/a

IMPACTS:

n/a

FINANCIAL IMPLICATIONS:

n/a



THE CITY OF SPRUCE GROVE

Minutes of the Organizational Meeting of the Policing Committee

February 5, 2026, 5 p.m.

3rd Floor - Poplar Room

315 Jespersen Ave

Spruce Grove, AB T7X 3E8

Members Present: Councillor Mastaler
Gene Kushnir, Chair
Glenn Jensen
Patty Hoyland
Sharon Shuya

Members Absent: Councillor Stevenson

Also in Attendance: Kevin McGillivray, Officer in Charge
Laura Hall, Recording Secretary
Marlin Degrand, Administrative Liaison
Scott Rodda, Director of Community Social Development

1. CALL TO ORDER

Laura Hall, Deputy City Clerk, called the Policing Committee Organizational Meeting to order at 5 p.m.

1.1 Welcome and Member Introductions - 2026 Policing Committee

The Policing Committee members made introductions.

2. **AGENDA**

2.1 Adoption of the Agenda - Policing Committee Organizational Meeting - February 5, 2026

Resolution: PC-001-26

Moved by: Gene Kushnir

THAT the agenda be adopted as presented.

Unanimously Carried

3. **BUSINESS ITEMS**

3.1 Police Act and C-1371-25 - Policing Committee Bylaw - 2026 Overview

Marlin Degrand, Administrative Liaison, and Laura Hall, Deputy City Clerk, provided a presentation on the *Police Act* and C-1371-25 - Policing Committee Bylaw - 2026 Overview.

Committee thanked Marlin Degrand and Laura Hall for the presentation.

3.2 Effective Committee Meetings and Meeting Procedures - 2026 Policing Committee

Laura Hall, Deputy City Clerk, provided a presentation on Effective Committee Meetings and Meeting Procedures - 2026 Policing Committee.

Committee thanked Laura Hall for the presentation.

3.3 Nomination and Election of Chair and Vice-Chair - 2026 Policing Committee

Laura Hall, Deputy City Clerk, provided an explanation on the process for the nomination and election of Chair and Vice-Chair.

Laura Hall, Deputy City Clerk, called for nominations for the position of Chair.

Gene Kushnir self-nominated for the position of Chair.

Laura Hall, Deputy City Clerk, called for nominations for the position of Chair for a second time.

No more nominations came forward.

Laura Hall, Deputy City Clerk, called for nominations for the position of Chair for a third and final time.

No more nominations came forward.

Laura Hall, Deputy City Clerk, declared that Gene Kushnir was elected as Chair of the Policing Committee for one year by acclamation.

Laura Hall, Deputy City Clerk, called for nominations for the position of Vice-Chair.

Sharon Shuya self-nominated for the position of Vice-Chair.

Laura Hall, Deputy City Clerk, called for nominations for the position of Vice-Chair for a second time.

No more nominations came forward.

Laura Hall, Deputy City Clerk, called for nominations for the position of Vice-Chair for a third and final time.

No more nominations came forward.

Laura Hall, Deputy City Clerk, declared that Sharon Shuya was elected as Vice-Chair of the Policing Committee for one year by acclamation.

Laura Hall, Acting Chair called a recess at 5:45 p.m.

Chair Gene Kushnir assumed the role as Chair and reconvened the meeting at 5:55 p.m.

3.4 Introduction to Policing in Alberta

Inspector Kevin McGillivray, Officer in Charge, provided a presentation on the Introduction to Policing in Alberta.

Committee thanked Inspector Kevin McGillivray for the presentation.

3.5 Introduction to Community Social Development

Scott Rodda, Director of Community Social Development, provided a presentation on the Introduction to Community Social Development.

Committee thanked Scott Rodda for the presentation.

3.6 Policing Committee 2026 Meeting Schedule

Marlin Degrand, Administrative Liaison, provided a presentation on the 2026 Policing Committee meeting dates.

Committee thanked Marlin Degrand for the presentation.

Resolution: PC-002-26

Moved by: Councillor Mastaler

THAT the 2026 Policing Committee meeting schedule be approved as presented.

Resolution: PC-003-26

Moved by: Patty Hoyland

THAT the 2026 Policing Committee meeting schedule be amended to change the meeting date of November 12, 2026 to November 19, 2026.

Unanimously Carried

Resolution: PC-002-26

Moved by: Councillor Mastaler

THAT the 2026 Policing Committee meeting schedule be approved, as amended.

Unanimously Carried

3.7 2026 Policing Committee Work Plan Discussion

Marlin Degrand, Administrative Liaison, provided a presentation on the 2026 Policing Committee Work Plan.

Committee thanked Marlin Degrand for the presentation.

4. ADJOURNMENT

Resolution: PC-004-26

Moved by: Sharon Shuya

THAT the Policing Committee Organizational Meeting adjourn at 7:55 p.m.

Unanimously Carried

DRAFT

Gene Kushnir, Chair

Laura Hall, Recording Secretary

Date Signed

DRAFT



The City of
**SPRUCE
GROVE**

REQUEST FOR DECISION

MEETING DATE: March 12, 2026

TITLE: Follow-up Items from February 5, 2026 Policing Committee Meeting

DIVISION: Community and Protective Services

SUMMARY:

At the February 5, 2026 Policing Committee Meeting, the Committee brought forward some suggestions related to public engagement and a request to review various plans, studies and reports related to community development, community safety and policing in the City.

The purpose of this Request for Decision is to respond to the suggestions and request to ensure the members are provided with the information they need to advance their work.

PROPOSED MOTION:

A motion is not required.

BACKGROUND / ANALYSIS:

A key component of delivering on the mandate of the Policing Committee includes public engagement. At the February 5 Organizational Policing Committee Meeting, the members discussed various methods to engage with the public. Such suggestions included, but were not limited to, Town Hall Sessions, a public survey, etc. Staff discussed some of the suggestions with other City departments to ensure proper processes are followed.

Policing Committee Generated Survey

The City of Spruce Grove has a community survey planned for 2027. It is recommended that at this time, the Committee pause the use of a survey and work with staff in 2027 to explore questions that could be included in the larger community survey.

Community Events / Town Hall Session

There are many Community Events occurring in 2026 that the Committee could consider attending and hosting a booth or table to engage with the public. The following list of Events is a starting point for the Committee to consider.

- | | | |
|-----|---|---------------------------------|
| 1. | 40 th Anniversary Celebration for the City | March 1 |
| 2. | Canada Day | July 1 |
| 3. | Summer at the Center Night Markets | July 4, 18 |
| 4. | Rotary Club Rib Fest | July (date TBD) |
| 5. | Summer at the Center Night Markets | Aug 1, 15 |
| 6. | Alberta Day | September 1 |
| 7. | Agra Fair | September 11 and 12 |
| 8. | Battle Of The Badges | September or October (date TBD) |
| 9. | In Their Honour Tournament | October (date TBD) |
| 10. | Light Up | Late November (date TBD) |

With the large number of Community Events planned in 2026, it is not recommended that a separate Town Hall Session is held.

City Plans, Reports and Studies

A key component of the Committee's mandate is to provide input on the 2026 and 2027 Policing Priorities for the City of Spruce Grove and the Community Safety Plan. In an effort to gain additional knowledge to inform on the mandate, the Committee requested copies of the following documents which are attached to this Request for Decision:

- RCMP Annual Performance Plan
- 2026 – 2028 Traffic Safety Plan – *draft copy*
- Social Sustainability Plan – *to be provided at a future meeting once the current plan has been updated*

OPTIONS / ALTERNATIVES:

n/a

CONSULTATION / ENGAGEMENT:

Administration discussed the suggestions brought forward by Committee members at the February 5, 2026, Committee Meeting. The City will be working on a Community Survey in 2027 and there may be an opportunity for the Committee to include specific questions related to the Committees Workplan for public input.

IMPLEMENTATION / COMMUNICATION:

n/a

IMPACTS:

n/a

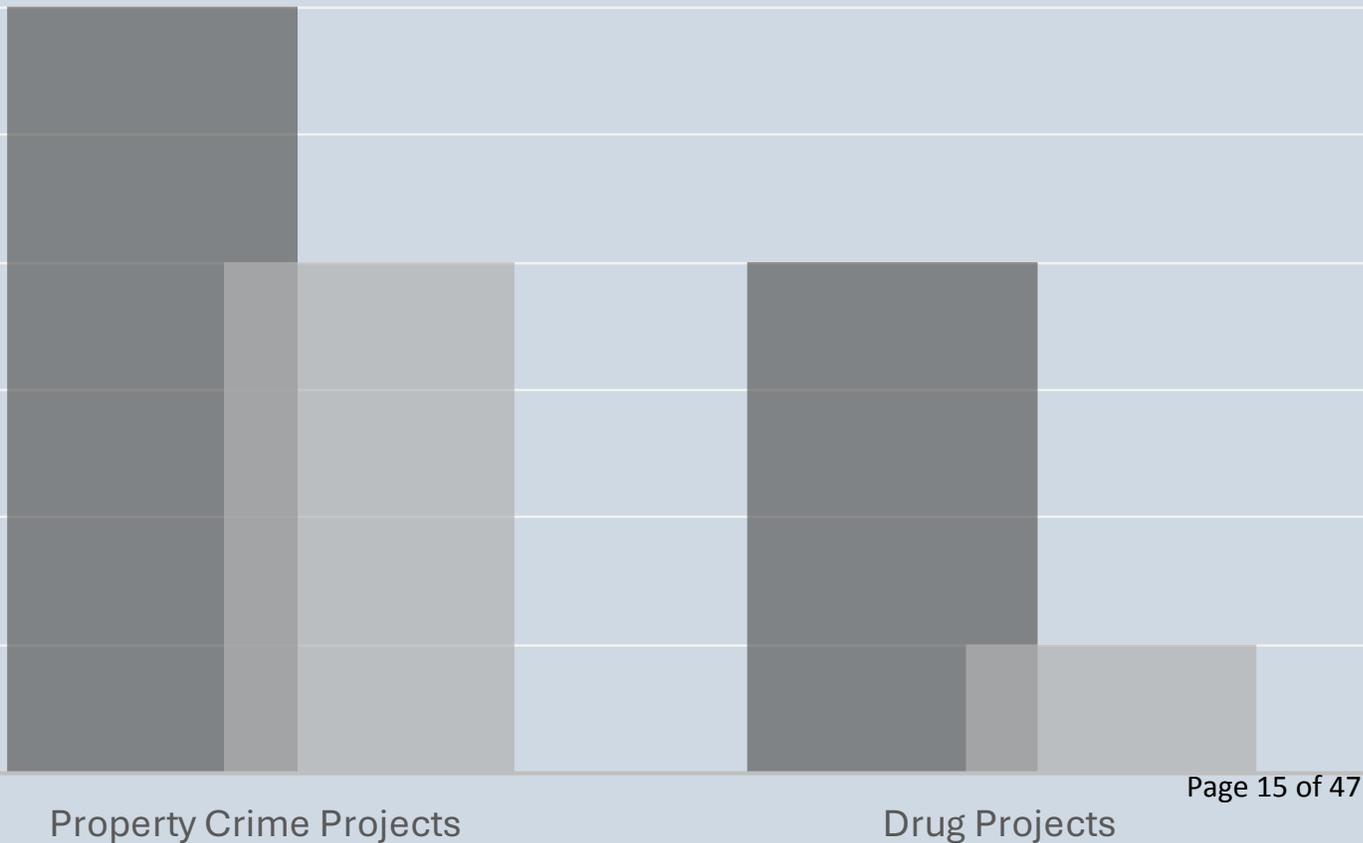
FINANCIAL IMPLICATIONS:

Should the Committee decide to host a booth or table at any Community Events, staff would have to explore costs and determine how such expenses could be supported. At this time, the Policing Committee does not have a budget.

Annual Performance Plan (April to December 2025)

Crime Reduction

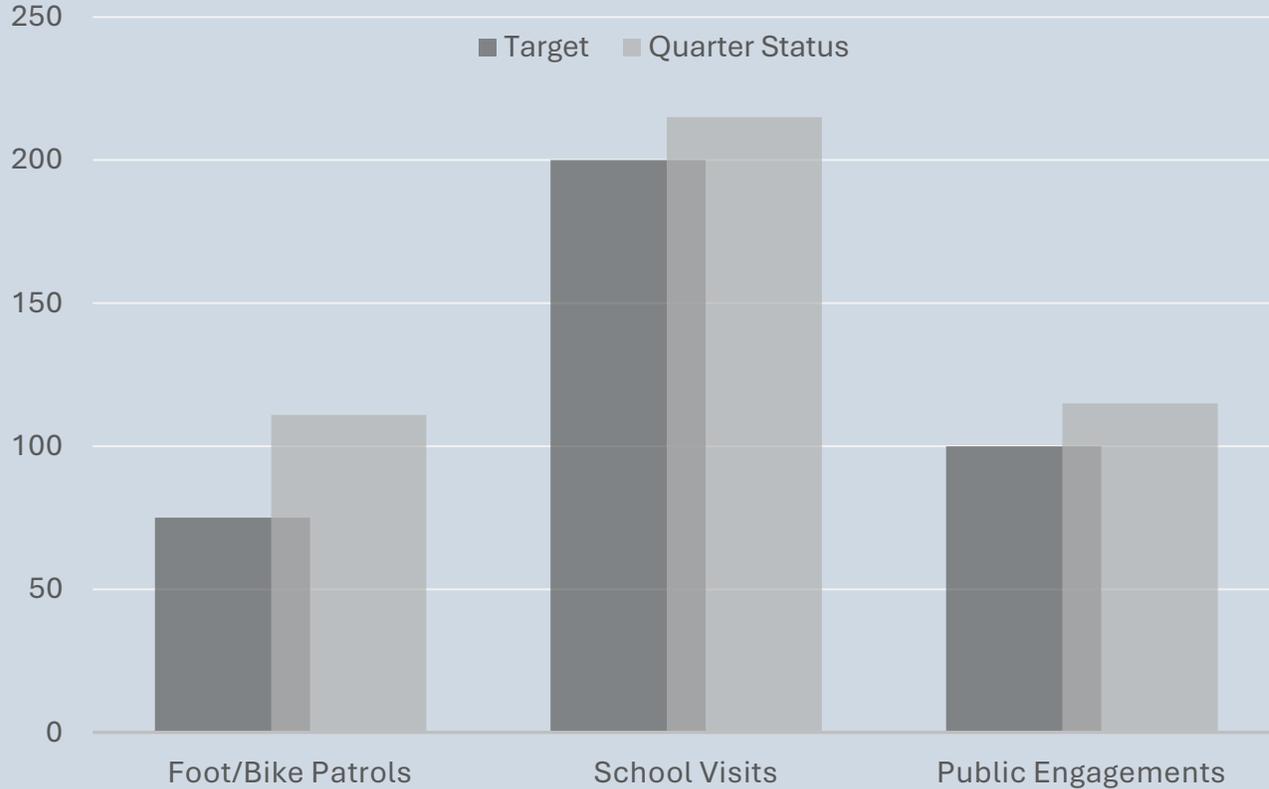
■ Target ■ Quarter Status



Annual Performance Plan (April to December 2025)

Enhance Awareness & Education

■ Target ■ Quarter Status



The City of
Spruce
Grove
Enforcement
Services

2026-
2028

Provided to the City of Spruce Grove’s Community Peace Officers, this plan outlines current and past statistics of traffic enforcement, in an effort to prevent and reduce traffic related injuries and deaths.

Traffic
Safety
Plan

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Introduction

The City of Spruce Grove is a thriving city, located 11 km west of Edmonton and adjacent to the Town of Stony Plain. It encompassed an area of approximately 37.52 square kilometers in 2021. Through the years, the community has evolved from having a strong agricultural focus to that of a self-contained city and has experienced rapid growth. In 2001 its population was 15,069, in 2008 it was 19,496 in 2018 it was 35,766 and as of 2024 it had grown to over 40,000 people. Spruce Grove continues to be a fast-growing community, with the highest number of housing starts in the Edmonton region outside of the city of Edmonton itself.

The city boasts a mix of industry, commerce and community living. The local business environment features everything from national retailers to local companies, who serve a trading populace of approximately 90,000. Spruce Grove not only functions as a service hub for the area but is also a bedroom community for the greater Edmonton region. Spruce Grove offers a wide variety of residential neighbourhoods connected by more than 40 kms of walking trails, pathways in close proximity to parks, schools and medical centers.

The City of Spruce Grove has approximately 255 kilometers of roads. It features a growing number of parks as well as sports and recreational areas, schools and churches. The philosophy of Spruce Grove's development plan is to create broad accessible streets and paths and to utilize technologies to facilitate the smooth flow of people, whether on foot, cycle, vehicle, or other modes of transportation.

Purpose:

A Traffic Safety Plan is a mandatory requirement for all Authorized Employers of Community Peace Officers who conduct moving traffic enforcement. The intent of the plan is to document and analyze data, engage stakeholders and prioritize initiatives to improve road safety.

This plan supports Alberta's traffic safety strategies for coordinated, collaborative and community-based delivery of traffic safety programs, initiatives and communication. It supports Canada's Road Safety Strategy – 2025. It builds upon the previous traffic safety plans for the City in its goal to reduce traffic fatalities and severe injury collisions while increasing safe and healthy mobility for all.

Traffic Enforcement Profile

The City contracts the RCMP to provide municipal police services. The RCMP Parkland Detachment also provides policing services for the County of Parkland, the Town of Stony Plain, and two first nations communities. Recently it has policing services for the Town of Devon have also been added to the blended or post concept detachment. The RCMP Provincial Traffic Unit also conducts traffic enforcement operations in the Spruce Grove area on a rotational basis as do the Alberta Sheriffs Highway Patrol. Other traffic enforcement duties are conducted by local detachment members when time permits.

Traffic Enforcement is augmented with agreements by way of Memorandum of Understandings (MOUs) between the RCMP and the City of Spruce Grove, as well as a Tri-municipal MOU between the enforcement services departments of the City of Spruce Grove, Town of Stony Plain and Municipal District of Parkland County. This allows for joint operations and initiatives.

The City of Spruce Grove Enforcement Services employs ten Community Peace Officers (CPO) and three Bylaw Enforcement Officers. An Inspector manages Enforcement Services and the traffic safety program and is the primary liaison to the RCMP, overseeing the contract for policing on behalf of the City. One CPO I officer is dedicated to supporting the City's Outreach team. One bylaw officer is focused on Construction Site compliance. The remainder of Spruce Grove's Enforcement Services personnel are divided into two watches, where each team is supervised by a Sergeant. Each watch is comprised of (3) three CPO I officers and (1) one Bylaw officer. Only CPO I officers have authority to enforce moving traffic violations. On each watch, when full, one CPO I officer is dedicated to conduct traffic enforcement operations.

The CPOs fulfill several important roles within the community. Some of these roles include the enforcement of city bylaws, providing community education, working with and providing assistance to external agencies like the RCMP and Spruce Grove Fire Services. The CPOs enforce statutes beyond municipal bylaws and have authority to enforce numerous Provincial Statutes including but not limited to:

- Animal Protection Act
- Environmental Protection and Enhancement Act
- Gaming, Liquor and Cannabis Act
- Innkeepers Act
- Provincial Administrative Penalties Act
- Petty Trespass Act
- Traffic Safety Act
- Trespass to Premises Act

The hours of operation for Spruce Grove Enforcement Services are normally between 0600 to 2000 hours daily. These hours are varied based on seasonal needs and resource availability. Very few calls for services are received beyond these hours and additionally, the types of investigations conducted beyond these hours frequently cross into the realm of Criminal Code offences, which CPOs do not have authority to investigate.

Collision data

During the period of 2019 to 2024 there has been an overall slight decrease in the number of collisions, moving from 706 in 2019 to 673 in 2024. Injury collisions continue to form a small percentage of those rising from 128 in 2019 to 150 in 2024. Sadly, Spruce Grove experienced its first Traffic Fatality in many years in 2023 and 2 more in 2024. While any fatality is of course always a tragic event, statistically the City's per capita fatality rate is on par with the provincial average even in 2024. This in the context of a rapidly growing population with a dynamic and youthful population.

Transportation Corridors

The primary (arterial and collector) transportation corridors through the city of Spruce Grove are:

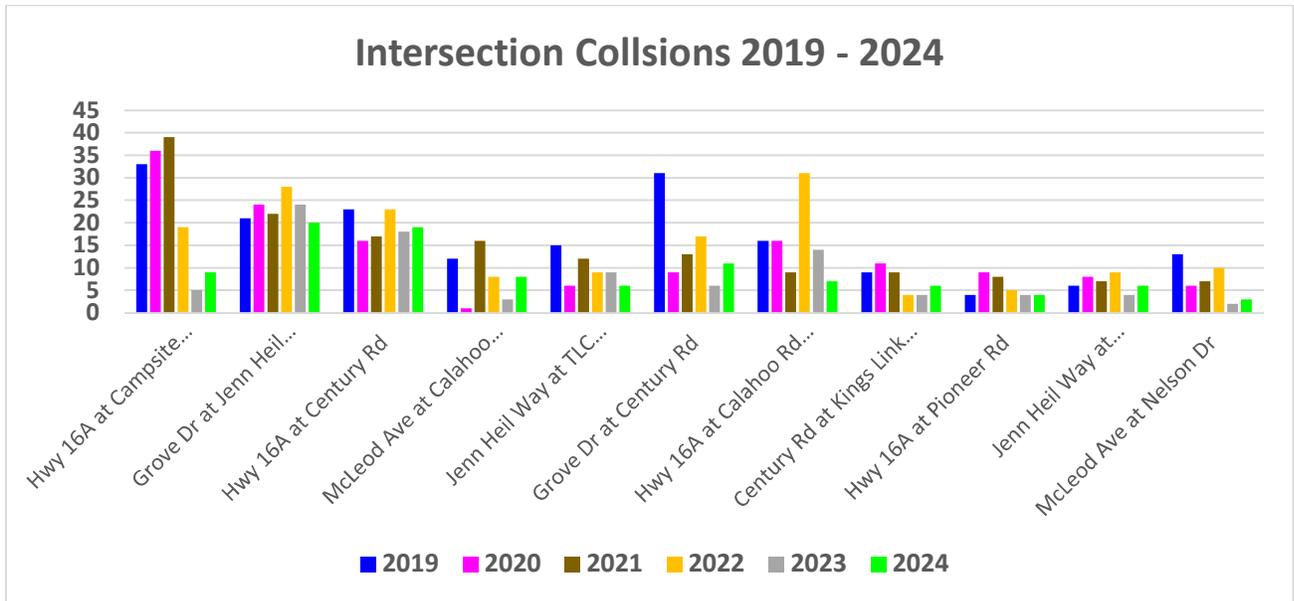
- Highway 16A – Oriented east to west – arterial
- Jennifer Heil Way – Oriented north to south – arterial
- Century Road – Oriented north to south - arterial
- Grove Drive – Oriented east to west - arterial
- McLeod Avenue – Oriented east to west - collector
- Calahoo Road – Oriented north to south – arterial

Pioneer Road is a roadway oriented north to south and is emerging as an arterial connector for the new developments on the east side of the city.

While all the major arterial routes are historically the areas of highest traffic safety concern, the Hwy 16a corridor has seen the largest traffic volumes and highest monitored speeds in the City. This corridor is the site of the most collisions and injury collisions of all the corridors in the city, and fatal collisions in recent years. The Grove Drive corridor is emerging as a close second in terms of these traffic safety indicators. The 2024 Traffic Safety Plan prioritizes efforts to reduce collisions across the city and specifically on Highway 16A. It expands upon prior initiatives and prioritizes the reduction of collisions along the City's arterial roadways.

Intersection Safety

Intersection collisions continue to be an area of significant focus within the city and 10 intersections have historically been identified as those which see the most collisions. A concerted effort has gone into reducing the number of collisions in these intersections, including engineering changes such as the introduction of protected left turn signals and lanes where appropriate, light phasing, and physical redesign. This in addition to the use of both traditional enforcement efforts and Automated Traffic Enforcement to help drive down the number of collisions.



The chart above illustrates the success the City has had, using this combination of initiatives, in reducing these types of dangerous collisions.

Collision fatality reduction

Spruce Grove has persistently worked towards achieving “Vision Zero”. Vision Zero is a strategy to eliminate all traffic fatalities and severe injury collisions, while increasing safe, healthy, equitable mobility for all. It is a multi-disciplinary approach to road safety. It is a systems approach where such practices as the 5 E’s of traffic safety are employed. It is a coordinated effort to examine Engineering (Building in safety), Education (changing behaviour), Enforcement (automated and staffed), Engagement (partnerships), and Evaluation (data analysis) systems collectively to improve traffic safety outcomes.

Until 2023, Spruce Grove had no traffic collision fatalities for a long number of years, which is statistically significant given the population of the City when compared to traffic fatality rates across Alberta and Canada. Sadly, as noted, 2023 saw the first fatality on our roadways in a number of years and 2024 saw 2 more fatalities.

Traffic Volumes and Speed management

A significant factor determining the survivability of an individual involved in a collision, is speed. Increased speed increases the risk of collisions, injury, and death. Speed related risks are even more pronounced for pedestrians, cyclists, and motorcyclist. A pedestrian struck by a motor vehicle at 30 km/hr has a 5% chance of being killed. The likelihood of a fatal outcome increases to 55% at speeds of 50 km/hr, and at 60 km/hr the likelihood of the pedestrian becoming a fatality increases to 90%.



Table 14 Likelihood of pedestrian fatality with increased speed.

The World Health Organization in its 2018 Global Status report on Road Safety stated:

“The speed at which a vehicle travels directly influences the risk of a crash as well as the severity of injuries and the likelihood of death resulting from that crash. Effective speed management is, as such, central to most road safety intervention strategies”¹

¹ Global Status Report on Road Safety 2018, Geneva: World Health Organization; 2018 P. 27

Presence of digital speed display signs

Digital Speed display signs track vehicle speeds and displays it back to the driver. This approach creates awareness in the driver of their driving behaviour. These devices further record traffic data which may be analyzed. It collects information such as traffic volume, the number of vehicles exceeding the speed limit, peak periods of when excessive speeds occur as well as other data. As evidenced by this data, dangerous levels of speeding and speeding in general remain a significant public safety concern within the City and specifically on the main transportation corridors which are the site of the majority of our collisions.

The City utilizes 13 digital speed display signs. They are strategically located throughout the city. During 2024, they registered almost 12 million vehicles passing those locations. Of those approximately 30% were travelling above the posted speed limit. Most worryingly, 2048 vehicles were measured at speeds in excess of 100 km/hr, with maximum speeds of 160 km/hr or more being measured 6 times. Grove Drive and the 16A corridor remain the areas with the highest prevalence of criminally dangerous speeds.



The City is responsive to the community's traffic safety concerns. In August of 2024, after an extensive review of traffic speed limits and flows, Council implemented widespread changes to speed limits in Spruce Grove, including moving the default speed limit from 50 km/hr to 40 km/hr throughout the City. This was accompanied by extensive public information and education campaigns, as well as direct enforcement initiatives to modify driver behaviours in accordance with the new speed limits.

The City is responsive to the community's traffic safety concerns. The City possesses three Houston Radar Boxes. These are small portable boxes that may be affixed to nearby utility poles. These devices are able to monitor traffic volume, speeds and frequency of speeding incidents. They are deployed in areas where citizens have identified speeding concerns. These devices are also regularly deployed throughout the city for short periods of time, to study speed limit compliance. This provides law enforcement with information of when to effectively deploy resources.

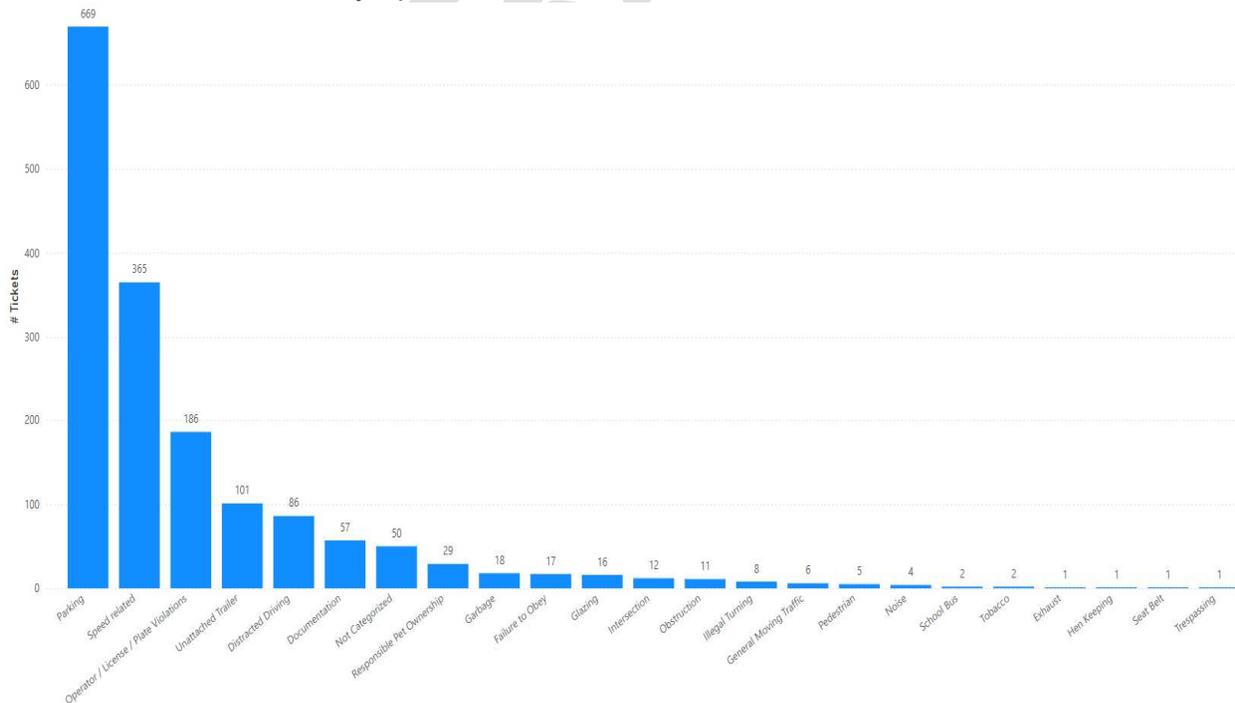
Traditional enforcement operations

Traditional staffed enforcement occurs when a police officer or peace officer pulls a vehicle over upon observing a traffic violation. The law enforcement officer speaks with the driver whereby a corrective method is applied. This is done mostly by means of fines though can also involve warnings. With the significant restrictions on Automated Traffic Enforcement and its subsequent removal, traditional enforcement remains one of the primary tools, along with education and engineering, utilized to change driver behavior.



Staffed traffic enforcement within Spruce Grove is conducted jointly by Spruce Grove Enforcement Services and RCMP Parkland Detachment. It is augmented by the RCMP Capital Traffic Services Unit. This is a regional unit comprised of Provincial Police Service RCMP Officers. This unit conducts traffic enforcement operations throughout various areas in and around Edmonton’s western capital region on a rotational basis. Recently, through a Joint Forces Operational agreement, Provincial Sheriffs Highway Patrol have also been conducting operations within the City of Spruce Grove along side Enforcement Services and RCMP officers.

In 2021, Spruce Grove Enforcement Services conducted a pilot project where two enforcement officers were dedicated solely to traffic enforcement duties. In 2022 these positions became permanently established position. The chart below shows the number and nature of all violation tickets of all forms issued by Spruce Grove Enforcement Services in 2024.



All officers have a visible presence simply driving through the community in marked enforcement vehicles. If the officer notes a traffic offence the officer will conduct a traffic stop. Officers also conduct specific targeted traffic operations such as seat belt compliance, distracted driving, crosswalk compliance, etc.

Enhanced visibility is also addressed through combined force operations. Spruce Grove conducts joint force operations (JFO) to maximize the visible presence of traffic enforcement officers. These joint force operations include joint operations with the RCMP Parkland Detachment, RCMP Capital West Traffic Unit, Stony Plain Enforcement Service, or Parkland County Enforcement Services individually or combined.

2026 will see the establishment of 2 more purpose hired Traffic Enforcement CPOs as well.

School Zone Enforcement

A School Zone is where there is a school caution sign with a designated speed limit posted below the caution sign. A School Area does not have a posted speed limit sign posted below the school caution sign. In a school area the sign simply cautions the driver that there is a school in the area but does not alter the speed limit for that area. There are school zones located along King Street by Brookwood and Woodhaven School, on Greystone Drive by Greystone Centennial Middle School, and along Pioneer Road by the Prescott Learning Centre.



The engineering designs for the other schools located within the city have resulted in these locations being designated school areas where the speed limit does not have to be reduced.

School Zones and School Areas are high pedestrian areas. These locations have a greater concentration of vulnerable road users who are either on foot, on manual propulsion devices, and generally younger in age. School zone patrols and enforcement events are an important part of the municipal traffic safety plan. The following chart reflects the number and location of such patrols and events for the period of 2021 to 2024.

School	2021	2022	2023	2024
Brookwood School	48	55	76	63
Ecole Broxton School	51	47	105	99
Copperhaven School	68	42	47	88
Greystone Centennial Middle School	59	59	75	104
Living Waters Christian Academy	5	2	1	0
Millgrove School	35	43	48	72
Prescott Learning Centre	56	76	58	129
Spruce Grove Composite High School	13	44	70	54
St. Joseph Catholic School	11	22	46	78
St. Marguerite's / St. Thomas Aquinas Catholic School	15	32	29	51
St. Peter the Apostle Catholic School	26	35	48	38
Woodhaven Middle School	13	30	41	39
TOTAL	400	487	644	815

As noted, significant, sustained and increasing effort has been expended in relation to maintaining safety in these high-risk areas of the city. A primary focus in these areas is educating all on the observance of proper road safety etiquette. A greater emphasis on high visibility, uniformed patrols and enforcement has been placed in these areas which can be noted in the above table.

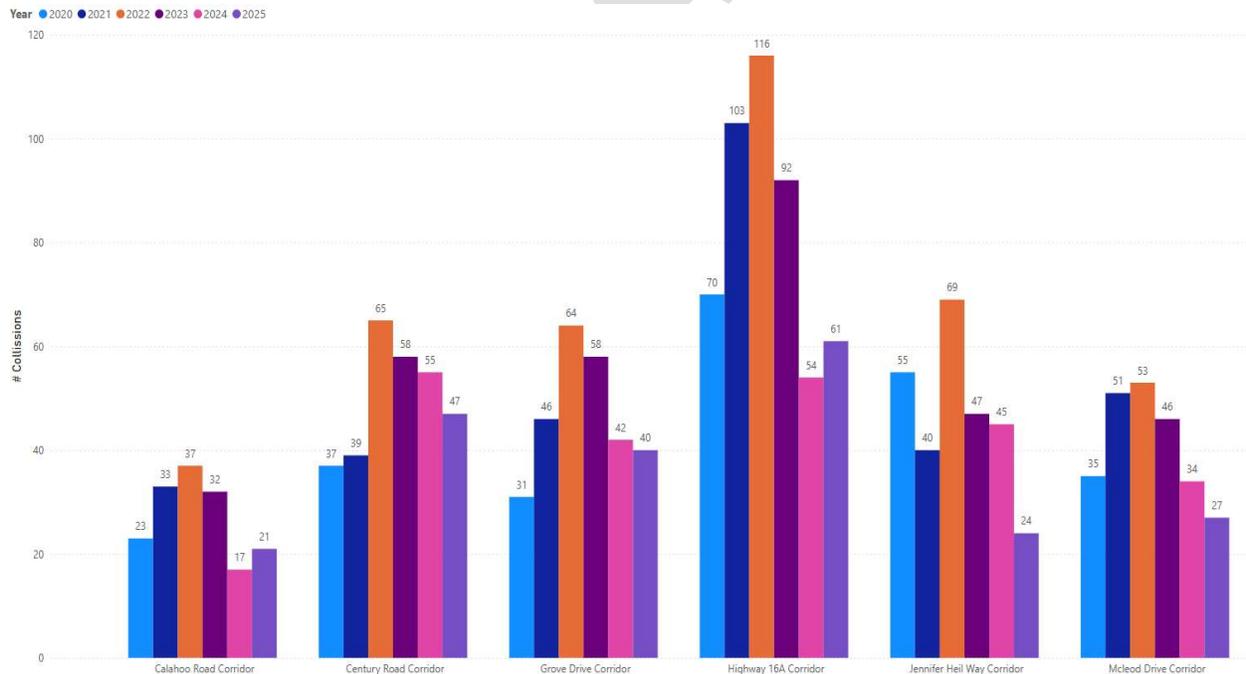
Performance Indicators Review

The 2023 – 2025 Traffic Safety Plan set key performance indicators in its efforts to achieve its traffic safety outcomes. These were separated into the 5 categories of Evaluation, Enforcement, Engagement, Engineering and Education. An assessment report on these performance indicators is provided herewith.

Goals:

- Reduce the number of collisions along arterial roadways.
- Reduce the 85% percentile speed along Grove Drive West proximal to Spring Gate, Grove Drive by Grove Seniors Village and Grove Drive proximal to Woodside Crescent.

Comparative data for these historical measures are outlined in the charts and tables below though it should be noted that the data for 2025 is incomplete at the time of the drafting of this plan. At the time of drafting, the data was trending slightly upward in 2025 from 2024 while considerably down still from the peak in 2022.



As can be seen, the main traffic corridors of the city generate a significant number of traffic collisions each year.

In relation to the goal of reducing overall speeds along Grove Drive, the measures have historically been at the three sites indicated above, though the site near Woodside Crescent has been inactive since 2023. The table below will show that overall, since speeds reached their highest average levels in 2022 they have remained relatively consistent or lower near Spring Gate and have dropped since their highest levels in 2019 by the Seniors Village, there has been a small reduction in the overall 85 percentile of speeds along this busy corridor.

Spring Gate

Year	2019	2020	2021	2022	2023	2024
# Vehicles Monitored	129947	377196	55424	3714	1152409	778813
85% Vehicle Speed	57	58	58	59	59.22	59.55

Grove Seniors Village

Year	2019	2020	2021	2022	2023	2024
# Vehicles Monitored	16614	206988	660123	9799	23559	1342432
85% Vehicle Speed	65.77	61	61	65	65	64.26

Woodside Crescent

Year	2019	2020	2021	2022	2023	2024
# Vehicles Monitored	19245	644805	nil	nil	40992	nil
85% Vehicle Speed	65.52	64	nil	nil	65	nil

Performance Indicators Moving Forward

As the Traffic Safety Plan has matured, it is felt to be more appropriate to examine performance indicators reflective of the current traffic environment. Moving forward, the goal of the plan will be:

- Reduce the per capita rate of collisions along arterial roadways.
- Reduce the 85% percentile speed along the Grove Drive, Jennifer Heil Way and the Hwy 16a corridor.

These targets will lend themselves to reduced collision and severity of collisions on a per capita basis, enhancing public safety for motorists, passengers and pedestrians in the City of Spruce Grove.

Again, these corridors represent the main arterial roadways through the city. As the plan evolves and the city continues its growth, the Pioneer Road corridor may be added to this list.

Enforcement

Goals:

- Conduct a minimum of 25 high visibility joint forces enforcement operations, per year along arterial routes.
- Prioritize Automated Traffic Enforcement Operations along arterial roadways for both speed and red-light infractions.
- Conduct a minimum of 500 high visibility school zone and area patrols
- Conduct a minimum of 500 traffic operations.
- Align other traffic enforcement initiatives with the Alberta Traffic Safety Calendar.

Enforcement Goals – Past Achievement Levels

Year	Traffic JFOs	Traffic Operations	School Patrols
2020	34	638	322
2021	30	878	400
2022	26	988	487
2023	34	509	644
2024	17	318	815

Engagement

Goals:

- Continue participation in the CRISP as long as it remains viable and active. Spruce Grove continues to be part of the Capital Region Integrated Safety Partnership. This group has, in recent years, seen diminishing activity and interest.

- Continue participation in the Community of Practice for the Capital Region This is a group of leaders of Community Peace Officer employing agencies within the Edmonton region, including the City of Edmonton, AHS, University of Alberta and all the municipalities surrounding Edmonton. The leaders meet to review emerging trends in public safety and the CPO program, share best practice, and inform the Province on the continued refinement of the CPO program in Alberta.

- Continue participation in the RCMP Managers Working Group

This is a group of municipal managers who have oversight of the RCMP Policing Contracts in their community and includes primarily the Capital region participants, along with leadership from Red Deer and Lloydminster.

Education

Goals:

General / Macro Level

- Through the development of a series of Traffic Safety Dashboards, monitor emerging and ongoing traffic safety issues to inform public education campaigns.
- Generate social media content consistent with both the Provincial Traffic Safety Calendar and the emerging and ongoing traffic safety issues identified through data analyses.
- Work with other City Departments to develop and implement a community facing Traffic Safety data dashboard.
- Participate in the MADD (Mothers Against Drunk Drivers) Red Ribbon Campaign
- Participate in bicycle safety presentations at local schools
- Conduct high visibility traffic operations and joint forces operations in conjunction with the Provincial Traffic Safety Calendar.
- Participate in the annual Candy Cane check stop program.
- Meet with the general public through the Coffee with Cops or Scoops with Cops programs.



Knowledge Transfer / Professionals

- Attend Urban Traffic Safety Conferences.
- Attend the Community of Practice meetings in the Capital region.
- Work with Engineering, Recreation (events) and Planning and Development to ensure traffic safety considerations are brought forward during new developments and community event planning and approvals.



Engineering

Goals

To integrate roadway design, infrastructure upgrades, and operational improvements that proactively reduce collision risk, manage speeds, and protect vulnerable road users.

Key Focus Areas

Intersection Safety

- Continue review and redesign of high collision risk intersections with:
 - Protected left turn signals
 - Improved phasing and timing
 - Geometric reconfigurations when warranted
 - AI enabled smart intersections to detect traffic and pedestrians, adjust signal timings dynamically, and predict and mitigate potential conflict points before they occur.

Speed Management

- Create Traffic Calming Guidelines to assess the existing road network, and to inform new development on appropriate implementation of traffic calming measures
- Implement traffic calming measures (traffic calming curbs, curb extensions, raised crosswalks, etc.)
- Deployment of digital speed display signs and radar counters
- Champion AI driven speed reduction solutions
- Collect and review speed data in newly reduced speed limit areas to determine whether reductions have:
 - Lowered average operating speeds
 - Reduced the proportion of vehicles exceeding posted speed limits
 - Contributed to collision reduction

Based on outcomes, adjustments will be considered in consultation with enforcement

Pedestrian and Cyclist Safety

- Review crosswalk treatments and conditions
- Enhance crosswalk treatments (ground mounted signage, RRFBs, refuge islands, pedestrian bump outs, etc.) where warranted
- Identify and correct missing pedestrian links

Emerging Technology and Data

- Position Spruce Grove as a regional leader in smart mobility and AI enabled traffic detection and safety measures.

Integration and Implementation

- Engineering initiatives will be coordinated with Enforcement Services to ensure design changes are reinforced by behavior change.
- AI Technology Pilots will be prioritized at high traffic corridors

DRAFT

Traffic Safety Plan Strategic Initiatives

2026-2028

The City of Spruce Grove is committed to ensuring it has one of the safest road systems in the province for all road users. Emphasis on the Safe Systems approach and its focus towards Vision Zero has yielded positive results in enhancing road safety.

Traffic Safety contributes towards the overall perception of safety for citizens in the community. Over the years, Spruce Grove's approach to traffic safety has demonstrated success in reducing speeds, decreasing the total number of injury collisions and total collisions, despite an increase in population. There are however areas where improvements can be made as the community strives to achieve vision zero goals. A testament to its efforts is the period of time the City of Spruce Grove has not registered a collision fatality.

The City of Spruce Grove's 2026 – 2028 Traffic Safety Plan is aligned with current traffic safety principles and traffic safety approaches identified internationally, nationally and provincially. It should be noted that the current provincial Traffic Safety Plan is dated 2015 and it is unclear when that will be updated with the dissolution of the Office of Traffic Safety at Alberta Transportation. The City's Traffic Safety Plan utilizes the Safe Systems approach, where responsibility for road safety is shared between road users, designers and regulators. It is also rooted in the Vision Zero perspective utilizing the 5 E's approach of Evaluation, Enforcement, Engagement, Engineering and Education.

2026-2028 Transportation Safety Strategies

Enforcement

Enforcement is a corrective action applied after an offence has been committed. This is typically done by imposing a penalty against the violator. Direct penalties commonly are fines, judicial court proceedings, or demerit points. Indirect penalties would include increased insurance costs, being involved in a collision or sustaining a physical or psychological injury. Conversely, greater compliance would decrease these penalties.

The primary goal of traffic enforcement is simply to keep the roadways safe for all users. This is frequently gauged by the number of fatal, injury or property damage collisions. There are many contributing factors that lead to collisions, such as: speed; driver distractions; driver impairment; vehicle equipment and maintenance; weather conditions; use of safety equipment and behaviour to mention a few.

As previously indicated an effective method to ensure driver compliance with traffic laws is to create the perception of unpredictability where enforcement operations can take place anywhere and at any time. It is unable to assess the road worthiness of a vehicle, its equipment, whether a driver is impaired or distracted, whether the driver and passenger's safety

equipment is being utilized or other driver behaviours. This must be conducted by traditional staffed enforcement.

Predictable enforcement either traditional staffed enforcement or automated enforcement fosters a time or distance halo effect.

“Distance Halo Effect” – refers to an area around the point of enforcement; inside the area the effects of the enforcement are still noticeable, outside the area they disappear².

“Time Halo Effect” – refers to the maximum length of time after (or before) the enforcement in which the effect is still noticeable³.

An illustration of the above concept is that when a person is aware that a traffic enforcement action is taking place or automated device is ahead, the driver will slow down for a period of time and distance. Once the driver has passed that enforcement location, they will return to their previous driving practices. Another example is when a traffic enforcement “blitz” or enforcement intensification action occurs targeting a particular area, or infraction. For a period of time there will be heightened awareness, and compliance, after which the effectiveness of that enforcement action wanes. Drivers either forget or return to their past practices.

Research indicates that there is a relationship between increased levels of enforcement and collision rate reduction. Enforcement intensity decreases collision rates. A study in New Zealand further examined the relationship between traditional staffed enforcement versus automated enforcement. The study suggested that traditional staffed enforcement provides specific deterrence targeted at high-risk drivers, while automated enforcement provides a general deterrence effect on a broad spectrum of the driving population.

Spruce Grove utilizes a mix of traditional staffed enforcement along with education and awareness to maximize its Traffic Safety Outcomes in-line with current traffic safety research.

The City of Spruce Grove has identified the below noted goals as a means of continuing to enhance road safety.

Goals:

- *Conduct 25 joint force operations per year along arterial roads.*
- *Conduct 500 high visibility school zone and area patrols.*
- *Align other traffic enforcement initiatives with the Alberta Traffic Safety Calendar.*
- *Continue to participate annually in regional law enforcement partners addressing vehicle equipment violations.*

Education

² Government of New Zealand – Speed Limit Enforcement, Evidence Brief - October 2017 P.4.

³ Government of New Zealand – Speed Limit Enforcement, Evidence Brief - October 2017 P.4

The City of Spruce Grove is committed to ensuring traffic safety awareness is communicated to the public. Awareness and road safety education programs raise awareness and influence a change in driver behaviour.

Educational campaigns are required to be broad based to reach all road users. Thus, approaches are required to address the vulnerable street users who range from the young, to senior citizens who may be on foot, to those who are active who may use alternate forms of transportation, and those who drive motor vehicles upon the City's roadways. Therefore, a variety of communication approaches are required.

Goals:

General

- *Work with the City's communications specialists to develop broad based traffic safety messages to be disseminated on a variety of social media platforms on a regular basis.*
- *Continue to update the City's Virtual Map to release to the public the current Traffic Safety Plan, Annual Reports, Collision data and other information.*
- *Post on the City's Website the weekly locations where mobile Automated Traffic Enforcement will be conducted.*
- *Develop traffic safety messages aligned with the Alberta Traffic Safety Calendar and disseminate the messaging on multiple platforms. These messages are to coincide with enforcement blitzes specific to the educational subject matter.*
- *Participate in MADD (Mothers Against Drunk Drivers) Red Ribbon and other campaigns.*

Audience Specific Level

- *Conduct Bike Rodeos – Bicycle and Road Safety Courses with primary school children.*
- *Participate with other agencies in the region on any Conduct Candy Cane joint force Check stops held on a yearly basis to address impaired driving over the winter holidays.*
- *Conduct Driving Safety and Educational Sessions with Junior High and High School Students.*

Knowledge Transfer / Professionals

- *Attend Urban Traffic Safety Conferences.*
- *Participate in any CRISP developed / led education or research projects*
- *Participate in the Capital Region Community of Practice*
- *Participate in the RCMP Regional Managers Meetings*

Evaluation

The City currently utilizes Speed Display monitoring signs, Houston Radar boxes and other traffic volume monitoring devices to monitor speed, traffic volumes and peak periods of violations. Corrective action is then applied at those locations where issues have been identified. An example of this was the analyses of how accidents occurred at problem

intersections. This led to the implementation of protected left hand turn lanes at specific intersections. Over the years refinements in data collection, technologies and monitoring have improved. The evaluation goals for 2026-2028 are as follows:

Goals:

- *Monitor all collisions and intersections and identify the top 10 collision intersections. Implement traffic safety and enforcement initiatives as appropriate.*
- *Rotate Speed Display monitoring signs and Houston Radar boxes throughout the city to obtain speed data and traffic volumes.*
- *Continue to enhance data collection, explore new data collection technologies for enhanced analysis and review.*

Engagement

Engagement refers to the communication and collaboration with partners who are directly or indirectly involved in transportation safety and / or the public in the development of appropriate transportation strategies. No one department, community, organization, region or province has the solutions to all road safety issues. There may also be unique circumstances that need be considered. It is important to learn from what others are doing. This includes learning about local, regional and provincial best practices as well as what research and results are being achieved at the national and international level. In order to facilitate meaningful change, it is important to engage the public, other organizations and departments to leverage resources.

Spruce Grove is also a part of the Capital Region Community of Practice. This is a meeting of the heads of municipal and other enforcement services agencies throughout the Edmonton Region, including the University of Alberta, Alberta Health Services, the City of Edmonton as well as communities of Fort Saskatchewan, Leduc, Morinville, St. Albert, Strathcona County, Beaumont, Stony Plain, Parkland County and others.

Spruce Grove Enforcement Services Manager has also been tasked as the primary liaison to the RCMP and overseeing the RCMP contract. In that role, the manager participates in a Regional meeting of other Municipal officials who have that role. This group discusses challenges and best practices in working with police on public and traffic safety matters.

At a more local level the City of Spruce Grove engages stakeholders through various interagency stakeholder groups through both Protective Services and the Community and Social Development directorates. In the drafting of this traffic safety plan, various stakeholder groups were consulted such as the RCMP, Community and Social Development; Corporate Communications; Engineering; Planning and Development and Public Works.

The Engagement goals for 2026-2028 are:

Goals:

- *Participate in the Capital Region Community of Practice*
- *Participate in the RCMP Regional Managers Meetings*
- *Attend regional and local road safety conferences*

Engineering

Engineering is a significant component in developing an effective Traffic Safety Plan. It encompasses such things as physical changes to roadways and the development of design guidelines and technologies to ensure the safe and efficient movement of vehicular and pedestrian traffic. Geometric designs and traffic controls, such as signs, signals, and pavement markings, contribute to favourable transportation corridor and intersection safety performance.

The Safe Systems approach to traffic safety aims to leverage the interactions of complementary measures that contribute to collisions, the energy transfer during collisions, and other factors that provide a cumulative benefit towards reducing collision injuries. Optimization occurs when consideration is given to how each component affects the others, or to how their interrelations are considered cumulatively throughout the system. An example would be reducing the impact speed during a collision, using occupant restraint devices, or designing an intersection's geometry by constructing traffic circles to reduce right-angle collisions and the energy transfer of such collisions upon impact. There is a synergistic relationship between two or multiple factors.

Data collection, analysis and systems modernization, along with updated standards, are key components that contribute towards traffic safety. As such, the 2026-2028 Engineering goals are:

Goals:

- *Continue to research and update the City of Spruce Grove Municipal Development Standards to ensure safety standards.*
- *Replace and update traffic signals, to include AI, pre-emptive equipment and auto-scope detection equipment.*
- *Use AI to integrate the CN Rail crossings with the Traffic Control signals along Highway 16A and the road crossings at Golden Spike Road and Century Road.*
- *Install protective left-hand turn signals at the intersection of Grove Drive and Jennifer Heil Way.*
- *Use Safe Systems and other standards to monitor intersections for improvements continually.*
- *Rotate Speed Display Monitoring signs throughout the city and conduct traffic volume counts yearly.*
- *Reassess crosswalks continually and list deficiencies. Annually address issues as the budget permits and safety issues dictate.*





The City of
**SPRUCE
GROVE**

REQUEST FOR DECISION

MEETING DATE: March 12, 2026

TITLE: 2026 Policing Committee Work Plan Approval

DIVISION: Community and Protective Services

SUMMARY:

In accordance with C-1371-25 - Policing Committee Bylaw, the Committee is required to develop an annual work plan that identifies key priorities and goals based on its mandate and this bylaw.

At the February 5, 2026, Policing Committee Meeting, members discussed priorities and ideas for inclusion in the 2026 work plan and, following that discussion, the draft work plan is being brought forward for approval.

PROPOSED MOTION:

THAT the 2026 Policing Committee Work Plan be approved as presented.

BACKGROUND / ANALYSIS:

The development of an annual work plan and reporting on progress is a key component of the mandate of the Committee. As a reminder the Mandate of the Committee is as follows:

- Act in an advisory capacity on policing matters to the Officer In Charge and Council and as a representative of the interests of the residents of the City in providing that advice.
- The mandate of the Committee does not include directing Administration on programs, services, business plans, finances / funding, or structure.
- The specific duties, functions and responsibilities of the Committee will be as set out in the Act and associated regulations and as outlined by the City through the Policing

Committee Bylaw or any policies or directives that might be provided to the Committee from time to time.

As discussed at the previous meeting, there are 5 Priority areas for consideration as part of the work plan.

- 1) Orientation, training and on-going professional development.
- 2) Work with the RCMP Officer In Charge to develop the 2026/2027 Policing Priorities.
- 3) Engage with the Public and Stakeholders on Policing Matters.
- 4) Collaborate with Community Groups and Non-Profit Organizations.
- 5) Generate a Community Safety Plan.

In addition to the work plan priorities, the following are ongoing annual responsibilities of the Committee:

1. Provide an annual update to Council on progress and initiatives, as set out in the Work Plan.
2. Meet with the Officer In Charge and provide an annual report and feedback on efficacy of the initiatives implemented in support of the policing priorities for the community and emerging themes.
3. Provide the Minister an annual report on the activities of the Committee.

The work plan may not be fully accomplished in 2026; however, there is value to include the proposed items to reflect Committee's desire to receive information and provide input. Prioritization may be required, based on the capacity of Administration; however, it has been reviewed by Administration, and a large majority of the items are supported for inclusion in 2026.

Additionally, if required, Committee may approve additional meetings to accomplish its work plan, especially in relation to annual responsibilities such as grant approvals/recommendations.

OPTIONS / ALTERNATIVES:

Amendments and/or prioritization could be considered and put forward for discussion and consideration. This may result in an amended work plan motion or, depending on the discussion, a vote specifically on amendments.

CONSULTATION / ENGAGEMENT:

Administration discussed topics within the Community and Protective Services division, other senior leaders in the organization and the RCMP.

IMPLEMENTATION / COMMUNICATION:

Once the 2026 Policing Committee Work Plan is approved, it will be presented by the Chair (or alternate) to City Council for their consideration and feedback (currently scheduled for March 23).

IMPACTS:

The work plan is designed to have a meaningful impact and influence, to support the progress of the City of Spruce Grove's strategic plan.

FINANCIAL IMPLICATIONS:

The Policing Committee does not have a budget allocated for 2026. Should any initiatives require funding, staff will report on such needs.



Policing Committee 2026 Work Plan

Ongoing Annual Responsibilities

1. Provide an annual update to Council on progress and initiatives, as set out in the Work Plan.
2. Meet with the Officer in Charge and provide an annual report and feedback on efficacy of the initiatives implemented in support of the policing priorities for the community and emerging themes
3. Provide the Minister an annual report on the activities of the Committee

Orientation, Training and On-going Professional Development

This area of focus includes initial and on-going training and development for the members to ensure they are provided with adequate knowledge and information on policing in Alberta and within the City of Spruce Grove.

- Complete the orientation session with City Administrative staff and the Officer In Charge of the RCMP Parkland Detachment.
- Complete the online training modules as outlined by Public Safety and Emergency Services
- Attend the Alberta Association of Police Governance (AAPG) Conference
- Participate in policing conferences, workshops, webinars and event associated to police governance as appropriate.

Work with RCMP Officer In Charge to Develop the 2026/2027 Policing Priorities

This priority is formulated based on the mandate of the Committee within the *Police Act*. A key deliverable of the Policing Committee is to inform the development of the 2026 and 2027 Policing Priorities for the City of Spruce Grove.

- Meet with the Officer in Charge of the RCMP Parkland Detachment (OIC) to review operations and calls for service statistics
- Provide the OIC with community identified policing priorities
- Approve the RCMP 2026/2027 Annual Performance Plan
- Communicate the RCMP 2026/2027 Annual Performance Plan to the community and post it publicly.

Engage with Public and Stakeholders on Policing Matters

Many of the deliverables of the Policing Committee include input and feedback on policing priorities and the development of a Community Safety Plan. An important component of meeting these deliverables is engaging with the public and key stakeholders to ensure diverse perspectives are considered.

- Continue public education to increase the profile and visibility of the Policing Committee with citizens, agencies and groups.
- Engaging with the Community Services Advisory Committee
- Engaging with the Youth Advisory Committee
- Engaging with the Kickstand Advisory Committee
- Examine opportunities to attend public functions such as Canada Day and Agri Fair.
- Examine opportunities to engage with diverse communities and groups throughout the city.
- Potential to leverage the CSD's neighbourhood engagement initiative.

Collaborate with Community Groups and Non-Profit Organizations

Collaboration with community groups and non-profit organizations will be important to generate a fulsome

- Obtain a membership with the AAPG
- Consider reaching out to other groups or organizations which may assist in developing competence in police governance.
- Collaborate with other City Committees, such as the Community Services Advisory Committee.
- Collaborate with other community groups as opportunities arise.

Generate a Community Safety Plan

Policing services throughout the Province of Alberta are required under the *Police Act* to develop a Community Safety Plan to address the root causes of crime and establish a plan to identify and close the gaps in services.

- Work with Administration to understand the work being done in the City through the Social Sustainability Plan.
- Based on the work being done already, and the initiatives within this workplan, develop a Community Safety Plan.
- Share the Community Safety Plan with Council, the RCMP and the Minister once developed and post the same publicly.



The City of
**SPRUCE
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REQUEST FOR DECISION

MEETING DATE: March 12, 2026

TITLE: Parkland RCMP Policing Priorities

DIVISION: Community and Protective Services

SUMMARY:

The mandate of the Policing Committee is to provide feedback and input to inform the Parkland RCMP on the policing priorities for the Spruce Grove community.

The purpose of this RFD is to present the current Policing Priorities of the RCMP Parkland Detachment and solicit input from committee members.

PROPOSED MOTION:

THAT the Committee confirms the following list of policing priorities for the 2026 / 2027 policing year:

1. Crime Reduction (Focus on Property Crime)
2. Enhanced Visibility
3. Community Engagement

BACKGROUND / ANALYSIS:

The RCMP is Canada's national police service and the policing service that serves the Spruce Grove community.

The Detachment Services include:

- Tri-Municipal Drug Section
- General Investigations Section (Serious Crimes)
- Crime Reduction Unit - Spruce Grove, Stony Plain and Enoch Cree Nation
- Police Dog Services
- Criminal Intelligence Analyst

Locally the service provides several community enhancement programs which include:

- **Rural Police and Crisis Team (RPCT)** - mental health therapist paired with a police officer, to assess and stabilize people experiencing mental health crisis.
- **Restorative Domestic Offender Program (R-DOC)** - facilitating a comprehensive domestic violence response, addressing both victim and offender needs.
- **School Resource Officer** - in Spruce Grove Composite and Memorial Composite.
- **Public Safety Compliance Team** - a partnership with Fire, Police, and Alberta Gaming and Liquor Commission, to ensure safety in licensed premises.
- **Crime Free Multi-Housing** - a partnership with property managers, Police, and tenants focused on keeping illegal activity out of rental properties.

The RCMP is committed to:

- Unbiased and respectful treatment of all people
- Accountability
- Mutual problem solving
- Cultural sensitivity
- Enhancement of public safety
- Partnerships and consultation
- Open and honest communication
- Effective and efficient use of resources
- Quality and timely service

Current Policing Priorities

The RCMP Parkland Detachment, through consultation with the community has in the past established the following policing priorities for the community of Spruce Grove.

- Crime Reduction (Focus on Property Crime)
- Enhanced Visibility
- Community Engagement

As part of the discussion, committee members are asked to provide input into the policing priorities for Spruce Grove going forward in 2026.

OPTIONS / ALTERNATIVES:

Option 1 – Status Quo

The Committee can decide to maintain the focus on the current policing priorities and provide those to the Officer In Charge for the 2026/2027 policing year as outlined in the proposed motion.

Option 2 – Modification of Priorities

The Committee can decide to change some or all of the current priorities, injecting those they deem appropriate following their discussions and deliberations at the meeting. If the Committee would like to modify the priorities, a motion is required, as set out below:

THAT the Committee provides the Officer in Charge of the RCMP Parkland Detachment with the following list of policing priorities for the 2026 / 2027 policing year:

- 1.
- 2.
- 3.

CONSULTATION / ENGAGEMENT:

n/a

IMPLEMENTATION / COMMUNICATION:

Once the policing priorities have been discussed and communicated to the Office In Charge of the RCMP, the RCMP will develop an implementation plan or plan of action around them which will be communicated to the Committee, along with measures and targets.

The policing priorities will also be reported to Council at an upcoming meeting.

IMPACTS:

These policing priorities will be the basis for consultation and feedback over the course of the year by the Committee.

FINANCIAL IMPLICATIONS:

n/a



The City of
**SPRUCE
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REQUEST FOR DECISION

MEETING DATE:

March 12, 2026

TITLE:

Adjournment - Policing Committee Meeting – March 12, 2026

DIVISION:

Strategic and Communication Services

SUMMARY:

Adjournment indicates the end of the meeting and the completion of the agenda items.

PROPOSED MOTION:

THAT the Policing Committee Meeting adjourn at TIME p.m.

BACKGROUND / ANALYSIS:

The Chair shall ask for a motion from the Committee. Once the motion has been made and the members vote, the meeting is now complete.

OPTIONS / ALTERNATIVES:

n/a

CONSULTATION / ENGAGEMENT:

n/a

IMPLEMENTATION / COMMUNICATION:

n/a

IMPACTS:

n/a

FINANCIAL IMPLICATIONS:

n/a