

2025 Annual Traffic Unit Report



Introduction

The Saskatoon Police Service (SPS) Traffic Unit is dedicated to promoting the safety of all residents and visitors who use Saskatoon's roadways, sidewalks, and cycling infrastructure. While enforcement remains a core function, the Unit also provides specialized investigative support, including serious collision reconstruction and hit and run investigations.

Traffic officers apply a balanced approach that combines targeted enforcement, data-informed traffic initiatives, and public education to improve compliance with provincial and municipal traffic legislation. Members are highly trained in the use of radar and laser speed detection technology and are equipped with modern tools and specialized vehicles, including motorcycles, to enhance mobility, visibility, and effectiveness across the city.

Collaboration is central to the Unit's work. Traffic officers regularly partner with agencies such as Saskatchewan Highway Patrol, Combined Traffic Services Saskatchewan (CTSS), University of Saskatchewan Protective Services, the Royal Canadian Mounted Police, and other municipal police services. Joint initiatives, including the Selective Traffic Enforcement Program (STEP), Multi-Agency Seat Belt Team (MAST) projects, sobriety checkpoints, and child seat safety clinics, strengthen enforcement capacity and expand community education efforts, contributing to a safer roadway network for all.

The Traffic Unit is staffed by one Staff Sergeant, two Sergeants, and sixteen enforcement members, supported by specialized personnel including two Hit and Run Investigators, two Collision Analysts, one Red Light Camera officer, and one Automated Speed Enforcement officer. This diverse complement enables the Unit to deliver proactive enforcement, expert investigations, and preventative programming in support of community safety.



Collisions Reported to SPS

Collision Type	2020	2021	2022	2023	2024	2025	2020-2024 5-Year Average
Property Damage	3,268	3,583	3,894	3,691	4,093	4,596	3,706
Personal Injury	407	464	514	573	622	592	516
Fatality	5	5	9	4	9	5	6

*Data obtained from SPS RMS Jan 13, 2026, numbers may differ from provincial SGI numbers.



When serious or fatal collisions occur, members of the Traffic Unit Collision Analyst Team with the SPS lead detailed reconstruction efforts to determine the sequence of events and contributing factors. Their work supports both investigative and judicial processes by providing clear, evidence-based analysis of how and why a collision occurred.

The Collision Analyst Unit is comprised of highly trained officers responsible for investigating serious injury and fatal crashes. Members apply specialized technical skills to document scenes, collect and preserve evidence, conduct measurements, and produce accurate reconstructions to assist investigators, courts, and families in understanding the circumstances of a collision.

To maintain this expertise, officers receive ongoing advanced training in physics, mathematics, forensic photography, mapping and surveying technologies, drone operations, and 3-D modelling and animation. Team members also complete specialized instruction focused on complex collision types, including incidents involving motorcycles, pedestrians, and commercial vehicles.

Through this combination of technical skill, continual training, and investigative precision, the Collision Analyst Unit plays a critical role in advancing road safety, accountability, and public confidence following the most serious traffic events.

Traffic Tickets

City-wide, SPS issued the following ticket types in Saskatoon.

Categories

Ticket Type	2020	2021	2022	2023	2024	2025	2020-2024 5-Year Avg
Traffic Safety Act (minus speeding)	8,618	8,895	7,630	9,583	8,725	8,694	8,690
Provincial Vehicle Equipment Regulations (VER)	1,588	1,587	867	1,884	1,970	1,786	1,579
Other Provincial	222	645	562	629	419	416	495
Other Municipal Traffic Bylaws	301	333	211	253	244	176	268
Speeding (Municipal and Prov)	6,947	8,602	7,609	4,426	3,764	3,995	6,270
Possess, Consume, Distribute Cannabis in Vehicle	52	34	19	57	55	24	43

In 2025, members of the Traffic Unit remained the primary drivers of roadway enforcement efforts for the SPS, issuing just over three-quarters of all traffic violation tickets across the Service. This reflects the Unit’s focused mandate and sustained presence addressing high-risk driving behaviors and vehicle safety concerns throughout the city.

Vehicle Equipment Regulation (VER) enforcement continued to be an important component of proactive safety work. The most common violations included illegal window tint (sunscreens), damaged windshields, and defective or inadequate mufflers, fenders, or mud flaps, issues that can impact visibility, vehicle integrity, and overall road safety.

Speed enforcement remained a key priority:

- 43 drivers were recorded exceeding the speed limit by more than 50 km/h
- 120 drivers were recorded exceeding the speed limit by 35–50 km/h

Excessive speed continues to be a leading contributor to serious injury collisions. Targeted enforcement and visible patrols help deter dangerous driving behaviors and reinforce safe travel for all road users.

Distracted Driving Tickets

	2020	2021	2022	2023	2024	2025	2020-2024 5-Year Avg
Distracted Driving Violations	1,686	1,624	1,472	2,585	1,785	1,693	1,830
TSA Drive Without Due Care/Attention	356	307	224	291	298	327	295
TSA Driver - Cell Phone	1,330	1,317	1,248	2,294	1,487	1,366	1,535



Other Noteworthy Offences

These are some of the most common offences in accordance to number of tickets given out by SPS in 2025.

Other Noteworthy Violations	2020	2021	2022	2023	2024	2025	2020-2024 5-Year Avg
Seatbelt	667	751	669	1054	761	811	780
Unregistered Vehicle	1111	4	847	1284	1124	784	874
Drive Disqualified or Suspended	806	784	1112	804	771	753	855
Disobey Lights	642	729	583	613	611	613	636
Disobey Stop Sign	724	797	429	331	315	545	519
Fail to Yield	318	404	352	359	463	512	379
Unauthorized Plates	108	160	111	100	289	463	154
Fail to Hold License	473	494	263	274	330	387	367
U-Turn at Light	301	306	289	365	471	373	346
Learner Driver Unaccompanied	297	294	184	210	171	279	231
Fail to Produce Licence	295	284	115	254	280	245	246
Speeding- School Zone	962	1701	800	134	45	177	728
Fail to Remain	167	97	94	128	189	153	135
Follow Too Close	78	121	85	166	133	150	117

Criminal Code Traffic Violations

	2020	2021	2022	2023	2024	2025	2020-2024 5 Year Avg
Criminal Code Traffic Violations	720	784	744	635	629	727	702
Dangerous Operation of Motor Vehicle	250	274	278	285	277	278	273
Impaired Operation of Motor Vehicle	350	395	354	252	247	331	320
Other Criminal Code Traffic	120	115	112	98	105	118	110

Photo Speed Enforcement (PSE)

PSE totals, including on Circle Drive and in school/playground zones throughout the city.

	2020	2021	2022	2023	2024	2025	2020- 2024 5 Year Avg
Circle Drive in Saskatoon	25,361	17,552	20,147	24,284	29,605	25,169	23,390
Saskatoon School Zones	5,964	9,410	10,963	20,440	25,665	39,802	14,488
Total	31,325	26,962	31,110	44,724	55,270	64,971	37,878

*SGI Data- Above numbers are violations, a violation may not result in the issuance of a ticket



Red Light Camera Program

The City of Saskatoon administers the Red-Light Camera program. SPS provides a member to review and approve the violations.

	2021	2022	2023	2024	2025
In Province	13,672	13,924	14,512	14,827	14,533
Out of Province	554	762	1,044	1,110	441
Total	14,226	14,686	15,556	15,937	14,974

2025 Total Tickets Issued by Traffic Section	
Total Tickets (Warning Only)	1,541
Total Tickets -Status Issued only	11,917
<i>*Data taken from SPS RMS on Jan 27, 2026</i>	

Operational Focus

Traffic enforcement efforts continue to prioritize behaviors that present the greatest risk of serious injury and fatal collisions. Guided by national best practices identified by the Canadian Council of Motor Transport Administrators, these high-risk offences, commonly referred to as the “Big Four”, form the foundation of targeted enforcement and education strategies:

1. **Distracted Driving** – including cellphone use and in-vehicle distractions
2. **Aggressive Driving** – including speeding and hazardous driving behaviors
3. **Passenger Restraints** – failure to properly use seatbelts or child restraints
4. **Impaired Driving** – alcohol and drug impairment

By concentrating resources on these areas, the SPS Traffic Unit aims to reduce preventable collisions, improve compliance, and protect all road users.

This approach directly supports the Service’s strategic direction as outlined in the 2025 SPS Business Plan under **Strategic Outcome 2.1 – Safer roads in our community**, including:

- **Initiative 2.1.1:** Enhance traffic enforcement efforts to reduce dangerous driving
- **Initiative 2.1.2:** Implement a data-driven approach to traffic safety, combining education and enforcement to promote safer roads

Together, focused enforcement, evidence-based deployment, and ongoing public education ensure that efforts are aligned with both community risk trends and national road safety standards.

Traffic Unit Staffing and Initiatives

Traffic Unit 2025 Staffing:

The SPS Traffic Unit is staffed by one Staff Sergeant, two Sergeants, and sixteen Traffic Enforcement Constables, supported by specialized positions including two Collision Analyst/Reconstructionist Constables, two Hit and Run Investigators, one Automated Speed Enforcement Constable, and one Red Light Camera Constable.

Together, this team provides a balanced combination of frontline enforcement, specialized investigations, and technology-supported safety initiatives. In 2025, the Unit experienced staffing pressures related to several unfilled vacancies due to operational and personnel factors, which required members to adapt and prioritize resources to maintain service delivery and meet community safety demands.



Training, development, and special project opportunities in 2025:

Traffic Unit members continued to prioritize professional development and community education throughout the year, strengthening both operational expertise and preventative outreach efforts.

Members completed specialized training to enhance enforcement capabilities and investigative quality, including Impaired Driving Investigation, Senior Constable Development, Light Vehicle and Trailer Inspection, Seatbelt Installation, Approved Screening Device operation, Standard Field Sobriety Testing, Oral Fluid Drug Screening, and Drug Recognition Expert (DRE) certification. These courses ensure officers remain current with evolving legislation, technology, and best practices in traffic safety and impaired driving enforcement.

In addition to operational training, members supported a number of community-based education initiatives. Officers delivered presentations for the SGI PARTY (Preventing Alcohol and Risk-Related Trauma in Youth) program, the Cultural COPS Cadet program, impaired driving awareness sessions, and the Lunch & Learn Patrol re-orientation program. These engagements reinforce the Traffic Unit's commitment to prevention, education, and building positive relationships with youth, partners, and fellow members.

Together, these efforts reflect a balanced approach that combines enforcement, professional growth, and proactive education to improve safety outcomes across the community.

Selective Traffic Enforcement Program (STEP):

On May 20 and 21, the SPS Traffic Unit hosted the 2025 edition of the Selective Traffic Enforcement Program (STEP), a coordinated two-day initiative focused on enhancing roadway safety through education, prevention, and targeted enforcement. The project brought together multiple partner agencies to address key traffic safety priorities, including vehicle equipment compliance, child car seat inspections, commercial vehicle safety, and high-risk driving behaviors.

Throughout the initiative, officers identified and addressed a range of safety concerns:

- Four vehicles were impounded after drivers were found to be impaired by cocaine or cannabis.

- Of 44 commercial vehicles inspected, 16 required further mechanical or regulatory assessment, and 15 were deemed unsafe and removed from service.
- Ninety-eight drivers were ticketed for distracted driving, most commonly for cell phone use.
- Additional enforcement included excessive speeding violations, with one vehicle recorded travelling 111 km/h in a 60 km/h zone, and one arrest made on an outstanding warrant.

Over the course of STEP 2025, officers issued 345 violation tickets and 114 warnings.

This collaborative initiative highlights the Traffic Unit's proactive approach to road safety, combining education, compliance checks, and enforcement to reduce preventable collisions and ensure Saskatoon's roadways remain safe for all users.

University of Saskatchewan (U of S) Cannabis Research Project:

In March of this year, two members of the SPS Traffic Unit, a Sergeant and a Constable, participated in a three-month research partnership with the U of S to support evidence-based approaches to drug-impaired driving enforcement.

The study, funded by Transport Canada and the Canadian Automobile Association, examined impairment thresholds following the oral consumption of a controlled dose of tetrahydrocannabinol (THC), with the goal of improving scientific understanding of when impairment may affect a person's ability to operate a vehicle safely.

SPS Drug Recognition Experts (DREs) played an active role throughout the project, contributing operational expertise and practical policing insight. Members supported the development of the study framework, presented to the University's research ethics board, collaborated with subject matter experts, and conducted standardized impairment evaluations with study participants.

This partnership reflects the Service's commitment to collaboration with academic and national partners to strengthen road safety through research, evidence-based practices, and professional expertise.

Special Duty Facilitation:

In addition to their regular enforcement responsibilities, members of the Traffic Unit played a key role in supporting community safety through the planning, coordination, and execution of 51 extra duty events in 2025.

These assignments required detailed operational planning and inter-agency collaboration to ensure the safe and orderly movement of the public, participants, and emergency services. Support included traffic control, operational plan development, and on-site management for parades, marches, rallies, demonstrations, community events, and dignitary escorts.

Through this work, the Traffic Unit helped maintain public safety, minimize disruption, and ensure that large-scale events across the city were conducted safely and efficiently.

Traffic Stop Profiles

On March 16, 2025, members of the Traffic Unit conducted a targeted traffic enforcement initiative in the area of Circle Drive and Circle Place to address high-risk driving behaviors and enhance roadway safety.

During the operation, officers observed a red Ford Explorer travelling at a speed significantly above the posted limit. After being directed to stop, the driver abruptly entered a nearby parking lot and attempted to evade responsibility by switching seats with a passenger while the vehicle was still in motion.

Officers determined the 36-year-old male driver was impaired by methamphetamine. He was arrested and charged with Impaired Driving, Prohibited Operation of a Motor Vehicle, Obstruction, Dangerous Driving, and Possession of Methamphetamine. The vehicle was seized for 60 days in accordance with provincial legislation.

This enforcement action reflects the Traffic Unit’s continued focus on proactive, targeted initiatives to identify impaired drivers and reduce the risk they pose to the community.

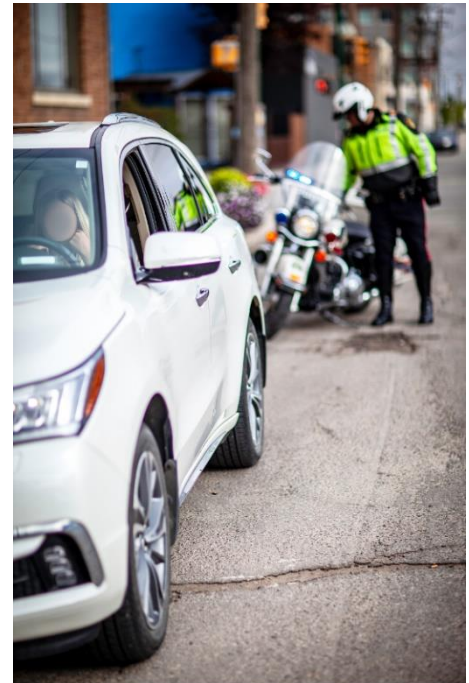
In addition to this incident, Traffic Unit members issued 37 violation tickets during the two-hour enforcement project for a range of infractions, including speeding, seatbelt non-compliance, distracted driving, and vehicle equipment violations.

Proactive traffic enforcement remains an important public safety strategy. Stops initiated for common offences such as speeding or seatbelt violations frequently lead to the detection of more serious criminal activity, including the possession of drugs or weapons, stolen property, and the identification of individuals with outstanding warrants.

On July 6, 2025, a Traffic Unit member observed a group of six motorcyclists travelling together on McOrmond Drive at extreme speeds, with radar confirming speeds up to 162 km/h in a posted 60 km/h zone. Through timely assessment and decisive action, the member safely conducted traffic stops on all six riders.

Each rider was charged with exceeding the speed limit by more than 50 km/h and racing. All motorcycles were seized and impounded, and each driver’s license was suspended in accordance with provincial legislation.

This behavior demonstrated a significant disregard for the safety of both the riders and the public in a busy, high-traffic area. Excessive speeds, whether on two wheels or four, substantially increase the likelihood of serious injury or fatal outcomes. These enforcement efforts reflect the Traffic Unit’s continued commitment to reducing high-risk driving behaviors and protecting the safety of all road users.



Traffic Tickets by Neighbourhood

Neighbourhood			
Adelaide/Churchill	16	Lakeview	79
Agpro Industrial	4	Lakewood Suburban Centre	223
Agriplace	32	Lawson Heights	93
Airport Business Area	312	Lawson Heights Suburban Centre	127
Airport MA	10	Marquis Industrial	107
Arbor Creek	51	Massey Place	67
Aspen Ridge	92	Mayfair	54
Avalon	66	Meadowgreen	77
Blairmore Development Area	8	Montgomery Place	20
Blairmore Suburban Centre	238	Mount Royal	239

Brevoort Park	195
Briarwood	36
Brighton	295
Buena Vista	163
Caswell Hill	288
Central Business District	969
Central Industrial	178
City Park	245
CN Industrial	41
CN Yards MA	0
College Park	110
College Park East	365
Confederation Park	94
Confederation Suburban Centre	157
Corman Park	0
Diefenbaker MA	0
Dundonald	91
Eastview	31
Elk Point	3
Erindale	46
Evergreen	137
Exhibition	59
Fairhaven	75
Forest Grove	125
Gordie Howe MA	2
Greystone Heights	290
Grosvenor Park	42
Hampton Village	30
Haultain	80
Hillcrest Management Area	95
Holiday Park	16
Holliston	317
Holmwood Development Area	8
Hudson Bay Industrial	206
Hudson Bay Park	67
Kelsey Woodlawn	154
Kensington	93
King George	20
Lakeridge	46

North Development Area	0
North Industrial	803
North Park	10
NorthWest Development Area	0
Not Coded	0
Nutana	163
Nutana Park	42
Nutana Suburban Centre	54
Pacific Heights	42
Parkridge	69
Pleasant Hill	348
Queen Elizabeth	25
Richmond Heights	2
River Heights	61
Riversdale	213
Rosewood	102
S.E. Development Area	5
SaskPower MA	34
Silverspring	126
Silverwood Heights	76
South Development Area	23
South West Industrial	102
SouthWest Development Area	11
Stonebridge	135
Sutherland	126
Sutherland Industrial	51
The Willows	2
U of S Lands North MA	193
U of S Lands South MA	24
U of S MA	163
University Heights Development Area	518
University Heights Suburban Centre	110
Varsity View	128
West Industrial	17
Westmount	110
Westview	38
Wildwood	407
Willowgrove	18
Other	3,666
Total	15,101