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Highlights

This report provides an update on Strathcona County's progress towards meeting the targets of the Traffic Safety Strategic Plan 2020 (TSSP). To-date, nine of 13 strategies outlined in the TSSP have been developed and implemented.

Overall, there has been a decreasing trend in the rate of collisions within Strathcona County between 2010 and 2019.

When broken out by collision types (all roads in Strathcona County):

➢ The rate of property damage only (PDO) collisions has been decreasing since 2015.
➢ The rate of minor injury collisions fluctuates slightly each year with a slowly increasing trend over time.
➢ The rate of major injury collisions rose in 2015-2017 but dropped in 2018 and remained low in 2019.

These trends are more marked when County owned roads are separated out (excluding provincial highways), with 2019 reporting the lowest major injury collision rate in at least 10 years.

For 2020/21 the current priority projects for traffic safety in Strathcona County are:

➢ Engage consultants to complete updates of both our Traffic Safety Strategic Plan (TSSP) and the Integrated Transportation Master Plan (ITMP).
➢ Continue to better align resources towards evidence-based, data driven engineering, enforcement, and education initiatives to improve traffic safety.
➢ Complete the Sherwood Drive intersections redesign project within Centre in the Park
➢ Implement the Traffic Safety Education Program 2020
➢ Continue to complete actions identified in our Intersection Safety Action Plan.
➢ Collaborate with internal departments to create and implement a comprehensive Distracted Driving Strategy in 2021.
➢ Complete development and start implementation of a Rural Road Safety Strategy in alignment with the Sustainable Rural Roads Master Plan update.
➢ Maintain and grow strategies which have been implemented to date.

Table of Contents

I.   Introduction

The Traffic Safety Strategic Plan 2020 (TSSP), adopted in 2014, serves as an internal guiding document for decision-making related to traffic safety. This report will provide an update on Strathcona County's progress towards meeting the targets of the TSSP.

This document summarizes information and statistics and identifies trends based on information and statistics from the *2019 Strathcona County Traffic Collision Statistics Report.*

This report will also highlight current and upcoming traffic safety initiatives in Strathcona County.

A. Background

The TSSP 2020 is based on a safer system approach:

Vision: *No one is seriously injured or killed while travelling on Strathcona County's road network*

Mission: *Strathcona County is committed to the proactive implementation of integrated, evidence-based, and collaborative road safety strategies to create an increasingly safe and sustainable transportation environment.*

The TSSP 2020 outlines 13 strategies to address traffic safety in Strathcona County:

Implemented and Ongoing Strategies	Planned Strategies (Implement in 2014)	Short-Term Strategies (Implement by 2017)	Long-Term Strategies (Implement by 2020)
• Strategy 1: Traffic Safety Data Collection, Analysis and Management Program	• Strategy 5: In-Service Road Safety Review Program	• Strategy 7: Road Safety Audit Program	• Strategy 11: MARD/Older Adults Traffic Safety Strategy
• Strategy 2: Road Network Screening Program	• Strategy 6: Neighbourhood Traffic Safety Strategy	• Strategy 8: Intersection Safety Strategy	• Strategy 12: Safe Vehicles Strategy
• Strategy 3: Integrated Safety-Focused Enforcement Program		• Strategy 9: Rural Road Safety Strategy	• Strategy 13: Corporate Traffic Safety Strategy
• Strategy 4: Integrated Public Education and Social Marketing Program		• Strategy 10: Work Zone Safety Strategy	

B. What is a safe system?

The implementation of a safe system is how we can achieve our vision of zero fatalities or serious injuries on Strathcona County's road network.

Figure 1: Summary of a safe system approach

People Make Mistakes
The price of a mistake should not be death or serious injury

Crashes WILL occur

Human body has a limited tolerance of violent forces

$$Energy_{Kinetic}= \frac{1}{2} Mass \times Velocity^2$$

Build forgivingness into road system
Manage road infrastructure, vehicles and speeds to reduce crash energies to levels that can be tolerated by the human body

In every situation a person might fail, the road system should not

Under a safe system:

➢ death and major injury on roads are unacceptable rather than inevitable outcomes of road transport;
➢ responsibility for road safety is shared between road users, designers and regulators;
➢ road safety decisions are data-driven and collaborative;
➢ efficiency is not prioritized over safety;
➢ speeds are managed and roads designed to keep potential collision forces within levels that can be tolerated by the human body; and
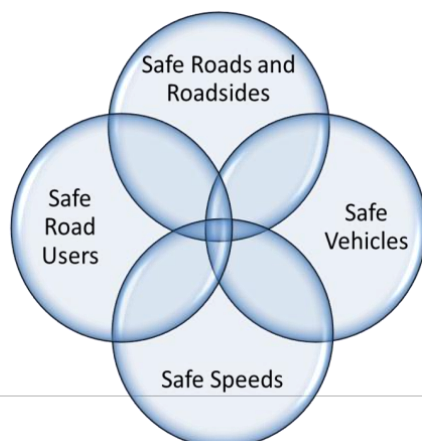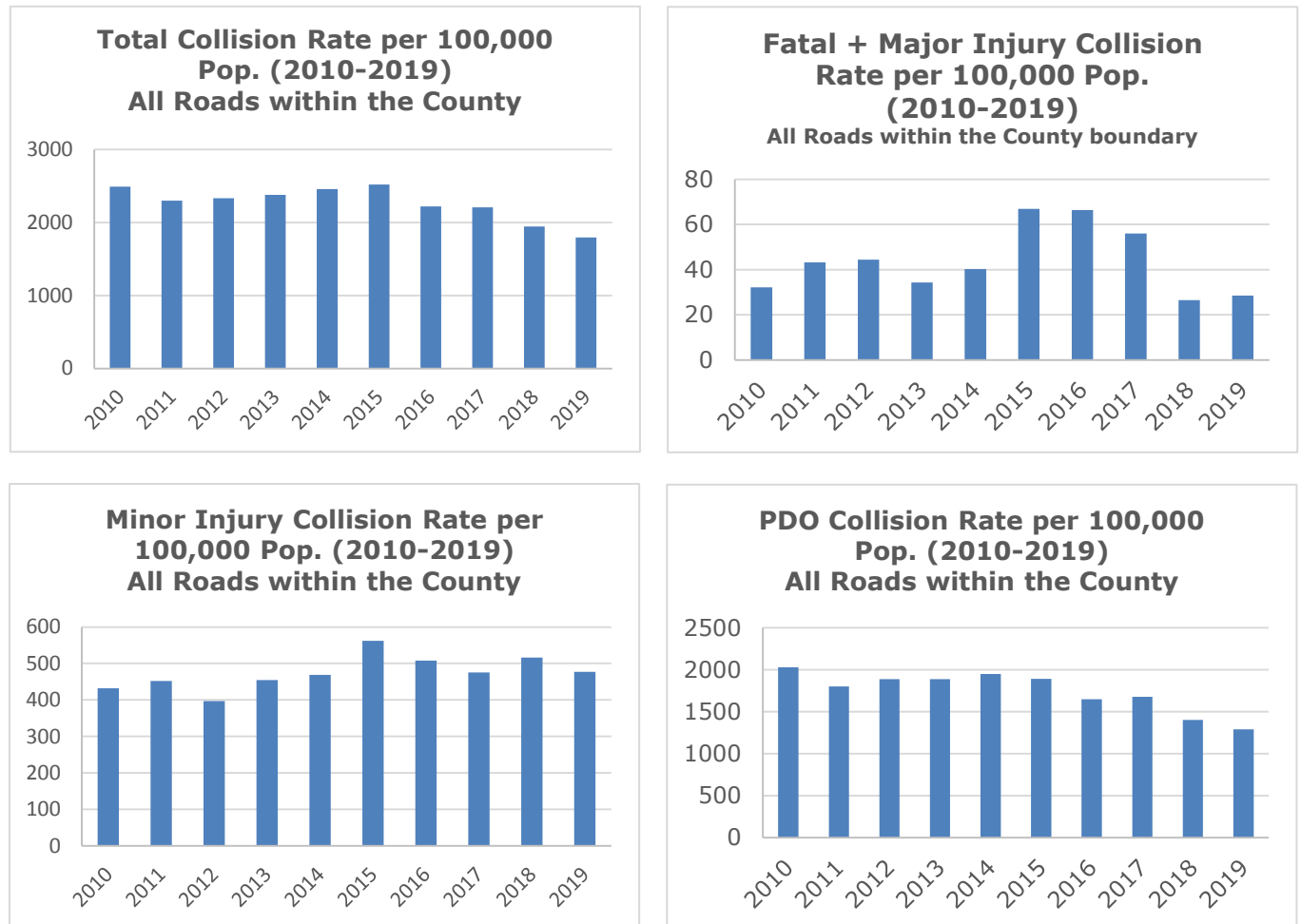➢ traffic collisions are predictable and preventable.

Safe Roads and Roadsides

Safe Road Users

Safe Vehicles

Safe Speeds

Figure 2: Four pillars of the Safe System Approach

II. Current state of traffic safety in Strathcona County

Collision trends

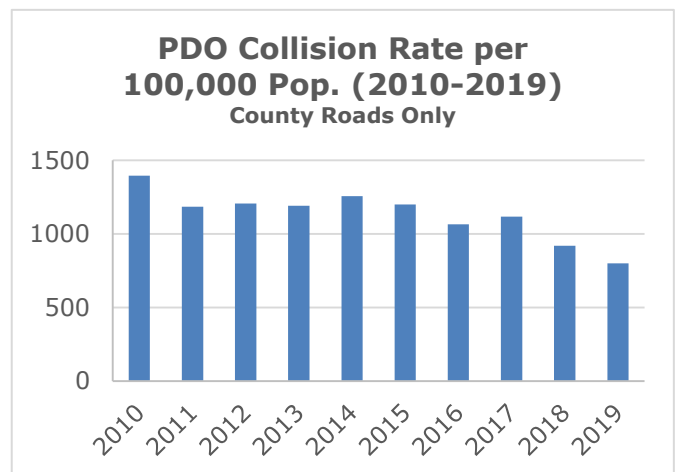Based on historical collision data several trends can be identified.

The information presented in this report is based upon reportable incidents at the time of printing. Due to continuing police investigations, some numbers presented in this report may be subject to revision.

All roads within Strathcona County boundaries:

- ➢ Overall, there has been a decreasing trend in the rate of collisions within Strathcona County between 2010 and 2019.
- ➢ When broken out by collision types:
  - o The rate of property damage only (PDO) collisions has been decreasing since 2015.
  - o The rate of minor injury collisions fluctuates slightly each year with a slowly increasing trend over time.

o The rate of major injury collisions rose in 2015-2017 but dropped in 2018 and remained low in 2019. These trends are more marked when County owned roads are separated out (excluding provincial highways), with 2019 reporting the lowest major injury collision rate in at least 10 years.

Total Collision Rate per 100,000 Pop. (2010-2019)
County Roads Only

Fatal + Major Injury Collision Rate per 100,000 Pop. (2010-2019)
County Roads Only

Minor Injury Collision Rate per 100,000 Pop. (2010-2019)
County Roads Only

PDO Collision Rate per 100,000 Pop. (2010-2019)
County Roads Only
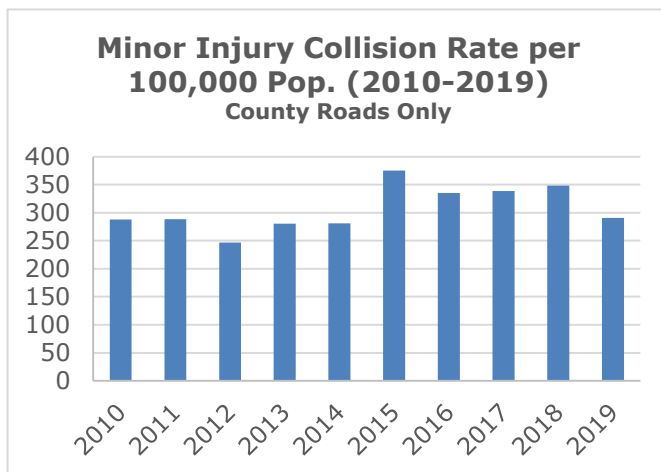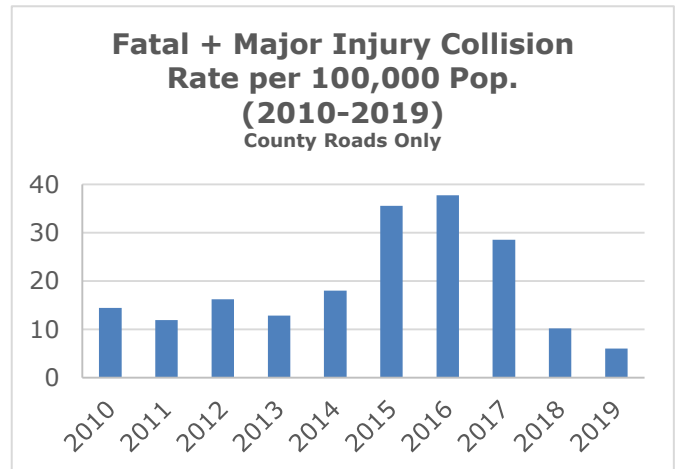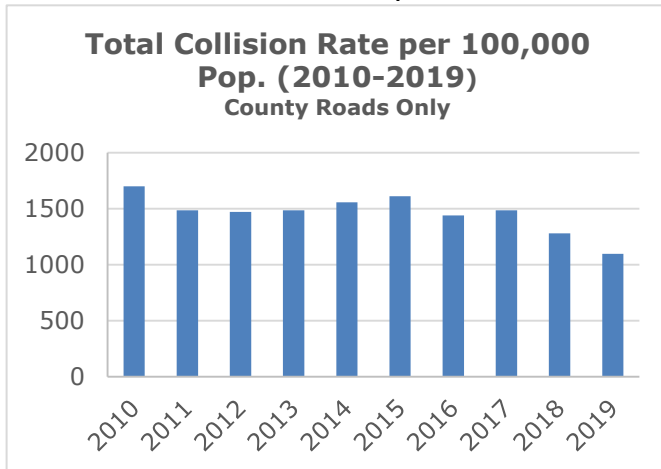
Deeper analysis of collisions (see *2018 & 2019 Strathcona County Traffic Collision Statistics Reports* for more detail) on County owned roads reveal:

➢ On County owned roads, the frequency of fatal and major injury collisions has declined consistently over the last five years in the urban area, accounting for the majority of the collision reduction. Fatal and major injury collisions in the rural area have also started to decrease over the last three years.

➢ Minor injury collisions have remained relatively constant over the last five years in the rural area. Minor injury collisions in the urban area were reduced in 2019 compared to last four years.

➢ Most fatal collisions in Strathcona County happen on provincial highways. In 2019, six out of the seven fatal collisions occurred on highways.

- All five of the highest frequency locations for collisions in Strathcona County over the past ten years are showing strong downward collision trends. These reductions are contributing significantly to improved collision statistics in 2018 and 2019.
- No pedestrian was killed or sustained a major injury on any public road in Strathcona County in 2018 or 2019.
- Collisions causing fatalities and major injury collisions in Strathcona County happen on non-residential roads. For example, 59 of the 60 people who died in collisions in Strathcona County died because of a collision on a non-residential public road. Similarly, 431 of the 449 people sustaining a major injury in a collision, sustained this injury during a collision that occurred on a non-residential public road.
- Traffic safety in Strathcona County neighbourhoods is excellent and continues to improve, with no fatal or major injury collisions taking place on residential roads in 2017, 2018 or 2019.
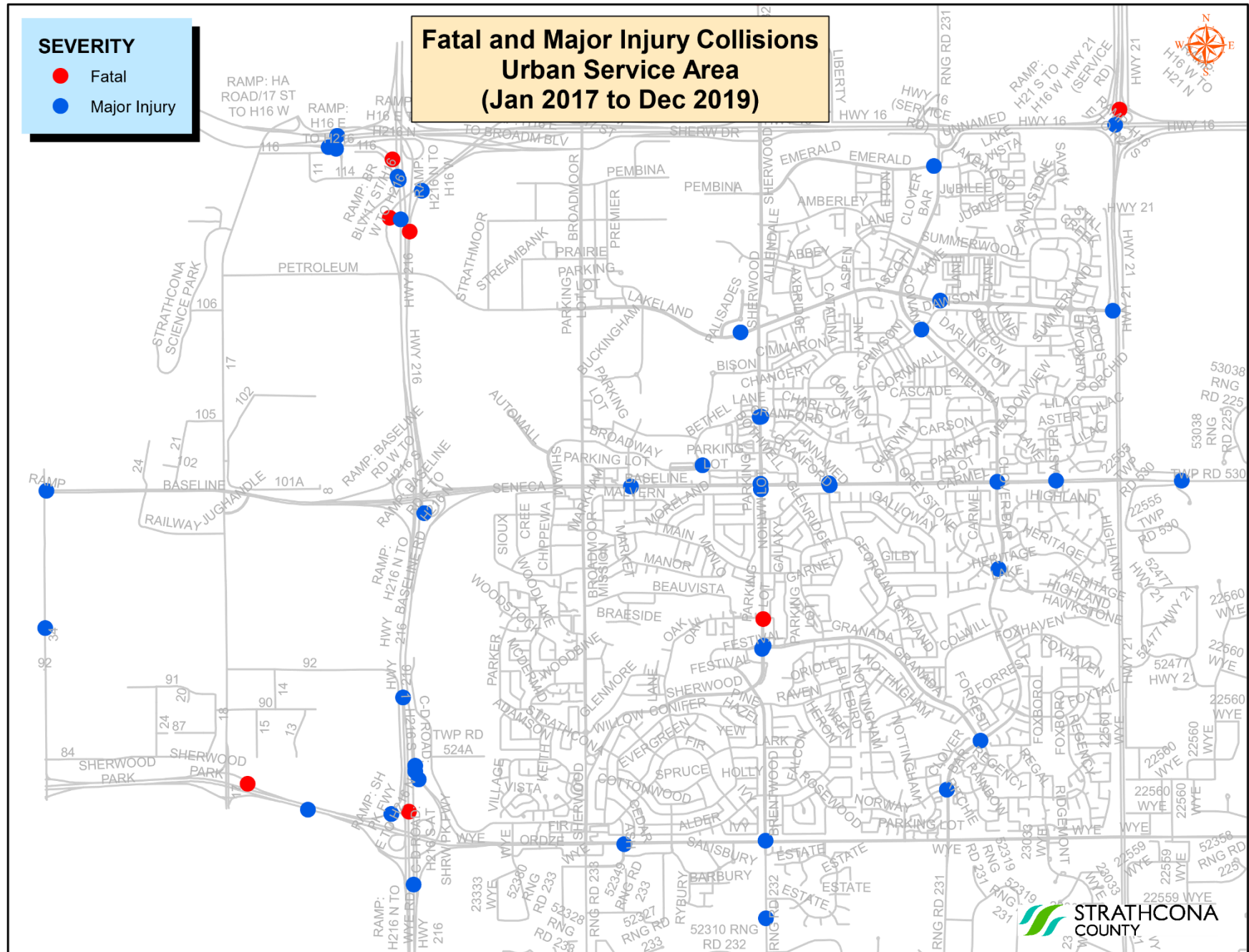
The following map illustrates the locations of fatal and major injury collisions in the urban areas of Strathcona County from 2017-2019.

Fatal and Major Injury Collisions
Urban Service Area
(Jan 2017 to Dec 2019)

SEVERITY
● Fatal
● Major Injury

STRATHCONA
COUNTY

III. Targets and results

A. Traffic collision data

Strathcona County's TSSP 2020 sets out the following target for roads that are owned and maintained by Strathcona County:

> *The average annual rate of combined fatal and major injury collisions per 100,000 population from 2018 to 2020 will be reduced by 15 percent compared to the average rate from 2011 to 2013. The average number of fatal and major injury collisions from 2018 to 2020 will be reduced by 15 percent compared to the average number of collisions from 2011 to 2013.*

Table 1: Average Annual Rate and Frequency of Combined Fatal and Major Injury Collisions per 100,000 population on County Owned Roads

Years	Average annual collision rate (combined fatal and major injury collisions)	Average annual frequency of fatal and major injury collisions
2011-2013	13.53	12.71
2012-2014	15.69	14.67
2013-2015	22.13	21.00
2014-2016	30.43	29.33
2015-2017	33.94	33.00
2016-2018	25.47	25.00
2017-2019	14.90	14.67
TSSP Target 2018-2020	*11.50*	*10.80*

While the 2019 annual collision rate for combined fatal and major injury collisions is 6.0, the high number of serious collisions experienced in 2017 is keeping the average annual frequency well above the TSSP target. If the 2020 collision rate remains low, the proposed TSSP targets may be realized.

For provincial highways in Strathcona County, the TSSP sets out the following target:

> *For Provincial Highways in Strathcona County: work cooperatively with Alberta Transportation staff to improve traffic safety and help meet provincial safety targets.*

Strathcona County continues to work closely with the province and supports them in all safety initiatives.

B. Resident perceptions of traffic safety

Strathcona County recognizes that resident perceptions are also an important outcome in traffic safety. With regards to resident perceptions of traffic safety, the TSSP 2020 sets out the following targets:

15% increase in those rating traffic safety in Strathcona County as "Very Safe" or "Somewhat Safe", and those who "Strongly Agree" or "Somewhat Agree" that Strathcona County is always working to improve traffic safety.

Table 2: TSSP 2020 targets for resident perception outcomes

Base condition 2013 Resident Survey		Target 2020 Resident Survey	
Percent of residents rating traffic safety in Strathcona County as safe	Percent of residents who agree that Strathcona County is working to improve road safety	Percent of residents rating traffic safety in Strathcona County as safe	Percent of residents who agree that Strathcona County is working to improve road safety
77.0%	67.6%	88.5%	77.7%

Table 3: Resident perceptions of traffic safety measurement (2015-2019)

Measurement Method	Percent of residents rating traffic safety in Strathcona County as safe	Percent of residents who agree that Strathcona County is working to improve road safety
2013 Combined Random telephone (n=500) and online (n=399)	77.0%	67.6%
2015 Combined Random telephone (n=500) and online (n=450)	76.6%	63.6%
2018 Online Survey (n=1246)	79.1%	63.8%
2019 Strathcona County Online Opinion Panel (n=431)	90.3%	87.7%*

*Note: no neutral option was given for this survey, while other surveys used a 5-point Likert scale

Public engagement in Strathcona County has been evolving quickly over the last five years, and the resulting differences in survey methodology make comparisons of resident perceptions of traffic safety impossible. As Strathcona County shifts to more online methods, samples cannot be considered statistically representative of

the entire County. However, results do suggest that a strong majority of Strathcona County residents feel positively about traffic safety in our community.

IV. Traffic safety strategies and programs

To date, nine of 12 strategies outlined in the TSSP are developed and implemented.

Strategy 1: Traffic safety data collection, analysis and management program

Strathcona County's Traffic Crash Location System (TCLS) has been implemented and forms the basis for all crash data analysis in Strathcona County. Information available in TCLS lags approximately three months from the time of collision due to collision investigations completed by police.

Strathcona County has now fully transitioned to the new provincial e-collision reporting system. Data from e-collision is received electronically and provides information much faster than the manual entry system formerly used. This allows more responsiveness to safety concerns on the road network.

Data quality continues to be a challenge. Transportation Planning and Engineering continues to work with the RCMP and Enforcement Services to improve data sharing and to ensure e-collision data is cleaned and reported as accurately as possible.

Strategy 2: Road network screening program

One of the fundamental tenets of the Safe System approach is making evidence-based decisions to improve road safety. Our Traffic Safety Engineer screens both the rural and urban County-owned networks to identify and rank specific sites where programs or infrastructure improvements have the potential to reduce the number of crashes.

In addition to mining collision data, the Transportation and Agriculture Services and Transportation Planning and Engineering Departments work together to collect and analyze traffic data on our road network, including speed and volume studies, pedestrian crossing warrants, traffic control warrants (signals, stop signs) and noise studies.

The information collected through collision data and traffic studies (supplemented by best practice research) drives traffic safety and management decisions in Strathcona County, such as rural road classification, and appropriate locations for the addition of intersection safety devices, stop signs or traffic signals.

In 2019, traffic studies were undertaken in the Urban Service Area **161**

327 In 2019, traffic studies were undertaken in the Rural Service Area

Strategy 3: Integrated safety-focused enforcement program

In 2019, Strathcona County's Integrated Traffic Unit (ITU) was composed of 28 dedicated traffic officers. The ITU is increasingly data driven. The ITU works with its engineering partners and a RCMP data analyst to identify high risk locations and behaviours for enforcement efforts.

28 Dedicated traffic officers

The ITU focuses enforcement efforts on major roadways and rural roads, as the severity and likelihood of injuries and fatalities is greatest at these locations. Alcohol and drug related impaired driving continues to be a Provincial and National priority.

As speed strongly influences the severity of injuries sustained by the occupants, police members enforce prescribed speed limits in areas of concern identified during past patrols through speed data and resident complaints. Intersection-related offences continue to be a priority for enforcement, as over half of our serious injury and fatal collisions occurred at intersections.

Generally, traffic enforcement is well-supported by the residents of Strathcona County.

Figure 6: Level of agreement with "traffic enforcement in Strathcona County makes our roads safer" (2019 SCOOP Survey, n=431)
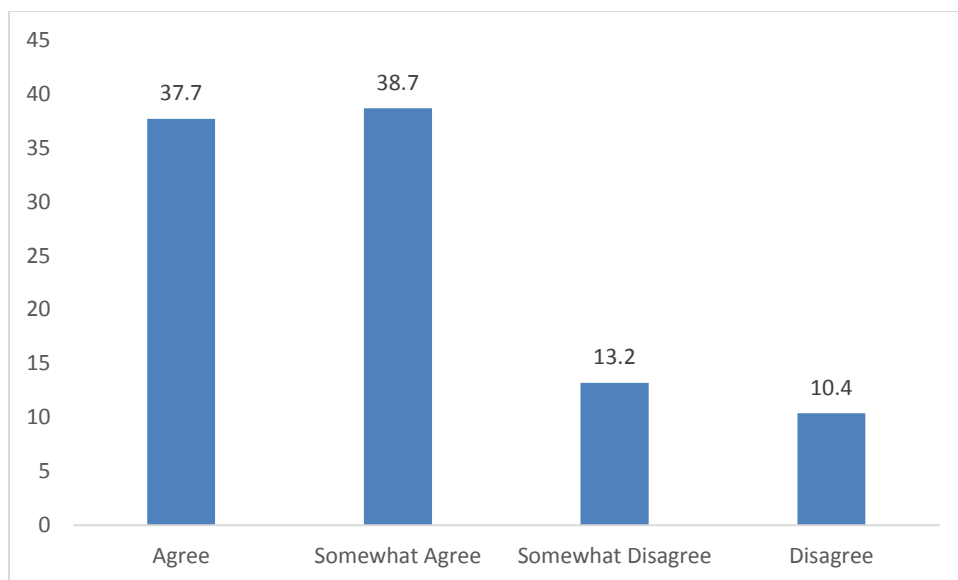
In 2019, 27,104 traffic violations were issued in Strathcona County.

During traffic stops in 2018, police apprehended:

159 *suspended drivers:*

218 Unsafe commercial vehicles taken out of service

819 *impaired operation of a motor vehicle investigations initiated.*

Community Peace Officers (CPOs) are recognized as leaders in the province in commercial vehicle safety assessments. This work is particularly valuable in our community due to the significant amount of commercial vehicle traffic. Officers conduct patrols to protect Strathcona County's infrastructure as well as protecting the public from unsafe commercial vehicles.

In 2019, CPOs conducted 409 commercial vehicle inspections, resulting in 218 unsafe vehicles being taken out of service and identifying another 102 vehicles which needed attention. In 2019, three out of seven fatal collisions involved a commercial vehicle.

Strategy 4: Integrated public education and social marketing program

Strathcona County continues to use public education and social marketing to support specific traffic-related engineering and enforcement initiatives and address specific education gaps. Strathcona County also has several Community Peace Officers who tweet about traffic safety on a regular basis.
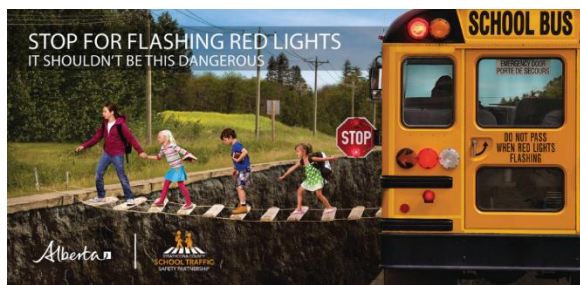
Strathcona County distributed over 500 personal pedestrian safety lights during the Christmas in the Country and Christmas in the Heartland events to educate residents about pedestrian visibility. Through the School Traffic Safety Partnership, Strathcona County participated in the "Red flashing...No passing" campaign to increase driver compliance with stopping for school buses loading and unloading in the rural areas. Through this campaign seven permanent 4'x8' signs were posted in rural Strathcona County and postcards were mailed to all rural residents. Four school buses were also equipped with stop arm cameras to capture "fly-by" violations and submit them to the police.

We are continuing to look for fresh and innovative ways to educate around traffic safety. We continue to partner with Community Action on Residential Traffic Safety (CARTS) to support them to distribute their messages about residential speeding, as their grassroots campaigns resonate with residents and are more engaging than traditional messaging. In the fall of 2019, Strathcona County helped CARTS to distribute their lawn signs, which encouraged residents to slow down in our neighbourhoods.

The Rural Speeding Option 4 initiative undertaken with the RCMP and Enforcement Services in October 2019 was very well received. Option 4 is an alternate option from the existing three options listed on the back of a violation notice. Recipients of the ticket are given the option to attend an information session in lieu of paying the fine received. The sessions provided us with 90 minutes to talk directly with known offenders about traffic safety in our community. In total, 183 people attended four Option 4 presentations in 2019. All Option 4 initiatives to date have given us the opportunity to engage 846 residents in a discussion about traffic safety in our community.

76% of participants in the Rural Speeding Option 4 said their driving behaviour will change as a result of attending the session.

Research found drivers who attended our 2017 Option 4 sessions were 44% less likely to have a subsequent traffic violation in the next year than those who opted not to attend.

The RCMP and Enforcement Services continued to partner with the Strathcona County Citizens on Patrol Speed (SCCOPS) Watch program in 2019. Speed Watch educates the public to watch their speed, particularly in residential areas; they also provide valuable information back to Enforcement Services. In addition to recording and reporting vehicle speeds using a driver feedback speed monitor, Speed Watch volunteers observe and record rolling stops at intersections in the immediate area of operations, hand-held cell phone use, texting, pet(s) on driver's lap, personal grooming, eating food, tinted front windows, covered license plates, noisy mufflers, and "thumbs up" acknowledgements. This information is used to inform resident inquiries and to identify locations which may benefit from traffic enforcement. Processes have been developed to improve data sharing between Strathcona County RCMP and Enforcement Services and SCCOPS in 2020.

Driver feedback signs are also used to educate drivers regarding their travelling speed and to encourage them to drive within the speed limit. In 2019, signs were posted at 45 different locations across the urban and rural areas for an average of 3-4 weeks per location. Two additional permanent signs were also installed in Heritage Hills and Glen Allan, bringing the total number of permanent signs to five.

In collaboration with the Capital Region Intersection Safety Partnership, Strathcona County is working with a local physics teacher to create lesson plans for high school students that highlight the importance of speed in crash outcomes. In the future, we hope all students graduating high school in Strathcona County (and eventually the province) will have been exposed to and understand safe system concepts.

Strathcona County is working with the Traffic Safety Advisory Committee (TSAC) to develop a Traffic Safety Education Program Plan that is relevant and effective for our community. A 2020 plan has been developed to bridge to the update of our TSSP in 2021. For 2021, based on advice from the TSAC and growing concern in our community, a comprehensive distracted driving initiative is planned to be undertaken in 2021.

Strategy 5: In-Service road safety review program

In-Service Road Safety Reviews (ISRSRs) address the safety of all road users at crash prone or high-risk locations. Priority locations are highlighted for review through our network screening program but can also be identified based on a resident or Councilor concern/request. No full ISRSRs were undertaken in 2019, as the TSAT continued to work to implement recommendations from the seven intersections reviewed in 2018.

Strategy 6: Neighbourhood traffic safety strategy

Strathcona County continues to invest a great deal of resources in addressing resident concerns about neighbourhood traffic safety.

In May 2017, Council approved the Neighbourhood Traffic Safety Action Plan (NTSAP), which has now been fully implemented. The NTSAP has resulted in significant improvements in the way we engineer, educate, enforce, evaluate and engage with residents in our neighbourhoods.

While our neighbourhoods had an excellent safety record prior to the NTSAP's implementation, recent statistics suggest we are continuing to improve safety, with none of our fatal or major injury collisions happening on residential roads in 2017, 2018 or 2019.

Table 2: Residential collisions as a percentage of major injury and fatal collisions

	MAJOR INJURY CRASHES				
	2015	**2016**	**2017**	**2018**	**2019**
RESIDENTIAL	5.08%	11.66%	0.00%	0.00%	0.00%
ARTERIAL/HIGHWAYS	94.92%	88.34%	100%	100%	100%

Table 3: Fatal and major injury collisions by location, 2015-2018

	2015		**2016**		**2017**		**2018**		**2019**	
	FATAL	**MAJOR**	**FATAL**	**MAJOR**	**FATAL**	**MAJOR**	**FATAL**	**MAJOR**	**FATAL**	**MAJOR**
URBAN RESIDENTIAL	0	2	0	5	0	0	0	0	0	0
RURAL RESIDENTIAL	0	1	0	2	0	0	0	0	0	0
ARTERIAL	3	31	1	32	2	29	0	10	1	5
HIGHWAYS	2	25	4	21	4	20	5	11	6	16

Three collisions involving a cyclist were reported in residential areas of Strathcona County 2019. Two resulted in a minor injury to the cyclist, one of which was a child, seven years old. Another collision resulted in property damage only.

In 2019, six collisions involving a pedestrian resulted in minor injuries to pedestrians in residential areas; three pedestrians involved were minors (10, 13 and 17 years old) and one was a senior. Reduced speed limits on residential streets may reduce the frequency and severity of collisions involving pedestrians and cyclists.

Several traffic safety projects are continuing in residential neighbourhoods. Traffic calming features in Glen Allan continued to be added in 2019, with several curb extensions installed along Georgian Way. A Community Traffic Safety Review was undertaken in Heritage Hills in 2019 to prepare for the opening of the new school, with planned implementations for September 2020. Several pedestrian upgrades are planned for the neighbourhood and will be constructed prior to the school opening. As part of this project, a speed cushion and permanent driver feedback sign were installed on Highland Drive in 2019.

As a result of the NTSAP, pedestrian upgrades were installed on Fir Street at Our Lady of Perpetual Help School, Village Drive at Village Park and on Meadowview Drive/Lilac Terrace in 2019.

Pedestrian activated lights were also installed on Ridgemont Way at Ridgehaven Crescent.

Through the Strathcona County School Traffic Safety Partnership, we continue to engage with schools, parents and students to improve traffic safety at all schools.

Strategy 7: Road safety audit program

Road Safety Audits (RSAs) are safety-focused, multi-modal reviews conducted during the planning and design stages of new road or development projects.

In Strathcona County, road safety audits are now required at the design phase for any new arterial road. These audits are performed by independent consultants.

All new development in Strathcona County is reviewed by professional engineers in Transportation Planning and Engineering as well as experts in Planning and Development Services to ensure compliance with Strathcona County's Design and Construction Standards, as well as to identify any potential safety concern.

Strategy 8: Intersection safety

In 2017, Strathcona County completed an Intersection Safety Action Plan (ISAP) with the goal of identifying specific actions Strathcona County will take to increase intersection safety. Through 2019, Strathcona County continued to work to implement these important actions.
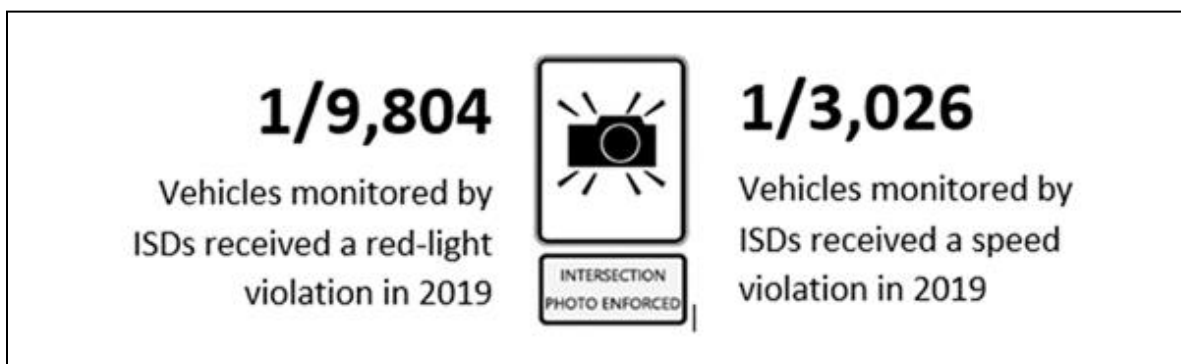
As a result of a 2018 ISRSR, Intersection Safety Devices (ISDs) were installed in 2019 at Sherwood Drive & Granada Boulevard (N/B, S/B). In 2020, remaining cameras will be installed at:

- Baseline Road & 17 Street (EB, NB and SB)
- Baseline Road and Jug Handle (WB)
- Sherwood Drive & Granada Boulevard (W/B)

The ISDs will enforce both speeding and red light violations (including failure to stop before turning right at red light) at both intersections.

The RCMP and Enforcement Services department manages the Intersection Safety Device (ISD) Program which now operates nine ISDs at eight intersections. In 2018, 37,225,898 vehicles were monitored by the cameras. Speed offenses were detected in 0.033% of vehicles and 0.010% of vehicles violated the red light.

A program has been developed for the installation of ISDs that improves transparency and accountability of their application that will facilitate the expansion of the ISD program.

1/9,804
Vehicles monitored by ISDs received a red-light violation in 2019

INTERSECTION PHOTO ENFORCED

1/3,026
Vehicles monitored by ISDs received a speed violation in 2019

There is extensive evidence that protected left hand turn signal phases improve intersection safety. At Wye Road and Sherwood Drive, there was an average 75% reduction in left-turn-across-path collisions after the implementation of protected left turn only phases with 100% reduction at several intersections. Safe system based left turn signal assessment warrant guidelines were developed in 2017. Protected only left turns are best practice wherever double left turn lanes exist. Strathcona County is on track to have all our intersections in compliance with left turn guidelines by the end of 2021.

In 2019, new signals became operational on Wye Road at Mitchell Street to ensure safe access/egress into the Salisbury Village development.

The use of yellow signal backboards with retro reflective tape is a countermeasure with the potential to give significant benefit with little cost. New intersections in Strathcona County incorporate retro reflective tape into the standard for installation, and a program has been developed to upgrade existing intersections with the annual maintenance program. In 2019, all signalized locations within the industrial areas and west of Anthony Henday Drive were upgraded with the yellow backboards.

Strathcona County pavement marking guidelines continue to be developed to ensure roadway markings are consistent across our municipality and reflect best practices. The new guidelines will improve and better clarify the right-of-way of conflicting movements at intersections. Strathcona County has added new strategies and techniques on designing pavement markings to address challenging geometry issue and unsafe driving behaviours. We have been implementing new pavement markings since 2019 and estimate it will take 20 years to bring the urban service area into compliance.

Three new sets of rapid rectangular flashing beacons (RRFBs) were added to improve pedestrian safety: Ridgemont Way at Ridgehaven Crescent, Emerald Drive at the hospital entrance/shopping centre access, and on Lakeland Drive at Axbridge Gate

Strathcona County has a well-established access management program to ensure that any access onto our rural roads meets well-defined design and construction standards to ensure that safety and drainage requirements are met.

In 2019, 135 new and existing rural access inspections were conducted by Transportation and Agriculture Services.

Strategy 10: Work zone safety strategy

Strathcona County has invested significant resources to improve work zone safety over the past four years. All work undertaken within a road right-of-way requires a Right-of-Way Construction Activity Permit (ROWCAP). Work that requires temporary traffic control (TTC) must include a TTC plan. Strathcona County created their Right-of-Way Construction Activity Manual with TTC templates in 2016 as a resource for those developing TTC plans and we are currently in the process of undertaking an update, scheduled to be completed in 2020.

Since 2018, ROWCAP processes have been updated and are now undertaken as an online application process through County Connect.

Our team has grown with a Supervisor (2017), dedicated Permit Officer (2018), and a Right-of-Way Activity Technologist (2018) augmented by an 8-month Seasonal Right-of-Way Activity Technologist, 8-month Seasonal Inspector, and a 6-month Co-op Summer Student.

We have also strengthened our relationships with both internal and external stakeholders; especially with Strathcona County Enforcement Services, who are committed to assist in the field with ROWCAP infractions and resident concerns regarding compliance.

In 2018, we rolled out improvements to our road use agreements to help protect our infrastructure. A Traffic Support Aide also works to safely move over-dimensional and over-weight commercial vehicles through Strathcona County in a way that is safe for other road users and our infrastructure.
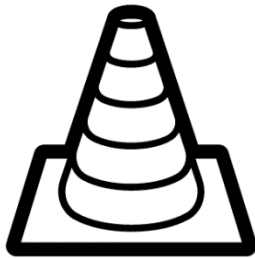
In 2019, the Right-of-Way Management branch of completed:

602 *Right-of-Way Construction Activity Permits (ROWCAPs);*

323 *ROWCAP Extensions / Revisions;*

95 *Road Use Agreements; and*

5912 *TRAVIS Permits (Over-Size/Over-Weight movements).*

V. Next steps

Based on the information presented in this document, the 2019 Collision Statistics Report, the RCMP and Enforcement Services 2019-2021 Traffic Plan and advice from the Traffic Safety Advisory Committee (TSAC), the priority projects for traffic safety in 2020/2021 are:

➢ Engage a consultant to complete an update of our Integrated Transportation Master Plan (ITMP) (2020), including the development of strategic-level performance measures and targets
➢ Engage a consultant to complete an update of our Traffic Safety Strategic Plan (TSSP) (2021).
➢ Continue to improve alignment of resources towards evidence-based, data driven engineering, enforcement, and education initiatives to improve traffic safety.
➢ Continue to complete actions identified in our Intersection Safety Action Plan.
  o continue to bring our signals into compliance with the protected left turn guidelines.
  o undertake ISRSRs at our worst performing intersections, with specific attention to the Wye Road and Sherwood Drive corridors.
➢ Build capacity to create and implement a comprehensive distracted driving strategy in 2021.
  o consider the feasibility of acquiring a driving simulator for the community.
  o advocate to the Alberta Solicitor General to request an exemption to Community Peace Officers for the use of inconspicuous traffic enforcement vehicles for the purpose of traffic enforcement to combat distracted driving.
➢ Implement the Traffic Safety Education Plan for 2020. Work with the TSAC to create a new plan that aligns with the new TSSP once completed.
➢ Sherwood Drive Corridor study and intersection redesign project within the Centre in the Park.
➢ Complete development and start implementation of a Rural Road Safety Strategy
  o Strathcona County is in the process of updating our Sustainable Rural Roads Master Plan. Work is being conducted in parallel to develop a Rural Road Safety Strategy as the plans are strongly interrelated.
➢ Maintain and grow strategies which have been implemented to date.