

# Traffic Safety Strategic Plan Update 2021

Priorities Committee Meeting  
July 13, 2021

Transportation Planning and Engineering (Ryan Anders)  
and  
Enforcement Services (Acting Inspector Vito Disciglio)

# Background

- traffic safety is an ongoing concern in our community
- 2005 - Traffic Safety Committee
- 2008 - Traffic Safety Strategic Plan (TSSP)
- 2014 - TSSP 2020
  - internal guiding document for decision-making related to traffic safety
- 2019 - Traffic Safety Advisory Committee

# TSSP 2020

## **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.*

# 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

$$\text{Energy}_{\text{Kinetic}} = \frac{1}{2} \text{ Mass} \times \text{Velocity}^2$$

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

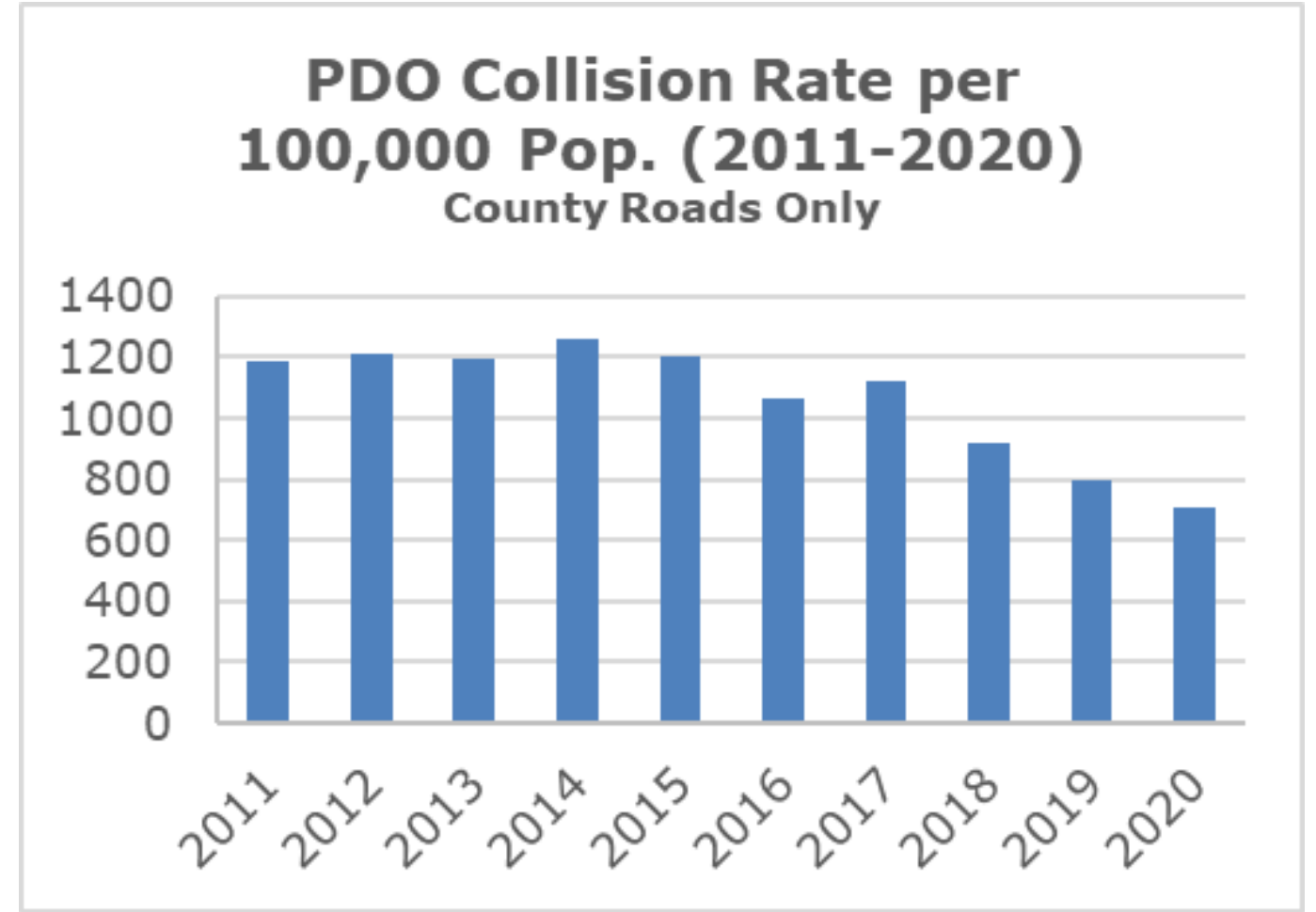
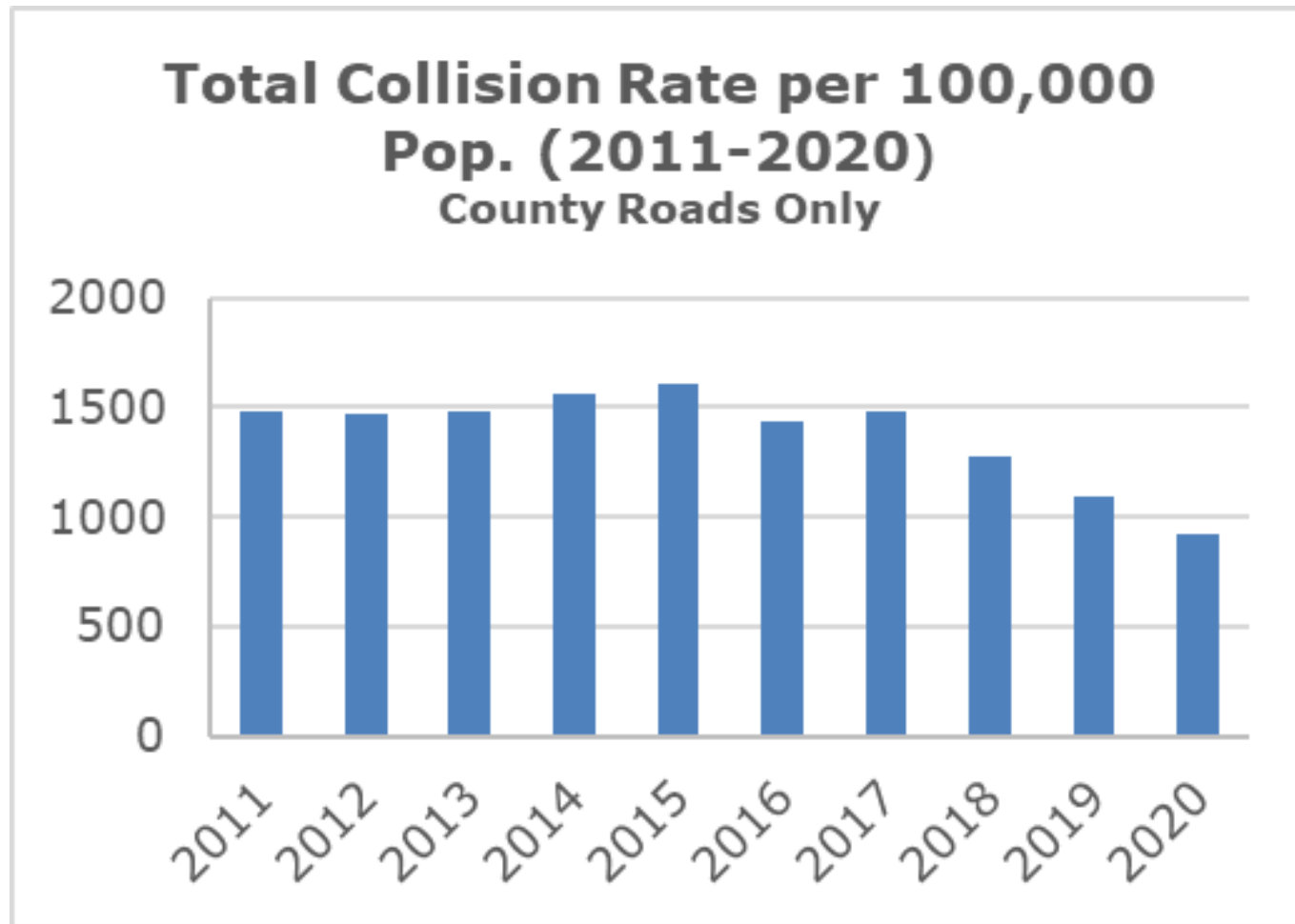
# TSSP 2020

Implemented and Ongoing Strategies	Planned Strategies (Implement in 2014)	Short-Term Strategies (Implement by 2017)	Long-Term Strategies (Implement by 2020)
<ul style="list-style-type: none"> <li>Strategy 1: Traffic Safety Data Collection, Analysis and Management Program</li> <li>Strategy 2: Road Network Screening Program</li> <li>Strategy 3: Integrated Safety-Focused Enforcement Program</li> <li>Strategy 4: Integrated Public Education and Social Marketing Program</li> </ul>	<ul style="list-style-type: none"> <li>Strategy 5: In-Service Road Safety Review Program</li> <li>Strategy 6: Neighbourhood Traffic Safety Strategy</li> </ul>	<ul style="list-style-type: none"> <li>Strategy 7: Road Safety Audit Program</li> <li>Strategy 8: Intersection Safety Strategy</li> <li>Strategy 9: Rural Road Safety Strategy</li> <li>Strategy 10: Work Zone Safety Strategy</li> </ul>	<ul style="list-style-type: none"> <li>Strategy 11: MARD/Older Adults Traffic Safety Strategy</li> <li>Strategy 12: Safe Vehicles Strategy</li> <li>Strategy 13: Corporate Traffic Safety Strategy</li> </ul>

# Targets

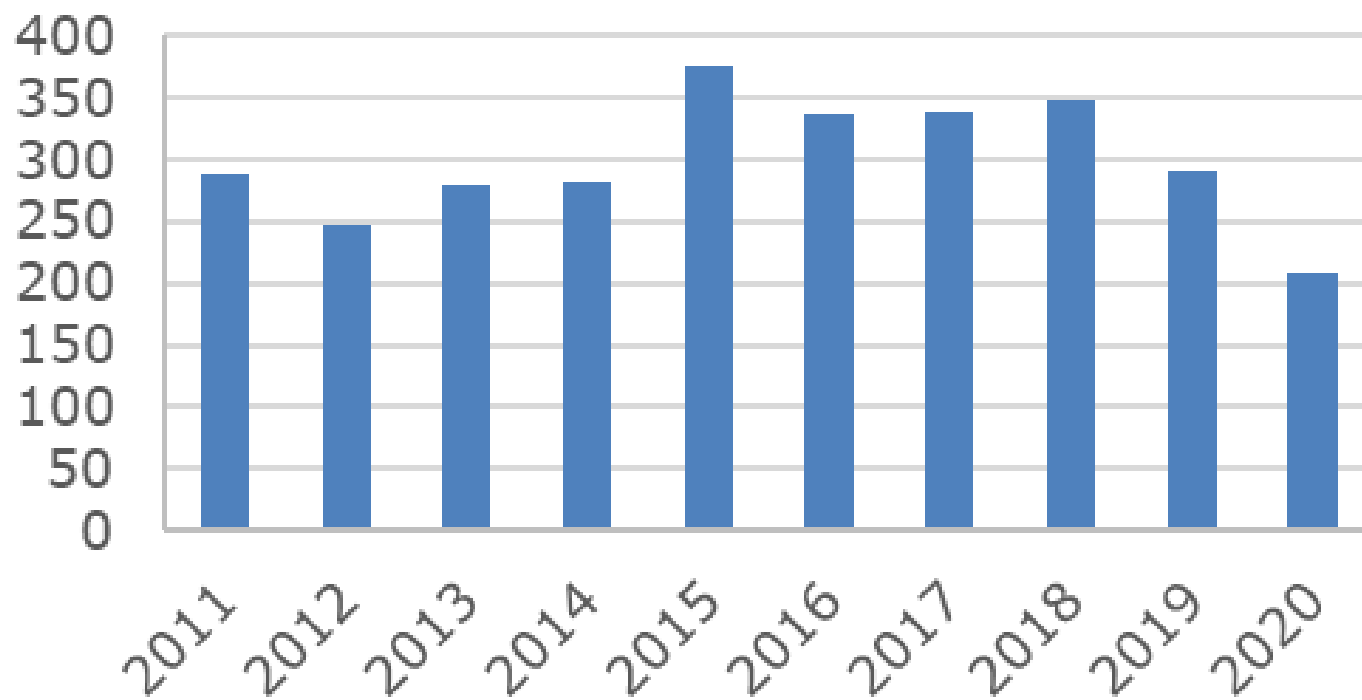
- for roads owned and maintained by Strathcona County:
  - the average annual rate of combined fatal and major injury collisions per 100,000 population from 2018 to 2020 will be reduced by 15% compared to the average rate from 2011 to 2013. The average number of fatal and major injury collisions from 2018 to 2020 will be reduced by 15% compared to the average number of collisions from 2011 to 2013.
- for Provincial Highways in the County:
  - work cooperatively with Alberta Transportation staff to improve traffic safety and help meet provincial safety targets.

# Collision trends

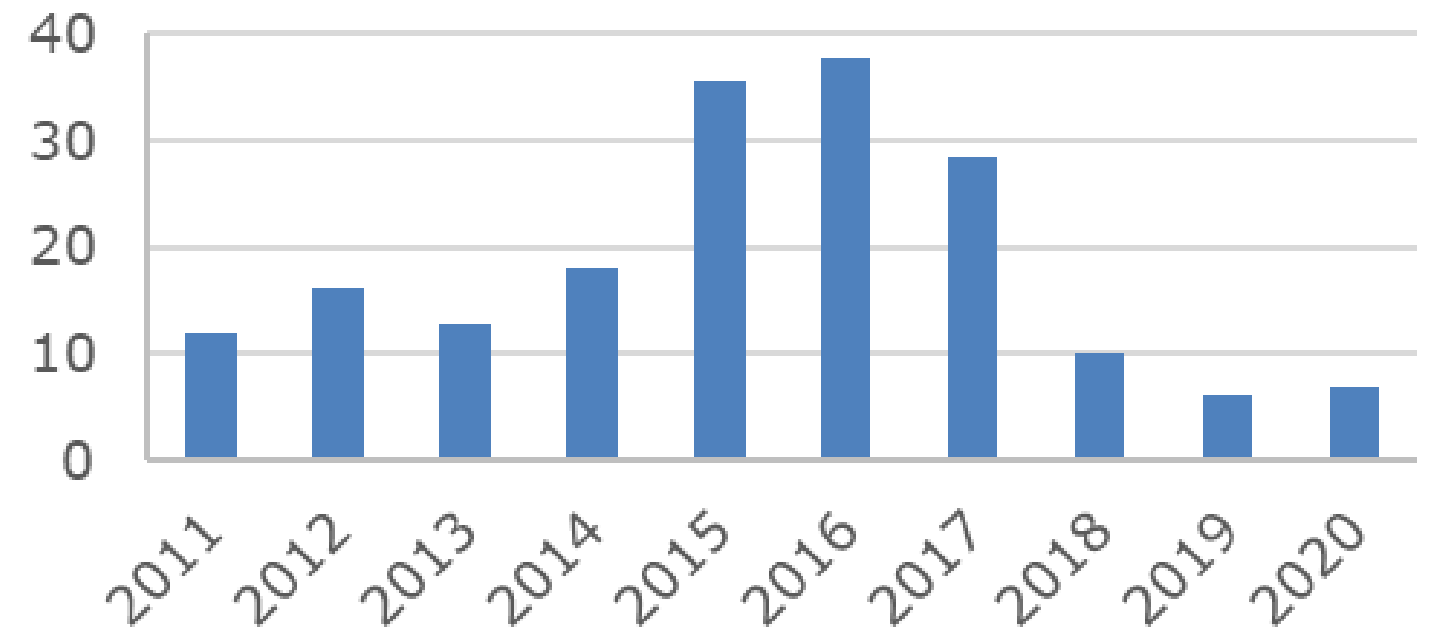


# Collision Trends

**Minor Injury Collision Rate per  
100,000 Pop. (2011-2020)**  
County Roads Only



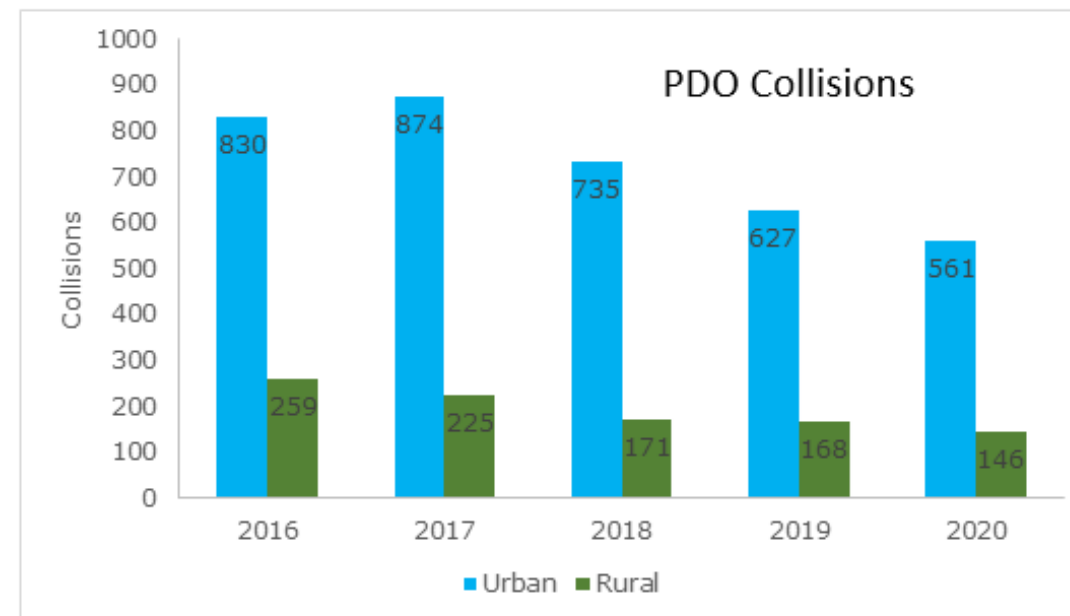
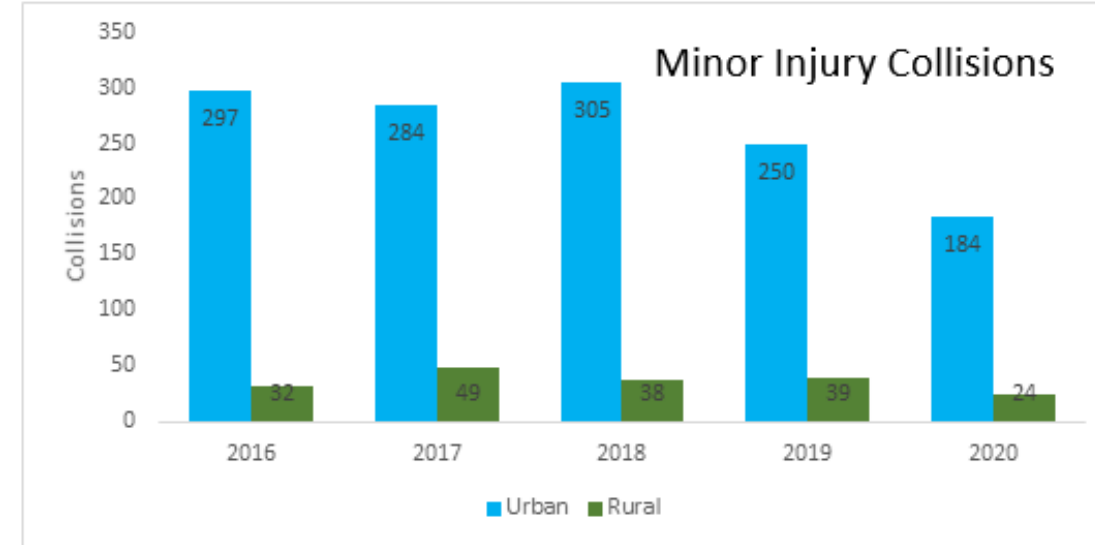
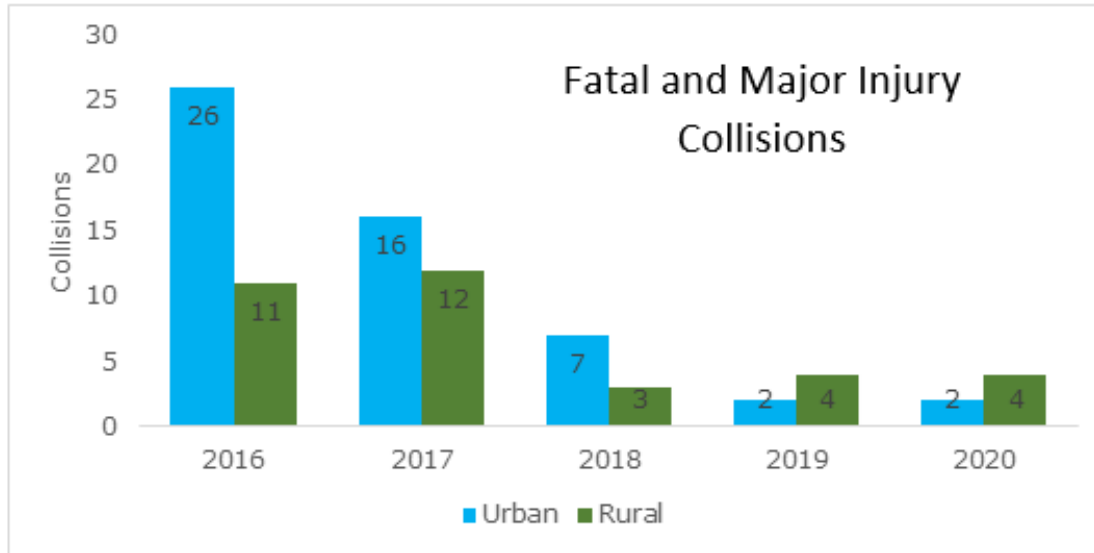
**Fatal + Major Injury Collision  
Rate per 100,000 Pop.  
(2011-2020)**  
County Roads Only





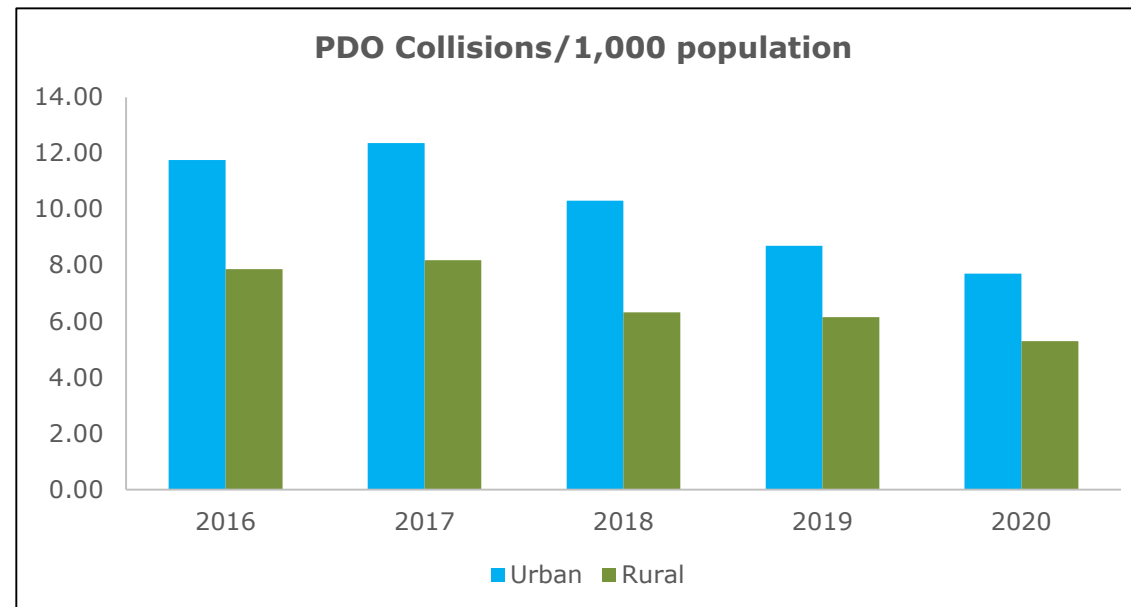
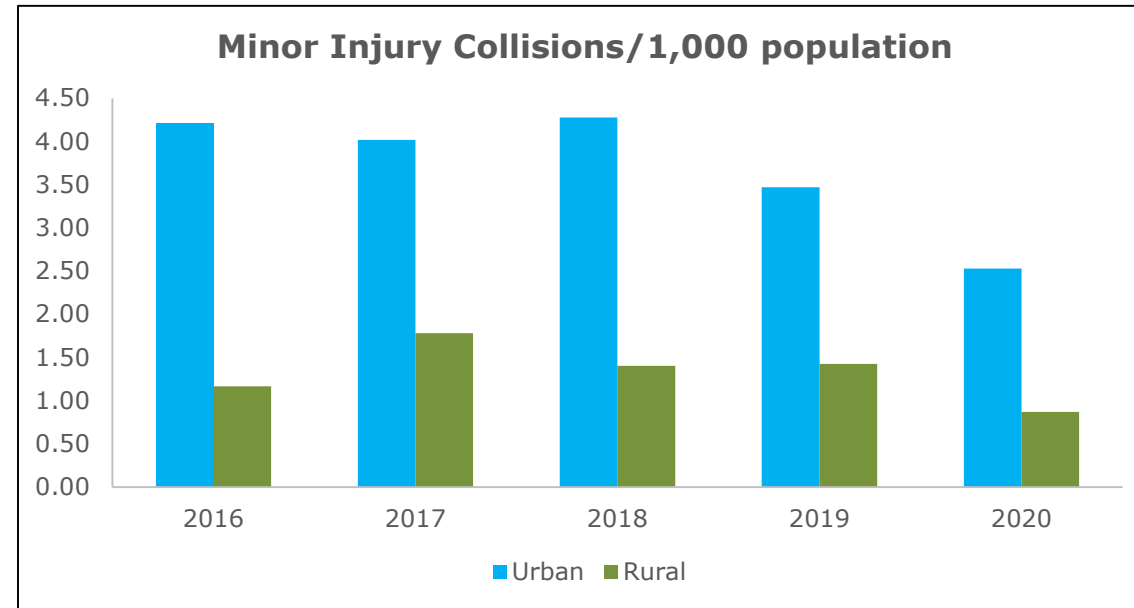
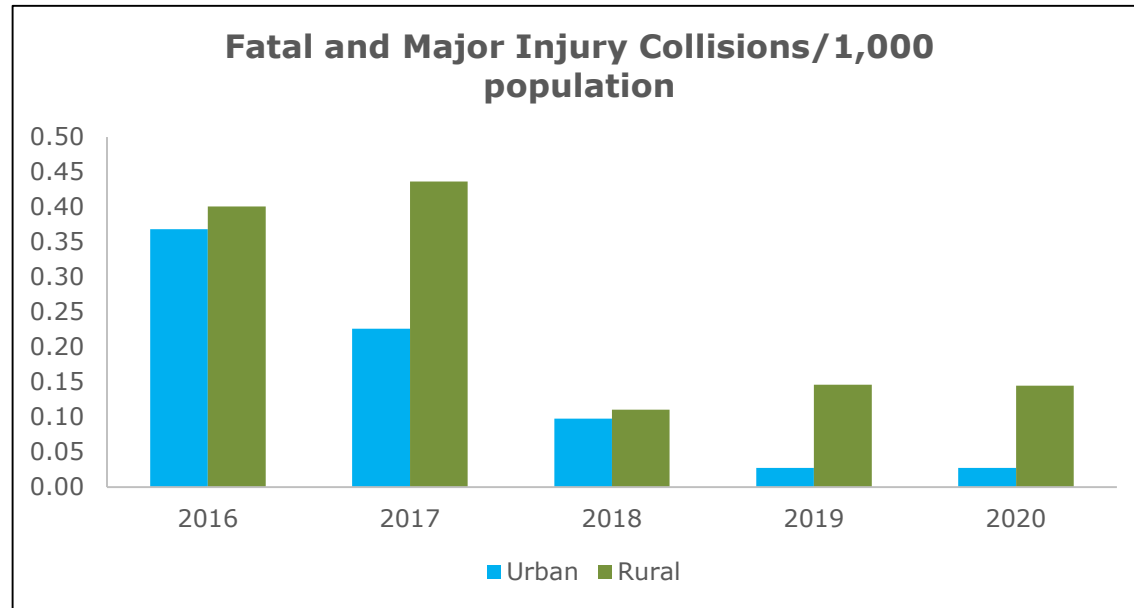
# Rural vs urban collision trends

## (County-Owned Roads)



# Rural vs urban collision trends

## (County-owned roads)



# Fatal/major collision statistics

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
<b>2011-2013</b>	13.53	12.71
<b>2012-2014</b>	15.69	14.67
<b>2013-2015</b>	22.13	21.00
<b>2014-2016</b>	30.43	29.33
<b>2015-2017</b>	33.94	33.00
<b>2016-2018</b>	25.47	25.00
<b>2017-2019</b>	14.90	14.67
<b>2018-2020</b>	<b>7.39</b>	<b>7.33</b>
<i>TSSP Target 2018-2020</i>	<b>11.50</b>	<b>10.80</b>

# Enforcement in 2020

During County traffic stops in 2020, CPO's encountered:

**36** suspended drivers;  
**90** drivers with no insurance;  
**208** drivers without a licence; and  
**8** impaired drivers.



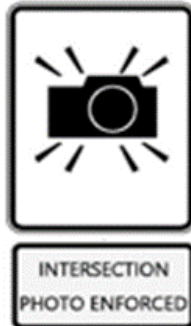
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Dedicated  
traffic  
officers

1/3,784

Vehicles monitored by  
ISDs received a red-light  
violation in 2020



1/792

Vehicles monitored by  
ISDs received a speed  
violation in 2020

188



Unsafe commercial  
vehicles taken out  
of service

# Initiatives to improve traffic safety

In 2020,  
traffic studies\* were  
undertaken in the  
Urban Service Area

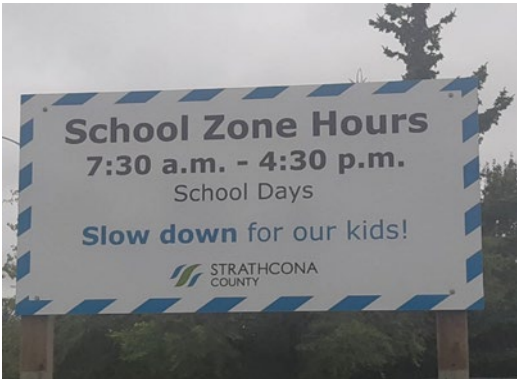
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633

In 2020,  
traffic studies\* were  
undertaken in the  
Rural Service Area

\*include speed, volume, noise, crosswalk/traffic control warrants



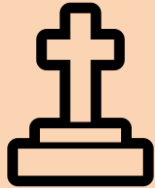
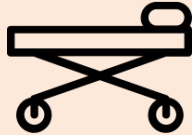
In 2020, the Right-of-Way Management branch of completed:

- 584 Right-of-Way Construction Activity Permits (ROWCAPs);
- 281 ROWCAP Extensions / Revisions;
- 96 Road Use Agreements; and
- 5751 TRAVIS Permits (Over-Size/Over-Weight movements).



# Priority traffic safety projects 2021/22

- complete the update of our Integrated Transportation Master Plan (ITMP) by Q1 2022 and begin implementation.
- continue to better align resources towards evidence-based, data driven engineering, enforcement, and education initiatives to improve traffic safety.

Residential Roads	(2011-2020)	Non-Residential Roads
1	 Fatal Injuries	64
17	 Major Injuries	400



# Priority traffic safety projects 2021/22

- implement the Traffic Safety Education Program
  - undertake a distracted driving campaign (as feasible with COVID-19 restrictions) in 2021
- continue to 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 (currently on hold due to COVID)

# Priority traffic safety projects 2021/22

- complete development and start implementation of a Rural Road Safety Strategy upon completion of Sustainable Rural Roads Master Plan update
- continue to complete actions identified in our Intersection Safety Action Plan, including a detailed evaluation of our Intersection Safety Device Program
- complete the Sherwood Drive intersections redesign project within Centre in the Park
- maintain and grow strategies which have been implemented to date



# Questions?