



# Neighbourhood Traffic Safety Action Plan

# 2016

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## Executive Summary

In Strathcona County, the majority of traffic safety concerns voiced by residents are related to neighbourhood traffic - primarily traffic speeds. The Neighbourhood Traffic Safety Action Plan recommends the following actions to address these concerns:

Action #1: Research the benefits and unintended consequences of a residential speed limit decrease, including the outcomes and implementation strategies of other jurisdictions who have implemented the practice.

Action #2: Develop a schedule for the collection of speed and volume data on residential collector roads to coincide with upcoming rehabilitation. Increase resources available to collect data in response to resident concerns (*link to Action #8*).

Action #3: Update the County's Traffic Calming Reference Manual to improve consistency, efficiency and delivery of this program.

Action #4: In conjunction with scheduled rehabilitation, upgrade pedestrian facilities at all Heritage Trail crossings, playgrounds, schools and key pedestrian corridors to include physical traffic calming features.

Action #5: In addition to Recommendation #4, implement traffic calming at all schools in conjunction with regularly-scheduled rehabilitation, as appropriate, to manage speeding and parking concerns.

Action #6: Remove unwarranted playground zones and replace with appropriate traffic calming features in conjunction with annual rehabilitation program.

Action #7: Develop and implement a stop sign strategy to ensure all residential intersections are appropriately signed to maximize compliance with warranted signs (*link to Intersection Safety Strategy*).

Action #8: Formalize communication between RCMP and Enforcement Services and Traffic Engineering and Safety regarding speed complaints and speed data collection.

Action #9: Consider alternative resourcing models to increase residential traffic enforcement.

Action #10: Expand the Driver Feedback Sign Program and explore new ways to use the signs to support speed management.

Action #11: Engage residents to develop new and innovative ways to get neighbourhoods involved in residential traffic safety.

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## **A. Introduction**

In Strathcona County, the majority of traffic safety concerns voiced by residents are related to neighbourhood traffic, primarily traffic speeds. In April 2013, Strathcona County adopted SER 009-040 Traffic Calming, and in January 2014, Strathcona County introduced its first Neighbourhood Traffic Safety Strategy. While there has been some success in the implementation of these two initiatives, resident concern with neighbourhood traffic safety has remained essentially unchanged.

The goal of this Neighbourhood Traffic Safety Action Plan is to improve safety and livability of Strathcona County's residential areas. The plan also aims to increase resident engagement in residential traffic safety.

This Neighbourhood Traffic Safety Action Plan 2016 will provide an overview of the current state of traffic safety in Strathcona County. It will outline current neighbourhood traffic safety initiatives in the County, identify priority areas for residential traffic management and recommend further actions to address neighbourhood traffic concerns.

### **I. Current state of neighbourhood traffic safety- engineering perspective**

Transportation and Agriculture Services regularly collects speed and volume data on residential roads in order to monitor the safety of the network. If no recent data is available for a location identified as an area of concern by a resident or an elected official, speed and volume data will be collected to investigate the concern.

Historically, residential speed data collected in Strathcona County usually indicates a very small percentage of drivers who drive at high speeds through neighbourhoods (>15 km/h above the posted limit). Increasingly, speed and volume data collected on residential roads in Strathcona County reveals that traffic is moving faster on residential roads. This is particularly true on urban collector roads that were built in the 80s and 90s, where design standards of the time resulted in the construction of roads that were overdesigned for the speed limit.

Newer neighbourhoods have been designed to lower speeds and often have traffic calming features already incorporated. These roads tend to have lower average and 85<sup>th</sup> percentile speeds than older roads.

### ***Residential Collision History***

Collision data in Strathcona County is regularly screened for the entire transportation network. In the last 10 years (January 1, 2005- December 31, 2014), there has been one fatal collision on a residential street. In the same timeframe, 68 fatal collisions occurred outside of residential neighbourhoods.

In the last 10 years (January 1, 2005- December 31, 2014), there have been 328 collisions in Strathcona County which resulted in a major injury(s). Twelve (4%) of these collisions occurred in a residential neighbourhood. Four involved motorcycles, two involved an impaired driver, and two involved a pedestrian.

### ***Pedestrian Collision History***

Many residential concerns received by Transportation and Agriculture Services and the RCMP and Enforcement Services are related to pedestrian safety. Specifically, residents often voice concerns that a child will be struck by a speeding vehicle.

In the last ten years (January 1, 2005- December 31, 2014), there were 113 collisions reported in Strathcona County involving pedestrians. Three of these were fatal, and 12 resulted in major injuries to the pedestrian requiring hospitalization. Twenty-three percent occurred in darkness.

Twenty five of the pedestrian collisions (22%) occurred in residential areas. Five of these collisions (4%) involved pedestrians less than 12 years of age. Another six involved teenaged pedestrians. All other pedestrians (14) involved in residential collisions were between the age of 20 and 64.

One residential pedestrian collision was fatal, and the victim was an adult. This collision involved a right hand drive service vehicle and speed was not involved. Four involved major injuries. Table 2 provides a breakdown of the driver actions involved in pedestrian collisions.

Table 2: Driver actions for pedestrian collisions in residential areas

<b>Driver action</b>	<b>Number of collisions</b>
Driving Properly	8
Back Unsafely	2
Fail to yield Right of Way	9
Ran off road	1
Other	1
Unknown	4
<b>Total Residential Pedestrian Collisions (January 1, 2005- December 31, 2014)</b>	<b>25</b>

### ***Bicycle Collision History***

In the last ten years (January 1, 2005- December 31, 2014), there were 115 collisions reported in Strathcona County involving cyclists. None of these were fatal, and 11 resulted in major injuries to the cyclist requiring hospitalization.

Thirty of 115 collisions involving a cyclist (26%) occurred in a residential area. One cyclist sustained a major injury. The majority of the collisions occurred at an intersection where the driver or cyclist committed a stop sign violation.

## **II. Current state of neighbourhood traffic safety- enforcement perspective**

The RCMP and Enforcement Services regularly receive residential speeding complaints. The Integrated Traffic Unit investigates all complaints. Patrols are conducted in the location of concern, and speed and volume data are obtained from Transportation and Agriculture Services. In locations where a speeding concern is validated, a Strategic Traffic Enforcement Plan (STEP) file is opened, and the location will be regularly patrolled until the problem is resolved. However, the frequency and intensity of speeding on residential roads is generally too low to warrant the formation of a STEP file.

Table 1: Strategic Traffic Enforcement Plan (STEP) files- January 2011- November 2013

<b>Year</b>	<b>Total # of STEP Files</b>	<b># of Residential</b>	<b># of School/Playground Zones</b>
2011	12	2	6
2012	78	9	9
2013	104	12	13

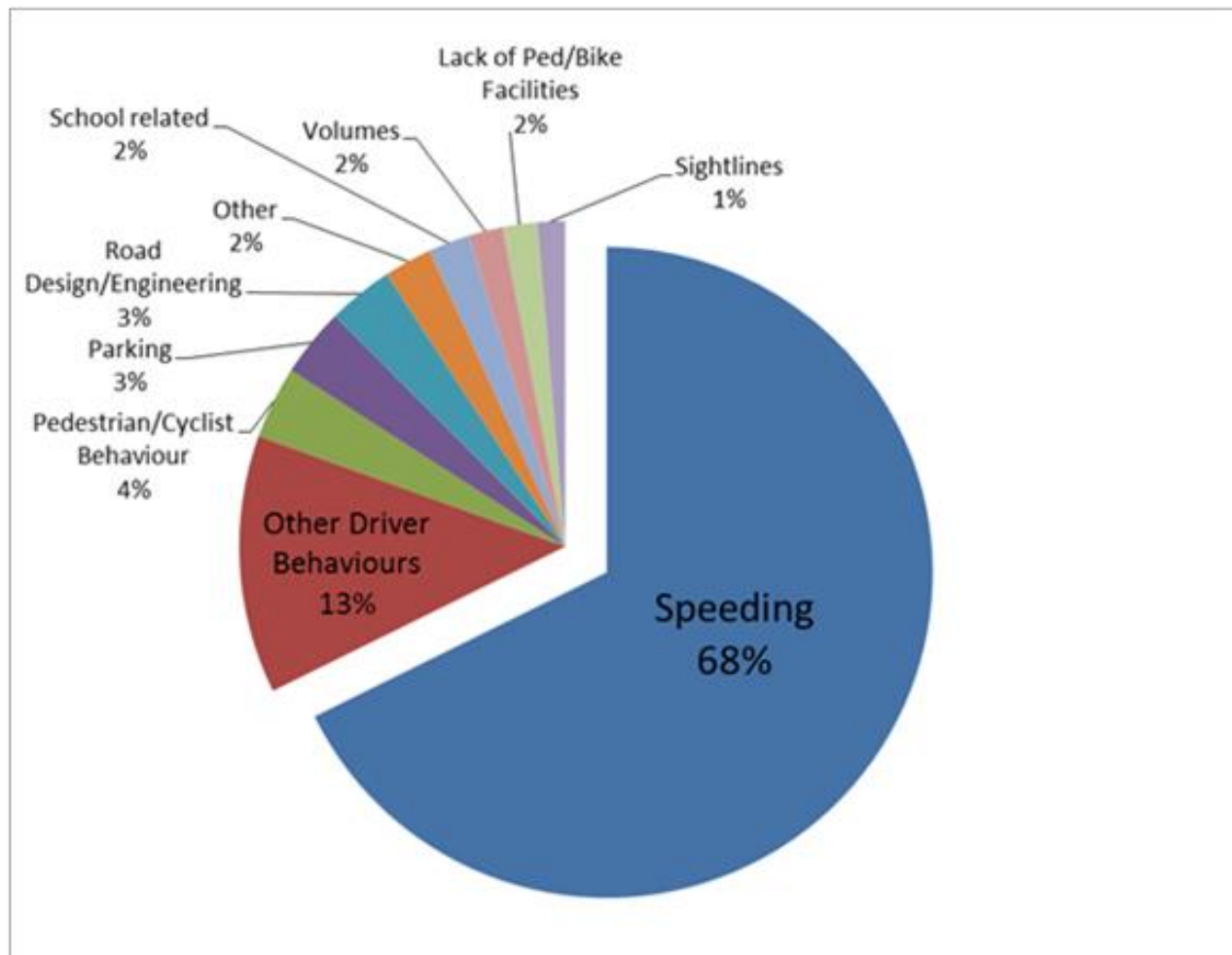
Between January 1, 2011 and November 30, 2013, 1484 speeding violations were issued in Strathcona County. 195 (13%) of these violations were issued in residential areas.

High demand for residential traffic enforcement creates a dilemma for the Integrated Traffic Unit (ITU). The ITU strives to be data-driven and safety focused, focusing their resources where speeding and other infractions are endemic, or where enforcement is warranted by collision history. This disconnect between resident demand and collision statistics is an ongoing resourcing challenge for the ITU, particularly under a manned enforcement only model.

## **III. Current state of neighbourhood traffic safety- resident perspective**

According to results of Strathcona County's Traffic Safety Survey (TSS), administered in both 2013 and 2015, the majority of residents in the County feel that traffic safety is a concern in their neighbourhood. This trend is strongest with urban residents with about 2/3 of residents agreeing with this statement. According to the 2013 TSS, speeding is perceived to be the number one safety issue on neighbourhood streets.

Figure 1: TSS results (2013): “What is your main concern (for those who agreed traffic safety is a concern in their neighbourhood?)”



Effectively all residents express that high level speeding has a significant negative impact on the safety and quality of life in their neighbourhood. In addition, a considerable number of residents express concern with vehicles driving at or just above 50 km/h. Low level speeding (<10 km/h above the posted speed limit) in neighbourhoods also generates a substantial number of complaints for the RCMP and Enforcement Services and the Office of Traffic Safety.

While residents in Strathcona County express a lot of concern in playground zones in our community, many are also frustrated with the lack of consistency of speed limits in our neighbourhoods, with many collector roads fluctuating between 50 km/h and 30 km/h. Other residents spoke to what they feel is inconsistency in the use of stop/yield signs in the community.

### III. Current research and trends in neighbourhood traffic safety

Pedestrian safety research supports resident concerns with both high and low level speeding on residential streets. Speed is considered to be one of the key risk factors for pedestrian traffic injury (WHO, 2013). It is also one of the most manageable risk factors through effective use of proven countermeasures.

Figure 2: Pedestrian/vehicle collision outcomes based on speeds



\* Adapted from Manitoba Public Insurance

According to Corben, D'Elia & Healy (2006), the risk of a fatal pedestrian crash is estimated to fall by around 75% when a driver chooses 40 km/h instead of 50 km/h.

As a result of this research and the adoption of Vision Zero/Safe System philosophies (as has been adopted in Strathcona County's Traffic Safety Strategic Plan), many municipalities are opting to reduce speed limits in their residential areas. Some municipalities have chosen to reduce residential limits to 40 km/h, including Okotoks and Beaumont. Other municipalities have been more aggressive and opted to reduce speed limits to 30 km/h, including Airdrie. The City of Calgary is also considering reducing speed limits, and the Edmonton Federation of Community Leagues is advocating to the provincial government to lower residential default speeds across the province.

Reducing speed has been conclusively proven to improve safety for pedestrians. However, research conducted in Strathcona County and Edmonton has found that simply reducing a speed limit, without engineering and/or sustained enforcement to support the decreased limit,



is ineffective in reducing actual operating speeds. In Strathcona County's pilot project on Mission Street, an average drop of 2 km/h was measured after speed reduction from 50 km/h to 40 km/h. This finding is consistent with published research, which indicates that speed limits on their own will have only modest effects on actual speeds (GRSP, 2008).

Traffic calming is the use of physical features to ensure roads function as intended (SER-009-040 Traffic Calming). Traffic calming alters the design speed of a road, making a lower speed feel more appropriate. It is recognized as a best practice to reduce operating speeds on residential roads.



Other key factors, besides speed, identified through research into pedestrian traffic injury include alcohol, lack of pedestrian facilities, inadequate visibility of pedestrians and inadequate enforcement of traffic laws (WHO, 2013).

Increasingly, evidence suggests that marked pedestrian crossings should not be implemented without the use of additional safety measures, such as raised pedestrian refuge islands or flashing beacons (WHO, 2013).

High risk drivers are a significant concern on all roads, including residential. Prohibited, suspended and unlicensed drivers are a particular concern as they have shown a history of poor driving behaviours, often including speeding, impaired and dangerous driving. A recent review of child pedestrian fatalities in British Columbia found that drivers involved in fatal child pedestrian collisions had an above average number of previous violations on their driving record, and that over half of these drivers had previously had their licences suspended (Desapriya et al., 2011).

In 2012, the Capital Region Intersection Safety Partnership (CRISP) sponsored a study of prolific offenders based on data obtained through automated enforcement. Data analyzed from the Capital Region, including Strathcona County, found there was a significant correlation between the number of automated enforcement tickets and collision risk (Topinka, 2013). As a result, automated enforcement data continues to be shared across the Capital Region, leading to the identification of high risk drivers in the community. These drivers can then be targeted by education and manned-enforcement efforts.

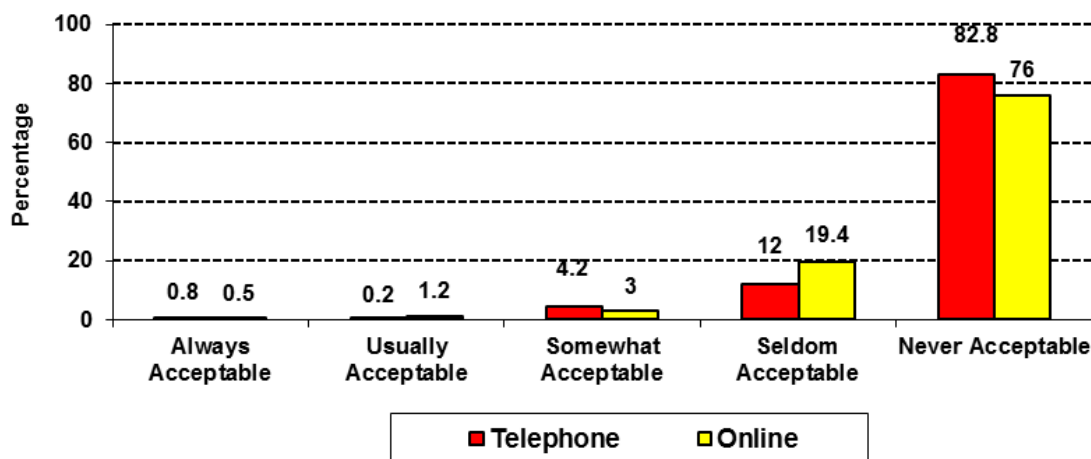
## B. Priority areas

Based on research, resident surveys and resident communications with Strathcona County administration and RCMP, three resident priority areas have been identified for the Neighbourhood Traffic Safety Strategy: Speed Management, Schools and Playgrounds, and Pedestrians and Cyclists.

### I. Speed management

Speed is one of the key risk factors for pedestrian/cyclist injury. Both the 2013 and 2015 Traffic Safety Survey (TSS) results indicate the vast majority of residents of Strathcona County believe it is not acceptable to drive over the speed limit on residential streets.

Figure 3: TSS results (2015): “How acceptable do you think it is to drive over the speed limit on a residential street?”



Better speed management in our neighbourhoods will improve both safety and quality of life in our neighbourhoods.

Most of Strathcona County's current residential traffic safety initiatives aim to slow traffic on neighbourhood roads (see Appendix 1).

## **II. Schools and playgrounds**

Schools and playgrounds are another priority area identified through resident complaints to Transportation and Agriculture Services and through both the 2013 and 2015 TSS.

Residents express concern over the congestion around schools and the safety of the children navigating the street in these conditions. Appendix 2 outlines current initiatives in place to address safety at our schools and playgrounds.

In the 2014 Neighbourhood Traffic Safety Strategy, the formation of a School Traffic Safety Partnership was recommended. This recommendation was acted upon and the formation of the partnership has significantly improved communication and collaboration on school safety in the County.

## **III. Pedestrians and cyclists**

Protection of pedestrians and cyclists, particularly children, seniors and those with disabilities, is a priority for Strathcona County. As pedestrian safety is closely linked to speed, all measures taken to reduce residential speeds also work to improve safety for pedestrians and cyclists on local and collector roads. Appendix 3 summarizes current initiatives in place to address pedestrian and cyclist safety.

Ensuring safety for pedestrians and cyclists is consistent with the goals of the Traffic Safety Strategic Plan 2020, the Integrated Transportation Master Plan and the County's strategic goals of creating a safe, caring and livable community.

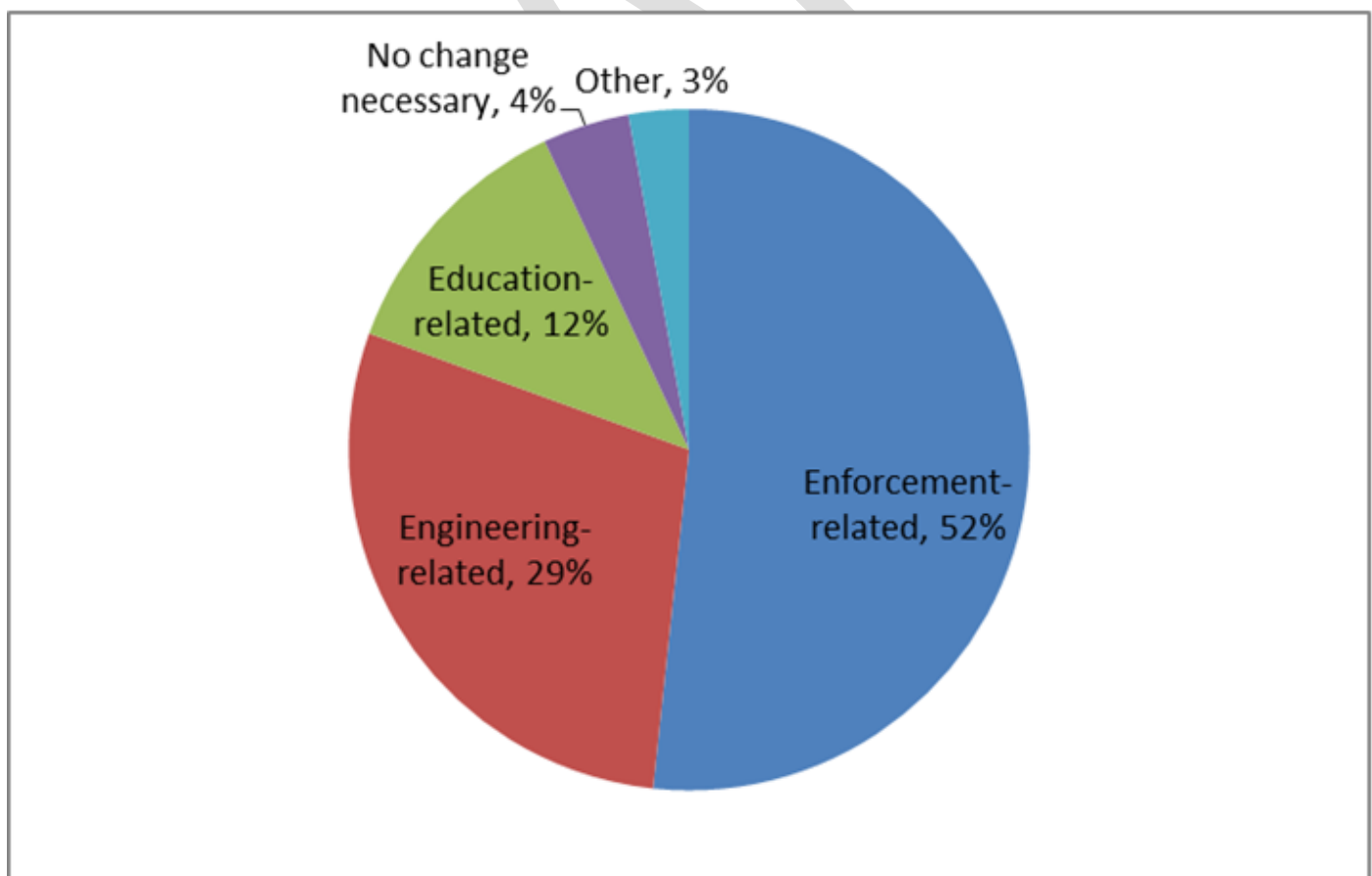
### C. Recommendations to address neighbourhood traffic concerns

As per Strathcona County's TSSP 2020, traffic safety issues are addressed in Strathcona County through the "Five E's": education, enforcement, engineering, engagement and evaluation. In addressing neighbourhood traffic safety, resident engagement is a key strategy, as decisions made on residential roads have a direct impact on both the safety and quality of life for residents.

In the 2013 Traffic Safety Survey, residents expressed significant concern about residential speeding. The following question (Q13) was asked in the 2015 Survey to establish resident support for the various initiatives that could be used to address this issue:

*"In the 2013 Traffic Safety Survey, two-thirds of residents agreed that traffic safety was a concern in their neighbourhood. Moreover, 70% of these residents identified speed as the cause of this concern. In your opinion, how should the County best address residential speeding concerns?"*

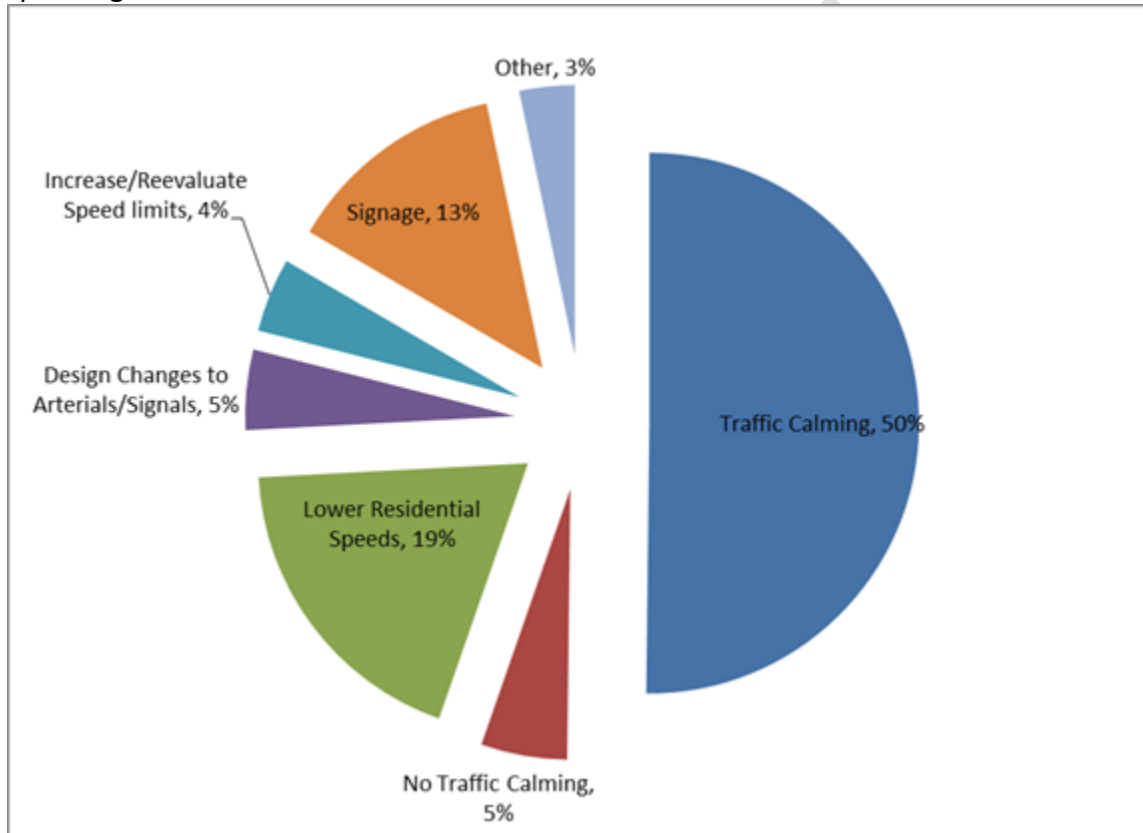
Figure 3: Resident responses: "How should the County best address residential speeding concerns?"



## I. Engineering Recommendations

The following figure breaks down the 29% of responses which supported the use of engineering to address residential speeding concerns.

Figure 4: Engineering-related responses: “How should the County best address residential speeding concerns?”



Action #1: Research the benefits and unintended consequences of a residential speed limit decrease, including the outcomes and implementation strategies of other jurisdictions who have implemented the practice.

Action #2: Develop a schedule for the collection of speed and volume data on residential collector roads to coincide with upcoming rehabilitation. Increase resources available to collect data in response to resident concerns (link to Action #8).

Action #3: Update the County’s Traffic Calming Reference Manual.

This update will address:

- the establishment of a program tied to rehabilitation timelines
- guidelines to retrofit traffic calming outside of the rehabilitation process

- the relative weighting of resident opinions for those who front a road vs those who use a road

Action #4: Upgrade pedestrian facilities at all Heritage Trail crossings, playgrounds, schools and key pedestrian corridors to include physical traffic calming features (raised intersection/crosswalk, refuge island and/or curb extensions as appropriate) in conjunction with scheduled rehabilitation.

Action #5: In addition to Action #4, implement traffic calming at all schools in conjunction with regularly scheduled rehabilitation as appropriate to manage speeding and parking concerns.

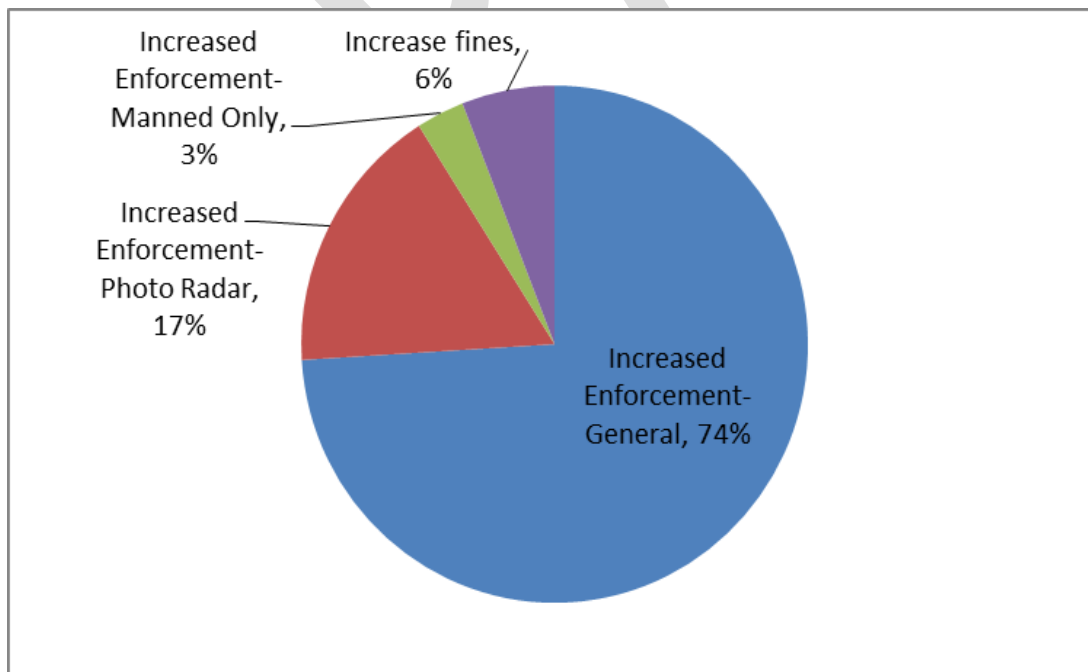
Action #6: Remove unwarranted playground zones and replace with appropriate traffic calming features in conjunction with annual rehabilitation program.

Action #7: Develop and implement a stop sign strategy to ensure all residential intersections are appropriately signed to maximize compliance with warranted signs (link to Intersection Safety Action Plan).

## II. Enforcement Recommendations

The following figure breaks down the 52% of responses which supported the use of enforcement to address residential speeding concerns.

Figure 5: Enforcement-related responses: “How should the County best address residential speeding concerns?”



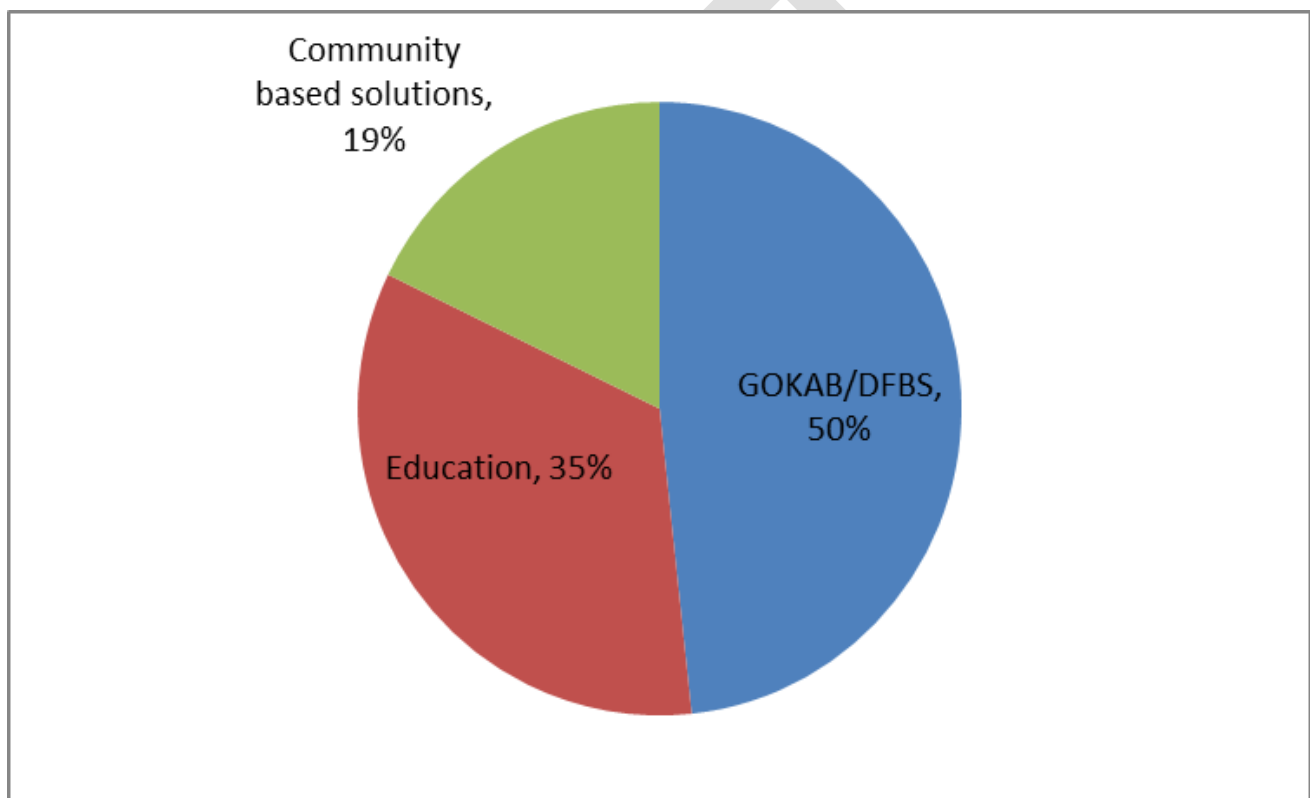
Action #8: Formalize communication between RCMP and Enforcement Services and Traffic Engineering and Safety regarding speed complaints to facilitate data sharing.

Action #9: Consider alternative resourcing models to increase residential traffic enforcement.

### III. Education Recommendations

The following figure breaks down the 12% of responses which supported the use of education to address residential speeding concerns.

Figure 6: Education-related responses: “How should the County best address residential speeding concerns?”



Action #10: Expand the Driver Feedback Sign Program and explore new ways to use the signs to support speed management.

### IV. Engagement Recommendations

Alternative ways of thinking about traffic safety suggest that neighbourhood traffic issues can be considered as social or cultural problems. These problems need to be addressed at the cultural level and cannot be solved simply through design and enforcement (Engwicht, 2005). Community-based, resident driven solutions will be necessary to address social and cultural issues. Engagement of residents will lead to better decision making in identifying local issues

and developing context specific solutions, encompassing broader options outside of engineering and enforcement.

Action #11: Engage residents to develop new and innovative ways to get neighbourhoods involved residential traffic safety.

## **V. Evaluation Recommendations**

Evaluation is the cornerstone of any action plan to measure progress towards its goals. The following Key Performance Indicators will be used to measure progress towards the goals of this plan:

- Community Survey (follow up Traffic Safety Survey- level of agreement with the statement *“traffic safety is a concern in my neighbourhood”* and *“Strathcona County engages its residents in traffic safety”*)
- Number of residential and school related complaints
- Speed and volume data on residential streets

## **VI. Resource Requirements**

Will need to develop estimates for proposed traffic calming at playgrounds and schools, as well as expansion of Driver Feedback Sign program.



## D. References

Corben, B., D'Elia, A. & Healy, D. 2006 'Estimating pedestrian fatal crash risk', Proceedings 2006 Australasian Road Safety, Research Policing & Education - Conference, 25-27 October, Gold Coast.

Corben, B., Peiris, S., Logan, D., and Candappa, N., 2012. *Intersection Study: An Application of Safe System Approach to Intersections in the Capital Region- Pilot Project. Phase I Progress Report*. (accessible at [http://drivetolive.ca/Downloads/ProgressReport\\_23%20Nov2012-FINAL.pdf](http://drivetolive.ca/Downloads/ProgressReport_23%20Nov2012-FINAL.pdf) )

Desapriya, E., Sones, M., Ramanzin, T., Weinstein, S., Scime, G., and Pike, I., 2011. Injury prevention in child death review: child pedestrian fatalities. *Inj Prev*; 17:i4-i9. (accessible at <http://www.childdeathreview.org/Reports/InjuryPreventionSupplement2011.pdf> )

Engwicht, D., 2005. *Mental Speed Bumps: The Smarter Way to Tame Traffic*. (information about David Engwicht is accessible at <http://www.pps.org/reference/david-engwicht/> )

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Topinka, N., 2012. *Automated Enforcement and the Detection of Driver Risk*. (accessible at [http://drivetolive.ca/Downloads/Automated\\_Enforcement\\_and\\_Detection\\_of\\_Driver\\_Risk\\_Sum.pdf](http://drivetolive.ca/Downloads/Automated_Enforcement_and_Detection_of_Driver_Risk_Sum.pdf) )

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World Health Organization (WHO), 2013. *Pedestrian safety: a road safety manual for decision-makers and practitioners*. (accessible at [http://apps.who.int/iris/bitstream/10665/79753/1/9789241505352\\_eng.pdf](http://apps.who.int/iris/bitstream/10665/79753/1/9789241505352_eng.pdf) )

## E. Appendices

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## Appendix 1: Current Speed Management Initiatives in Strathcona County

	Strategy	Description
Education	RCMP Media Relations	The RCMP has a member in charge of media relations who regularly provides traffic safety messaging, including messages around speeding.
	Driver Feedback Signs (DFBS)	DFBS are placed in areas of speeding concerns according to a priority ranking based on RCMP, Councillor and resident request. DFS are relocated approximately every 3 weeks from May to October, as their effectiveness has been found to diminish over time.
	“Give our kids a brake” (GOKAB) signs	GOKAB signs are placed in neighbourhoods based on resident requests. Signs are left in place for approximately 3 weeks.
	Traffic Safety Communication Plan (TSCP)	This plan guides educational messaging for traffic safety in the County. Themes of respect, time management, responsibility, pedestrian and cycling safety and speed are included.
	Speedwatch	RCMP coordinates this group of volunteers interested in traffic safety. Volunteers set up a DFS to bring attention to driver speeds in areas of concern.
Engineering	Traffic Calming Policy	The Traffic Calming Policy was approved by Council in April 2013. The policy a process for the application of physical measures to slow traffic on residential streets in the County.
	Traffic calming in proposed and new development	Traffic calming in new urban neighbourhoods is achieved in accordance with the Transportation Association of Canada’s Canadian Guide for Neighbourhood Traffic Calming (1998) and Strathcona County’s Design and Construction Standards (2011).
Enforcement	Integrated Traffic Unit	Strathcona County’s Integrated Traffic Unit is composed of 25 RCMP, Provincial Sheriffs and Municipal Peace Officers all working together for traffic safety. A list of hotspot locations is targeted, often identified through neighbourhood concerns. Enforcement is also coordinated with monthly traffic safety themes.
	Traffic Safety Committee	Traffic Engineering and Safety, RCMP and Enforcement Services meet bimonthly to share information and advance traffic safety in Strathcona County.
Evaluation	Speed/Volume Data Collection	Transportation and Agriculture Services regularly collects data on residential roadways to ensure volumes and speeds recorded fall within design parameters. If data indicates otherwise, the County takes whatever steps are necessary to bring parameters back within safety guidelines.
	Network Screening	Collision data for Strathcona County is regularly screened to identify any high collision locations.
Engagement	Traffic Safety Liaison Advisor	Transportation and Agriculture Services has one full-time position dedicated to communication with residents regarding their traffic safety concerns.

## Appendix 2: Current playground and school zone/area safety initiatives in Strathcona County

	Strategy	Description
Education	School Resource Officers	RCMP has a full-time school resource officer at each high school in Strathcona County. All other schools have a resource officer available upon request for traffic safety education.
	Traffic Safety Communication Plan (TSCP)	This plan guides educational messaging for traffic safety in the County. Themes of respect, time management, responsibility, pedestrian and cycling safety, speed and back to school are included.
	RCMP Media Relations	The RCMP has a member in charge of media relations who regularly provides traffic safety messaging, including messages around back to school, etc.
	Provincial Traffic Safety Resources	These promotional and educational materials are available to all teachers for free by contacting the provincial Office of Traffic Safety. The RCMP or Traffic Safety Liaison Advisor can also procure these resources on behalf of schools.
Engineering	Signing of Playground and School Zones/Areas	Transportation and Agriculture Services has evaluated all playground and school areas/zones in the County and is in the process of bringing them in line with provincial and federal guidelines to ensure consistency.
	Traffic management at Schools	On request, the Traffic Engineering and Safety branch evaluates traffic issues and implement strategies to manage traffic around schools.
Enforcement	Integrated Traffic Unit	Regularly respond to traffic safety concerns at schools. Conduct routine patrols of school and playground areas throughout the County.
Evaluation	Evaluation of safety initiatives	Evaluation of measures taken to improve traffic safety is undertaken to gauge the success of the intervention (ie. Bev Facey Parking Strategy).
Engagement	School Traffic Safety Partnership	The STSP provides a collaborative forum to effectively address traffic safety concerns at County schools through the integrated implementation of engineering, education, and enforcement initiatives

### Appendix 3: Current neighbourhood pedestrian and cycling safety initiatives in Strathcona County

	Strategy	Description
Education	Traffic Safety Communication Plan (TSCP)	This plan guides educational messaging for traffic safety in the County. Themes of respect, responsibility, pedestrian and cycling safety, speed and back to school are included.
	RCMP media relations	The RCMP has a member in charge of media relations who regularly provides traffic safety messaging, including messages around pedestrian and cycling safety, etc.
	Provincial Traffic Safety Resources	These promotional and educational materials are distributed to the public at several public events throughout the year, including Point, Pause and Proceed materials.
Engineering	40 km/h Zones	Speed limits in Strathcona County have been reduced in residential areas where sidewalks are not available, including Ardrossan and the Estates of Sherwood Park.
	Trails Strategy	Future Trail Project Prioritization Working Group works to identify, prioritize and addressing missing links in sidewalk and trails system.
	Policy SER-009-021- Installation of Traffic Signals and Pedestrian Crossings	This policy guides the application of pedestrian crossing facilities. The policy is based on Transportation Association guidelines for best practices in pedestrian safety. In addition, the safety of pedestrians and cyclists is considered in the application of all traffic control.
	Strathcona County Design and Construction Standards (2011)	Ensure provision of pedestrian facilities and multi-use trails in new development.
	Traffic Safety Analyst	Conducts site visits as necessary to ensure pedestrian safety in road right of way.
Enforcement	Integrated Traffic Unit	Regularly respond to pedestrian related concerns. Provide enforcement at problem areas, identified by resident and Council concerns and collision history.
	Project Mercury	The Integrated Traffic Unit uses data collected through automated enforcement to identify high risk drivers in the community who can be targeted by strategic education and enforcement.
Evaluation	Network Screening	Collision Data is regularly reviewed to identify high collision and or high risk locations.
Engagement	Office of Traffic Safety	Traffic Safety Liaison Advisor is a full-time position dedicated to communication with residents regarding their traffic safety concerns. On request, the TSLA will facilitate the completion of a study/evaluation at a location of concern.