



C I T Y O F
FORT SASKATCHEWAN

**PROTECTIVE SERVICES
TRAFFIC SAFETY PLAN
2019 to 2022**

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Introduction and Background

The City of Fort Saskatchewan, or Fort as it is affectionately known, is a vibrant community located in Alberta's Industrial Heartland to the northeast of Alberta's capital city, Edmonton. Fort Saskatchewan encompasses 4,642 hectares or 48.12 km² of land and is home to 26,328 residents (2018 Census).

The City hosts hundreds of community events each year prompting residents to take advantage of the City's excellent roads and over 75 kilometers of paved walking and biking trails to move throughout the community or parks. Major events, such as Canada Day, draw crowds of more than 15,000 people to festivities situated on or near the more than 529 hectares of parks, open spaces and recreational areas.

The Fort also enjoys a strong commercial and industrial base. It is home to, or is in close proximity to, a number of major industrial and petrochemical industries whose plants receive, process, or distribute a variety of products, many of which are classified dangerous goods.

Two major highways transect the City and accommodate the movement of about 50,000 vehicles per day through each major intersections, a good number of those transporting dangerous goods. Alberta Transportation commercial vehicle counts ⁽²⁰¹⁷⁾ estimate 608,090 to 680,849 commercial vehicles travelled annually through the corridor. The City of Fort Saskatchewan is committed to roadway safety for its residents and visitors.

The Director of Protective Services chairs a Traffic Safety Working Group that brings traffic engineers, transportation and roads staff, Municipal Enforcement Services officers, RCMP traffic officers, the Fire Services, representatives from both School Boards, and the Regional Coordinator for Alberta Infrastructure and Transportation. On an ad-hoc basis, subject matter experts contribute to the Group's planning and discussions. Their contributions have been incorporated into this plan.

This plan supports Alberta's traffic safety strategies for coordinated, collaborative and community based delivery of traffic safety programs, initiatives and communications. It further supports the Capital Region Intersection Safety Partnership joint vision, Canada's Road Safety Strategy - 2025, and RCMP Traffic Services Safety Strategic Plans, while being crafted to meet the specific needs of Fort Saskatchewan.

Protective Services' Traffic Safety Vision

That Fort Saskatchewan is Fatal and Serious Injury Collision Free

Strategic Priorities for 2019-2022

Improving Traffic Safety – careless or hazardous operation of motor vehicles puts other roadway users at risk. Traffic collisions directly and indirectly affect communities through injury, lost productivity and emergency responder or other costs.

In 2018, the City of Fort Saskatchewan adopted Vision Zero and the Safe System Approach to traffic safety as our approach to Traffic Safety. Using engineering, education, enforcement, engagement and evaluation as the foundational elements of traffic safety, we have seen a positive reduction in the number and severity of collisions occurring within the City.

2008 to 2018 Comparison

The City of Fort Saskatchewan was averaging 1 to 2 fatal collisions per year leading up to 2008. In 2007, the City lowered the Highway 21 and Highway 15 speed limit to 70 km/h in part to address the number and nature of collisions along the urban highway corridor.

By 2008, our rate of fatal and injury collisions stood at 3.989 per 1000 residents. In 2009, the City introduced our first two intersection safety devices at problem intersections. That year, the two intersection safety devices recorded an average of 14 red-light violations per week or 7 per week per intersection.

Between 2008 and 2015, the City added additional police and peace officers, and additional intersection safety devices at high collision locations or approaches to those locations. In 2015, the intersection safety devices recorded an average of 4 red-light violations per week across multiple sites and our rate of fatal and injury collisions decreased to 1.872 per 1000 residents, a 53% reduction. By 2018, the overall rate of collisions decreased by 59.1% when compared to 2008.

Comparators	2008	2009	2015	2018	2008 - 2018 (Change)
Population	16,793	17,469	24,040	26,328	Increase of 9,535 or 56.8%
Fatal & Injury (F&I) Collisions	67	49	45	43	Decrease of 24 or 35.8%
F&I Collision Rate per 1000 Residents	3.989	2.805	1.872	1.633	Decrease of 59.1%

Comparators	2008	2009	2015	2018	2008 - 2018 (Change)
Number of Intersection Safety Devices (ISD)	0	2	4	9	Increase of 9
Number of ISD Locations	0	2	4	7	Increase of 7

Ticketed motorists make up less than one-sixth of 1% (.1463%) of the total number of vehicles travelling through those intersections. The most recent trend is more motorist are obeying the law. Those who violate speed limits, do so less frequently and at lower average speeds.

Protective Services in conjunction with the RCMP identified traffic safety as a priority with a focus to contribute to the safety of motorists, bicyclists and pedestrians on roadways, pathways and trails. Four objectives support this priority:

1. Reducing the number and severity of injury and property damage collisions;
 - a. Identifying the top five injury and property damage collision locations in Fort Saskatchewan, and the causal factors
 - b. Developing and delivering a traffic safety strategy to mitigate and reduce the frequency and severity of collisions at those locations.
2. Enhancing traffic education;
3. Identifying and removing impaired drivers from our roadways; and
 - a. Primarily a function of the RCMP
 - b. Municipal Enforcement Services may provide support services to address non-criminal issues at Checkstop locations (e.g., Traffic Safety Act or Vehicle Equipment Regulation enforcement).
4. Identifying and sharing engineering related concerns with our Infrastructure Department to help improve roadway safety.

Protective Services emphasises the ideal end-state of enforcement is compliance with traffic safety laws, no injury collisions, and no fine revenue. Fines derived from enforcement is a by-product of enforcement rather than the focus of enforcement. For 2017, the City's

Administration proposed to Council a greater amount of fine revenue be put to further enhance traffic safety through education and engineering solutions.

Strategies

Traffic safety is and has been an enduring priority of the City residents, Administration and Council. It is one of the top priorities of the Protective Services Department, which includes Municipal Enforcement Services and the RCMP. It is one of the RCMP annual policing priorities.

To achieve the vision of an injury collision free city, Protective Services Department promotes and leverages the 5 "E's" of Traffic Safety:

- Education - working with the public and our partners to help educate users of our roadways, pathways and trails to do so safely. A few examples follow:
 - Protective Services uses speed display boards as a traffic calming method to increase driver awareness of their speed of travel and to encourage compliance with traffic laws.
 - Option 4 Programs – directed enforcement is conducted focusing on a specific risk factor (e.g., speeding, pedestrian safety, distracted driving or altered equipment). Ticketed violators have an opportunity to remedy the equipment failure or attend an education session and learn more about the risks associated to their specific violation. Upon proof they have remedied the equipment issue, or following participation in an educational session led by one or more traffic officers, the violator's ticket is converted to a warning ... no fines, no demerits. The results have been transformative. Offenders have commented about their new understanding of the risks and committed to changing their offending behaviour.
 - Bicycle Rodeos - where youth learn about safe bicycle riding. Each participant's bicycle is examined and fixed for safety issues. Children needing new helmets had those donated by Protective Services and Prairie EMS.

- School Traffic Safety Training – Officers from Protective Services (RCMP and Municipal Enforcement) have made a number of classroom presentations ranging from school bus safety to pedestrian safety, Drug and Alcohol related training (DARE or PARTY Program) and knowing the law in relation to motor vehicle equipment regulations.
- Internal Education – Enhancing officer awareness of where, when and what is contributing to collisions in Fort Saskatchewan. This requires traffic officers do a better job documenting collisions. It also requires ongoing analysis of data to determine the top injury and property damage collision locations, other locations where highway users are at risk, interpretation of causal factors and development and delivery of strategies having the greatest likelihood of reducing collisions and injuries.
- M.E. & You Weekly Messages – The Municipal Enforcement Services supervisor is responsible for generating weekly M.E. & You messages that most often follow the Alberta Transportation Traffic Safety Calendar. The schedule is routinely modified to meet emerging local traffic safety needs. Message topics ranged from on-street parking during snow clearing season, to pedestrian and vulnerable road user safety following two pedestrian-vehicle collisions that occurred in quick succession. These are posted to the City’s webpage, and are published/broadcast through the local media.
- Enforcement – using conventional and automated enforcement to encourage compliance with traffic laws.
 - Protective Services personnel utilize conventional enforcement to address unsafe driving behaviours and to create high-visibility awareness about traffic safety. Enforcement has been focused to include school and playground zones, high collision locations, and areas where there are frequent violations or significant departures from driving norms.

- The Department uses automated enforcement including photo-laser and intersection safety device cameras in the manner prescribed by the provincial guidelines. The policies and practices of Municipal Enforcement Services were updated in early 2019 to reflect the newest guidelines published by the province.
- Conventional enforcement and automated enforcement are complementary programs. Traffic Safety plans are evaluated and prioritized based on risk and harm reduction assessments.
- Engineering - designing safe roads and effective traffic control devices.
 - Protective Services has proposed a dedicated portion of traffic fine revenue be used to further traffic safety in the Fort, whether engineering, research, training and education or enforcement related.
 - Engineers have developed a traffic calming policy that will be considered for all new roadway developments.
- Evaluation - working with our partners to identify traffic safety concerns and assess the efficacy of education, enforcement or engineering solutions.
 - Protective Services Department is a partner agency in the Capital Region Intersection Safety Partnership (CRISP) and supports provincial traffic safety priorities established by the Minister during each calendar year. This includes participating in Selective Traffic Enforcement Program (STEP) initiatives.
 - Protective Services employs an analyst to conduct crime and traffic analysis. RCMP and Municipal Enforcement Services officers receive weekly collision reports with updated trend information. Repeat violators or high risk violators are flagged for Municipal Enforcement Services officers to contact and engage in a traffic safety discussion.

- Engagement – working with the community to identify areas of concern, and to engage the community in resolving traffic safety issues.
 - Protective Services hosts a Traffic Safety Working Group that includes various City Departments, as well as members of the public. Safety concerns, collision and enforcement trends help inform the group who then contribute to innovative solutions.
 - Protective Services hosted a Town Hall session that included two main topics, one of which was Traffic Safety.
 - The City of Fort Saskatchewan utilizes an online Service Tracker, “Fort Report” that enables citizens to submit service requests for a wide range of topics. The system is used by residents to request traffic related services.

Regardless of the strategy used to increase roadway safety, our intent is to change unsafe driving behaviours known to contribute to collisions and those behaviours exposing the driver or other roadway users to risk. Speed surveys and speed awareness signs help identify areas of concern and encourage motorists to comply with speed limits. Photo-laser and Intersection Safety Device camera locations are selected in strict adherence with the 2019 provincial guidelines based on the frequency of collisions or risk to the public. Conventional enforcement is directed toward intersections or roadways where we have the highest frequency of injury or property damage collisions, or in response to citizen concerns. Each strategy is evaluated for its efficacy and adjusted to meet the community’s needs.

Appendices

Appendix A - Description of Protective Services Department Resources

Protective Services Department includes five reporting elements; Municipal Enforcement Services, Police Administration, Protective Services Analytics, Policing Committee, and the RCMP.

MUNICIPAL ENFORCEMENT	POLICE ADMINISTRATION	PROTECTIVE SERVICES ANALYTICS	POLICING COMMITTEE	RCMP
<ul style="list-style-type: none"> Traffic Safety Enforcement of Provincial Acts and Regulations Bylaw Enforcement Animal Control and Protection Pet Licensing Park Patrols Community Standards and Weed Control 	<ul style="list-style-type: none"> Front Counter Services Criminal and Employment Checks Call Evaluation and Dispatch Court Liaison Exhibit and Information Management Photo and CCTV Management 	<ul style="list-style-type: none"> Crime and Tactical Analysis Business and Strategic Analysis Traffic and Collision Analysis Prolific Offender Identification Offender Profile Development Officer Safety Briefs Bail Preparation 	<ul style="list-style-type: none"> Community Consultation and Feedback Civilian Oversight of Law Enforcement Public Complaints Director 	<ul style="list-style-type: none"> Criminal, Provincial and Bylaw Investigations Drug and Serious Crime Investigations Victim Services Crime Prevention School Resource Officer Traffic Safety

Policing is provided by the Royal Canadian Mounted Police (RCMP) under the terms of the Municipal Police Service Agreement. In this capacity, the RCMP are mandated to support and enforce Federal, Provincial and Municipal laws in and for the City of Fort Saskatchewan.

Article 2.1(a)

Canada will, subject to and in accordance with the terms and conditions of this Agreement, provide and maintain a Municipal Police Unit within each of the Municipalities listed in Annex "A" during the term of this Agreement.

Article 7(a)

The Member in Charge of the Municipal Police Unit will report as reasonably required to either the CEO or the designate of the CEO on the matter of law enforcement in the Municipality and on the implementation of the objectives, priorities and goals for the Municipal Police Unit...

City of Fort Saskatchewan Administrative Policy GPV-010-A identifies the Director of Protective Services as the designate of the CEO for the purpose of liaising with the RCMP. The Officer in Charge and Director of Protective Services collaboratively develop the Annual Performance Priorities plan, including traffic safety and related strategies. The Officer in Charge reports the outcomes to Council through the designate.

The City employs Municipal Enforcement Services Peace Officers to promote compliance with select provincial laws and all municipal by-laws. Their efforts are divided between calls for service, animal control services, bylaw enforcement, and traffic safety initiatives including conventional and automated enforcement along with traffic education initiatives. Municipal Enforcement Services also conducts parks patrols and school based education sessions.

Administrative Support staff consists of city employees and two Public Service Canada administrative support staff who provide administrative support for RCMP and Municipal Enforcement Services.

The Policing Committee receives regular traffic safety reports from Municipal Enforcement and RCMP representatives. They occasionally provide feedback about traffic safety concerns brought to their attention.



All staff are co-located within the Protective Services Building located at 200 Towncrest Road, Fort Saskatchewan.

Appendix B - Automated Traffic Enforcement (ATE) Program Description

The City has two primary highways transecting the community (i.e., Highway 15 and Highway 21). The intersection of the two highways manages about 50,000 vehicle movements per day (2016). Each highway is a multi-lane roadway with considerable volumes of mixed vehicle kind and type, including daily commuter traffic or commercial vehicles conveying heavy equipment, commercial goods, and dangerous goods.

Prior to automated enforcement, the City averaged 1 or 2 fatal collisions annually at intersections along the highway corridor over and above a large number of injury collisions. The volume of traffic and the design of the roads made it difficult or dangerous to conduct meaningful conventional enforcement. In 2007 the highway speed was reduced by Council from 80 km/h to 70 km/h. The speed reduction alone did not achieve the desired reduction in fatal and injury collisions.

In 2009, the City implemented its Intersection Safety Device (ISD) program. When coupled with directed conventional enforcement and roadway redesign, the City saw the onset of the desired reduction in collisions.

As the automated enforcement program expanded to include other high-risk intersections, the City experienced a substantial reduction in the number of persons committing red light violations, reduced speeds, and a statistically significant decrease in fatal and injury collisions.

Traffic safety challenges include motorists speeding along the highway corridors. Recently, traffic survey instruments and conventional radar/ laser operations have recorded exceptionally high speeds on primary highways. More concerning is the propensity of motorists to drive at unusually high speeds (50+ and in some cases 120+ km/h speeds over the posted speed limits) on highways, collector and rural roads in or nearby Fort Saskatchewan. Some speeding motorists are believed to be attempting to bypass the highway traffic.

A high visibility enforcement response along these roadways, coupled with automated traffic enforcement, and engineering initiatives continue to be utilized as part of the overall traffic safety strategy.

During 2016 and 2017, the City worked closely with the Province to develop new policies, procedures and affidavits that met the current guidelines and would serve as templates for other jurisdictions as the Province updated its automated enforcement strategy. In 2019, when the Province released its newest guidelines, very few changes were required other than to update our website with the rationale behind the automated enforcement locations. This work will be completed in April, 2019.

While the Province requires jurisdictions to conduct 3-year and 5-year reviews of automated enforcement sites (Photo-laser and ISD respectively), Protective Services Department does so annually. These records are retained for audit purposes. The result is the City's automated traffic enforcement program (photo-laser and ISD) occurs at locations approved and endorsed by the RCMP as part of its overall traffic safety strategy. These locations are published for information in local newspapers and posted on the City's website. The new interactive map associated to our website improvements, will not only provide the locations, but the justification forms and related collision data.

Appendix C - City Growth as a Factor of Traffic Safety

The City experienced several years of large and consistent economic and population growth.

The total population of Fort Saskatchewan as of April 2, 2018 was 26,328 (Table 1). This includes 541 residents of the Fort Saskatchewan Correctional Centre. The population increased by 795 residents in 2018 from 2017, which represents an increase of 3.11%.

Year	2018	2017	2016	2015	2014	2013	2012	2010	2009
Population	26,328	25,533	24,569	24,040	22,808	21,795	20,475	18,653	17,469

In 2018-19, despite economic conditions in Alberta, construction in the Fort continues. New schools and new residential growth introduced new roadways and the development of new businesses to address consumer needs. Protective Services is privy to new development plans and has influenced the priorities of the City to predict and mitigate future potential traffic safety issues during the planning/engineering phase.

Local Heavy Industry has a significant impact on traffic through Fort Saskatchewan. The Shell Upgrader, 10 kilometers east of the City, is the largest project and employer in the Heartland Industrial Region. Existing traffic to other industrial sites (e.g., Agrium, BP, DOW, Northwest, Husky and Praxair) and commercial and residential growth south of the Highways means thousands of people commute through the City on a daily basis. Traffic volumes necessitate greater monitoring, planning and enforcement. City Council approved a commercial vehicle enforcement strategy commencing in 2019.

Highway commuter traffic has been observed diverting onto local roads to avoid highway congestion. The cumulative impact of development and resultant traffic volume requires even greater attention as Elementary Schools, playgrounds and recreational zones exist on collector roads leading to the highways.

The City has supported several initiatives to alleviate pedestrian and vehicle conflicts. In 2010, the City redesigned the major highways and reduced the highway speed limit from 80 km/h to 70 km/h coincidental to redefining the highway as an urban highway corridor. The City introduced improved street lighting, the use of ATE and the installation of new ISD locations at high collision locations along the highway, and added additional Municipal Enforcement

Services and dedicated RCMP traffic staff. In 2018, re-engineering roads and the introduction of additional traffic calming initiatives occurred. High visibility rapid rectangular flashing beacons (pedestrian crossing lights) went up a critical locations in the city. The results are encouraging.

Appendix D - The Science of Traffic Safety

In its 2004 report, the World Health Organization (WHO) noted that a 1 km/h decrease in the travelling speed of a motor vehicle typically results in a 2 to 3% reduction in collisions. An Australian study found the risk of dying in a collision doubled for each 5 km/h increase in vehicle speed; a consequence of the distance travelled while reacting to a perceived risk, the physics of stopping a moving vehicle, and the vehicle's residual speed at impact.

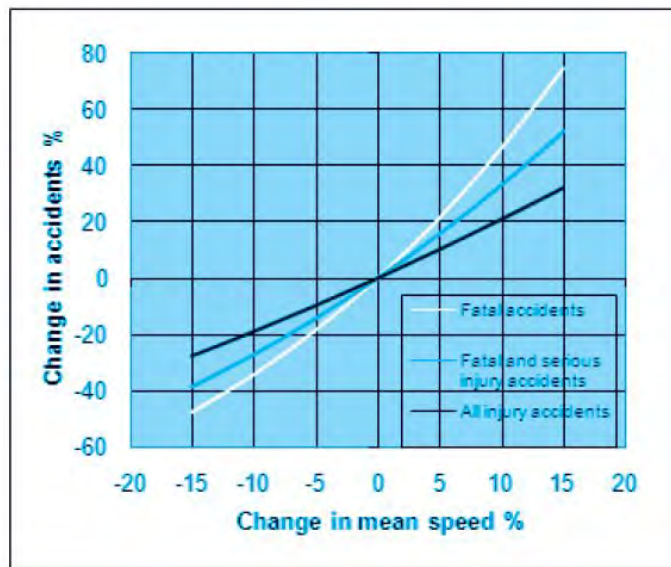
**FIGURE 3: Edmonton Capital Region Intersection Safety Partnership (2010)
- Speed hurts us all**



While the two studies focused on different outcomes, their findings were consistent: increased speed increases the risk of collisions, injury and death. Even moderate reductions in speed helps prevent collisions and minimize injuries. Speed related risks are even more significant for pedestrians. A pedestrian struck at 30 km/h has a 95% chance of surviving the collision compared to a pedestrian struck at 60 km/h whose survivability is about 10% (Capital Region Intersection Safety Partnership, 2010). A pedestrian struck at 80 km/h is almost certain to die from trauma. *Alberta Transportation (1982)*

The correlation between speed and collisions involving injuries, serious injuries and fatalities is depicted in the following graph.

FIGURE 4: Relationship between Change in Mean Speed and Crashes



Source: Nilsson 2004.

Based on data and research, speed plays a significant role in the severity of collisions. Our traffic safety program includes a focus on high risk behaviours including operating motor vehicles while impaired, speeding, and aggressive driving.

Appendix E - Collision Data

Fort Saskatchewan Historical Trends

Following the introduction of intersection safety device cameras (ISD) in 2008, Fort Saskatchewan experienced a 71% decrease in red light violations at ISD equipped intersections, a decrease in excessively high speeds, and a decrease in injury and fatal collisions.

In 2009, two ISD cameras recorded an average of 14 red-light violations per week (an average of seven/week/site). In 2016, we averaged 4 red-light violations per week across multiple sites (less than one/week/site). While speeding remains an issue, vehicles travelling at excessively high speeds has decreased.

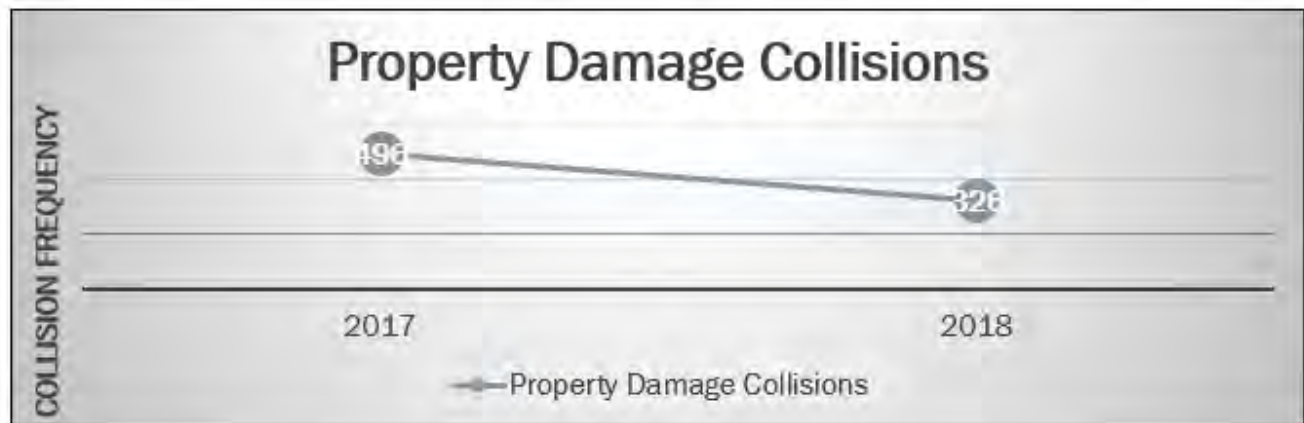
The rate of fatal and injury collisions decreased from 3.989/1000 residents in 2008 just ahead of ISD enforcement to 2.1631/1000 residents in 2015. This statistically significant drop of 1.8259/1000 residents represents a 46% reduction in the rate of fatal/injury collisions. Between 2009 and May 2016, the City did not record a fatal collision.

In Fort Saskatchewan during 2018, 11,230,176 vehicles drove through intersections monitored by ISDs. Of these, 15,878 motorists were ticketed for speeding while 551 were ticketed for red-light violations. Violation tickets account for less than one-sixth of 1% (0.1463%) of all motorists travelling through those locations. By far, the majority of drivers obey the law.

Anecdotally, the ATE program was credited by the City's former Fire Chief in reducing the number and severity of collisions. He commented, "Before traffic cameras, we cut people out of vehicles. Now, more often than not, we spread fluid absorbent and assist with traffic control."

Collision data for Fort Saskatchewan for 2017 & 2018 follows:

Collision Type	2017	2018	Change	Comments about 2018 Collisions
Property Damage	496	326	-170	
Fatal	2	0	-2	
Minor Injury	32	36	+ 4	7 out of 36 involved vulnerable road users
Major Injury	7	7	0	4 out of 7 involved vulnerable road users
Vulnerable Road User	9	11	+ 2	
Total Collisions	537	369	-168	



INJURY COLLISIONS

Figure 1.1 showcases the locations of the 43 injury-related collisions reported within the City of Fort Saskatchewan in 2018:



Figure 1.1

Figure 1.2 showcases the locations of the 7 major injury collisions:



Figure 1.2

Figure 1.3 showcases the locations of the 32 minor injury collisions:

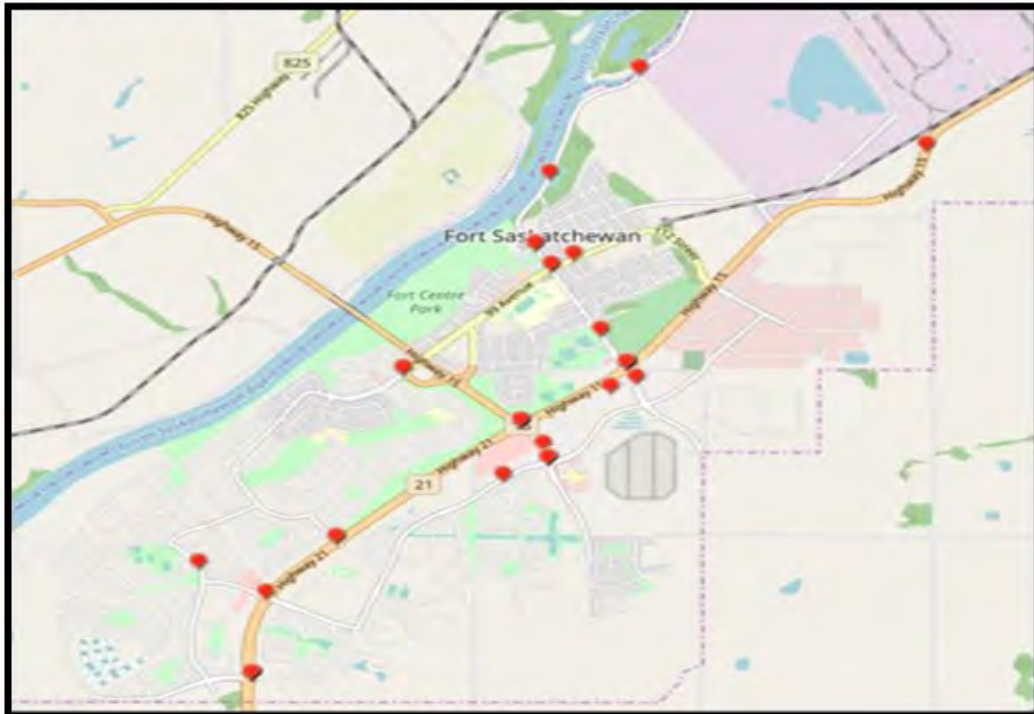


Figure 1.3

Figure 1.4 showcases the locations of the 11 vulnerable road user collisions

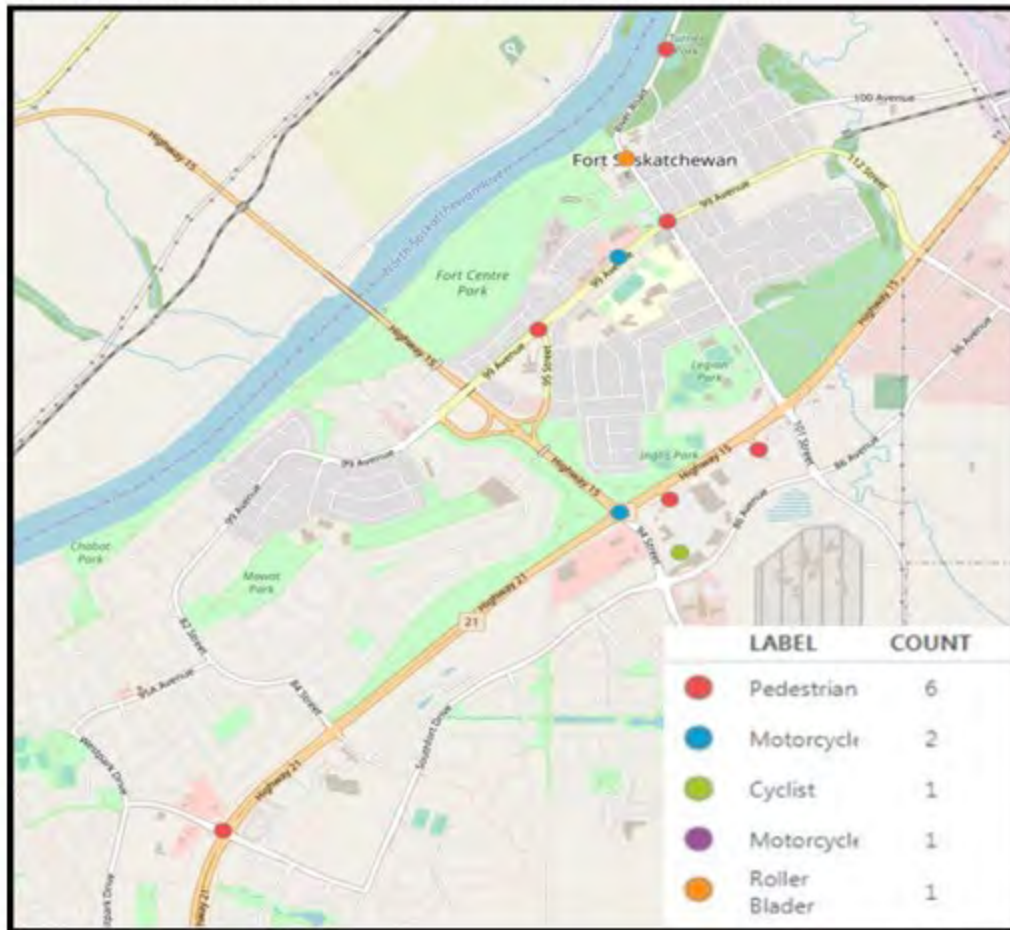


Figure 1.4

Notably, the intersection of Highway 21 and Highway 15 remains the busiest intersection in Fort Saskatchewan for volume of traffic. It is also the intersection having the most frequent collisions and most frequent injury collisions. Conventional and automated enforcement is conducted at or in proximity to the location, focusing on mid-week and mid-afternoon to early-evening hours, the times our data indicates to be most problematic.

In March, 2019, the intersection accounted for two major-injury car vs. pedestrian collisions within 4 days of each other, both having near-identical circumstances. An urgent request was filed with the traffic engineering department to modify the light sequencing to provide pedestrians a safe crossing while eliminating the potential vehicle conflict.

Cost of Collision Data (2018)

Based on collision costs cited in the 2018 Collision Cost Study Update report (de Leur, P), the 2018 and 2017 collision costs for the City of Fort Saskatchewan were:

Collision Category	2018	2017	Variance
Fatal Collisions	\$0	\$4,779,906	-\$4,779,906
Major Injury	\$2,637,397	\$2,637,397	\$0
Minor Injury	\$1,819,656	\$1,617,472	\$202,184
Property Damage	\$4,734,639	\$7,137,936	-\$2,403,297
Total	\$9,191,692	\$16,172,711	-\$6,981,019

Time, money and resources aimed to reduce serious collisions and associated costs have achieved a strong return on investment. In 2018, collision costs were \$6.981M less than those in 2017. While 2018 saw excellent results, there is much more to be done.

Appendix F – Public Information Messaging

The following was added in 2016 to the City of Fort Saskatchewan website.

Photo Enforcement in Fort Saskatchewan

Speed limits are enforced throughout the City of Fort Saskatchewan by Municipal Enforcement and RCMP officers. Both conventional and automated enforcement is used. Automated Enforcement includes the use of photo-laser and Intersection Safety Devices. Automated Enforcement is conducted at a variety of locations including:

Photo-laser sites:

All School Zones (During School Days)

All Playground Zones

Highway 21 (All directions)

Highway 15 (All directions)

99 Avenue (East and Westbound)

River Road (East and Westbound)

Southfort Drive (North and Southbound)

86 Avenue (North and Southbound)

* Photo-laser devices are used to enforce speed limits and promote compliance with rules of the road.

Intersection Safety Device sites:

Highway 21 and Southfort Boulevard

Highway 21 and 84 Street

Highway 21 and Highway 15

Highway 15 and 101 Street

Highway 15 and 114 Street

99 Avenue at 95 Street

* Intersection Safety Devices are used to enforce red light and speed-on-green violations and to promote compliance with rules of the road.

The World Health Organization (2004) noted that a 1 km/h decrease in the travelling speed of a motor vehicle typically results in a 2 to 3% reduction in collisions. An Australian study found the risk of dying in a collision doubled for each 5 km/h increase in vehicle speed; a consequence of the distance travelled while reacting to a perceived risk, the physics of stopping a moving vehicle, and the vehicle's residual speed at impact.

Please obey all traffic laws. Your life and the lives of others matters to us!

The City Automated Enforcement webpage will be updated shortly and will include cost of collision data. We also plan to add total traffic volumes by location and enforcement statistics.

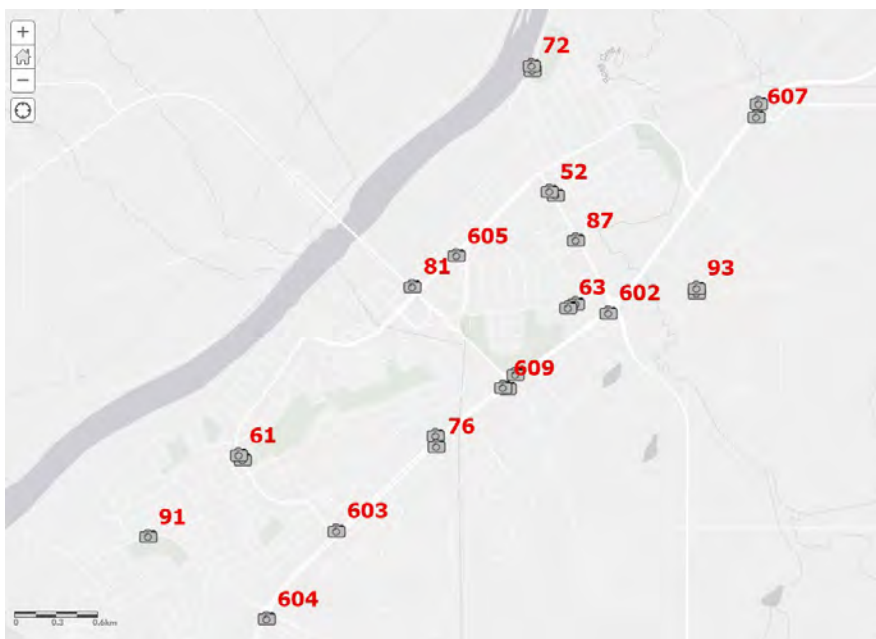
Automated Traffic Enforcement

Thank you for visiting the City of Fort Saskatchewan automated traffic enforcement webpage where you can find information about traffic safety, collisions, collision costs, enforcement, and other ways the City is working to make our roads safer.

- + Our Traffic Safety Goal
- + Our Traffic Safety Strategy
- + Council Supports
- + About Enforcement
- + Our Results

The City of Fort Saskatchewan continues to strive to eliminate all fatal and serious injury collisions. Vision Zero is achievable and is a shared responsibility.

The final addition will include an interactive map allowing the viewer to choose whether to look at a collision map, an ISD Site map, a Photo-laser map, or any combination of the three layers. Within each ISD or photo-laser map, the viewer will be able to click a link to retrieve the site justification form. We expect this to go-live by the end of April 2019.



The following inventory of media ready messaging was submitted in 2016 to the City's Corporate Communication unit and updated in 2018. Messages are posted monthly throughout City Facilities.

Protective Services 2018/2019 Monthly City Messaging Inventory

Month	Municipal Enforcement	RCMP	Alberta Traffic Safety AB Traffic Safety Calendar 1 st listed is primary message, others are secondary messages
Jan.	<ul style="list-style-type: none"> • Renew Animal Licences. • Responsible pet ownership. • Assist to reunite pets • When is your DL/ Veh license due? Insurance? Plan ahead. 	<ul style="list-style-type: none"> • Home Security (December and January) • How to be a good witness (Who, What, Where, When... what to record) • Driving Tip of the Month – snow tires. Steer into skid 	<ul style="list-style-type: none"> • Intersection Safety • Winter Driving • Alcohol and Drug Impaired & • Fatigue
Feb.	<ul style="list-style-type: none"> • Clear Icy Sidewalks. • Snow removal. • Bylaw C4-10 	<ul style="list-style-type: none"> • Internet Safety and Economic Crime • Business Security (similar to EPS STOREWATCH) • Driving Tip of the Month – Pull to right and stop when emergency vehicle is approaching 	<ul style="list-style-type: none"> • Distracted Driving • Winter Driving • Fatigue
Mar.	<ul style="list-style-type: none"> • Pick up after your pet. • Bylaw C7-16 • City spring clean-up. 	<ul style="list-style-type: none"> • Fraud Awareness Month • Sexual Exploitation of Children and Youth Prevention / Awareness • Driving Tip of the Month – Turning from the correct lane (even when lane markings are not present) 	<ul style="list-style-type: none"> • Occupant Restraints • Aggressive Drivers • Fatigue
Apr.	<ul style="list-style-type: none"> • Construction Site Cleanliness (have a bin & pick up debris) • Contractors – know the Community Standards regulations 	<ul style="list-style-type: none"> • Domestic Violence Prevention / Awareness • Violence Against Women Prevention / Awareness 	<ul style="list-style-type: none"> • Speed • Aggressive Drivers • Motorcycles

May	<ul style="list-style-type: none"> • Emergency Preparedness Week (1st week in May) • Yard Maintenance (Weed/Lawn care and control) • Parking tips <ul style="list-style-type: none"> ◦ Lawful vs illegal – give examples (e.g., parking on sidewalks or within 5 meters of Fire Hydrants) • Special Vehicle Restrictions (Trailers, RV, Motorhomes) • End of School safety messaging (speed) 	<ul style="list-style-type: none"> • Crime Prevention Week • National Police Week • National Missing Children’s Day • Victim and Survivors of Crime Week • Driving Tip of the Month – Distracted Driving 	<ul style="list-style-type: none"> • Young Drivers / Distracted Drivers • Aggressive Drivers • Motorcycles
Jun.	<ul style="list-style-type: none"> • Prohibited small vehicles • Safe use of Parks / park hours • Noise restrictions • Abandoned vehicles 	<ul style="list-style-type: none"> • Elder Abuse / Elder Exploitation Awareness • Bicycle Safety – Bike Rodeo • When and how to report to Municipal Enforcement or the RCMP 	<ul style="list-style-type: none"> • Commercial/Passenger Vehicle Safety • Cycling • Construction Zones • OHV • Fatigue
Jul.	<ul style="list-style-type: none"> • Yard Maintenance (Weed and Lawn controls - refresher) • Community Standards Bylaw tips 	<ul style="list-style-type: none"> • Water safety (River, lake and backyard) • Report Vandalism (Graffiti, Mischief) 	<ul style="list-style-type: none"> • Motorcycle safety • Cycling • Construction Zones • OHV
Aug.	<ul style="list-style-type: none"> • Unsightly properties • Private Property Clean Up • City Construction Zones • Intersection Safety / Speeding (Sept, Jan, and Aug were highest injury collision months with 8, 7& 6 injury collisions respectively) 	<ul style="list-style-type: none"> • See something, say something (borrowing on the UK’s model for counter-terrorism, crime prevention, etc.) 	<ul style="list-style-type: none"> • Impaired Driving • Cycling • Construction Zones • OHV
Sep.	<ul style="list-style-type: none"> • Back to School Safety • School Zone Times • School Bus Safety - loading/unloading/ parking 	<ul style="list-style-type: none"> • School Safety • Tips for helping the Homeless (donate to recognized charity vs personal panhandling) • Mental Health 	<ul style="list-style-type: none"> • Back to School • Alcohol • Speed
Oct.	<ul style="list-style-type: none"> • Halloween Safety • Prepare for winter tips (e.g., winter windshield fluid/tires) • Winter Driving Heads Up 	<ul style="list-style-type: none"> • Child Abuse Prevention and Awareness • Travel Safety – Emergency Road Kit 	<ul style="list-style-type: none"> • Occupant Restraints /Kids Car Seats/Booster Seats • Wildlife
Nov.	<ul style="list-style-type: none"> • Obey snow removal signs • Shovel sidewalks / driveways onto unused portion of your yard • Slow down for road conditions 	<ul style="list-style-type: none"> • Restorative Justice Week • Acknowledging Community Partner Agencies 	<ul style="list-style-type: none"> • Pedestrian Safety • Wildlife • Fatigue
Dec.	<ul style="list-style-type: none"> • Pedestrian / student safety. Cross at corners. Car stopping distances increased. • Anticipate snow removal • Park in your Driveway to allow snow removal 	<ul style="list-style-type: none"> • Home Security • Impaired Driving & Checkstop Season 	<ul style="list-style-type: none"> • Impaired Driving • Winter Driving

Protective Services 2019 Weekly M.E. & You Messaging Plan

- Dec 31/Jan 6 – Keep your sidewalks clear of snow & ice
- Jan 7 – Animals in Cold Temp’s
- Jan 14 – Drive Carefully in winter driving conditions
- Jan 21 – Intersection Safety
- Jan 28 – Pet Licensing
- Feb 4 – Found Property at MES
- Feb 11 – Distracted Driving
- Feb 18 – Animals in Cold Temp’s & Licensing
- Feb 25 – Parking in Alleys
- Mar 4 – Occupant Restraints
- Mar 11 – Dogs on Leash
- Mar 18 – Storm pond safety
- Mar 25 – Info about ATE and the City’s web page
- Apr 1 - Speeding
- Apr 8 – Distracted Driving
- Apr 15 – Pick up after your pet
- Apr 22 – Contractors site cleanliness
- Apr 29 – Parking on front yards
- May 6 – Emergency Management Week
- May 13 – Parking near sports fields
- May 20 – Cycling Safety
- May 27 – Street sweeping awareness
- June 3 – Pedestrian Safety
- June 10 – Parking trailers on the street
- June 17 – Construction Zone safe driving
- June 24 – End of School
- July 1 – Canada Day Parking/Driving
- July 8 – Animals in hot vehicles
- July 15 – Use of parks/park hours
- July 22 – Cycling Safety
- July 29 – Unsightly properties
- Aug 5 – Intersection Safety
- Aug 12 – Distracted Driving
- Aug 19 – Unsightly properties - reminder
- Aug 26 – Cycling Safety
- Sept 2 – Return to School Safety
- Sept 9 – Reduce your speed
- Sept 16 – School zone times
- Sept 23 – School bus rules
- Sept 30 – Pedestrian safety
- Oct 7 – Blocking sidewalks – boulevard parking
- Oct 14 – Debris on Roads
- Oct 21 – Accessible parking
- Oct 28 – Halloween Safety
- Nov 4 – Occupant restraints
- Nov 11 – Get ready for winter driving
- Nov 18 – Cords across sidewalks
- Nov 25 – Prepare for snow removal
- Dec 2 – Pedestrian and crosswalk safety
- Dec 9 – Reduce speeds for road conditions
- Dec 16 – Animals in the cold
- Dec 23 – Fat, Oil & Grease

School Outreach – Pedestrian Safety Presentations

Commencing in 2018 and concluding in early 2019, Municipal Enforcement Services Officers made 8 pedestrian safety presentations to Fort Saskatchewan students, grades 1 to 6. Each attending student received a zipper/backpack flashing light and reflective wrist band.

In total, 2,238 students participated in the safety presentations.

Participating School	Participating Students	Attending Officer
Ecole Parc Elementaire	230	WOOD
Fort Sask Christian School	294	CUMMINGS
Fort Saskatchewan Elementary	108	MCLENAGHAN
James Mowat Elementary	360	KLINGE
Win Ferguson Elementary	440	WEBSTER
OLA Catholic Schools	188	KLINGE
St.John XXII Catholic School	254	KLINGE
Southpointe School	364	KLINGE
Total	2,238	

Conclusion

Ongoing enforcement and education is required to further reduce injury collisions. Municipal Enforcement Services officers will continue to collaborate with RCMP officers to promote traffic safety in Fort Saskatchewan in a manner consistent with Alberta's Traffic Safety Action Plan.

Protective Services Department has set a goal of no fatality and serious injury collisions, consistent with the Vision Zero objective declared throughout Capital Region communities. All traffic enforcement staff focus on locations or motorist behaviours posing the greatest risk of harm to the community and employing:

Education and awareness – MES and RCMP officers are working cooperatively with local media and community groups to meet municipal and provincial mandates. They have conducted patrols of schools and playground zones, enforced occupant restraint systems, distracted driving, and more. Officers are encouraged to use of innovative public education programming to modify high-risk behaviours. The City will continue to use signs, advertisements, website postings and face-to-face educational sessions to promote safe driving and safe roadway use.

Enforcement efforts and patrols – MES and RCMP officers will focus on high-collision locations and high-risk driver behaviours (significant departures from driving norms or repeated violations). Both will support traffic operations that mirror the Alberta Traffic Safety Calendar and concentrate patrols in playgrounds, schools, residential and commercial areas as necessary. Conventional enforcement to create public visibility and awareness is essential to the traffic safety plan.

Better aligned shift schedules – Shift schedules for MES staff have been modified to match times when high-risk driving behaviours are recorded or reported. Shifts have created greater opportunity for joint-force operations and traffic education sessions involving MES and RCMP staff.

Photo Enforcement – Automated enforcement will be used to reinforce conventional enforcement in areas where the nature of traffic, roadway design and history of collisions warrants the use of the technology. Information is routinely published in the local newspapers

and posted online. Sites are evaluated annually and endorsed by the police if required to achieve traffic safety objectives.

Evaluation – At least annually, the Supervisor of Municipal Enforcement Services and the Director of Protective Services will revisit the traffic safety strategy and results. Plans, operations and results will be compared with collision data to measure the effectiveness of our programs. The Protective Services analyst provides weekly and monthly collision reports for enforcement staff as well as data related to automated traffic enforcement and repeat violators. In 2018, a standardized collision summary format was introduced to aid in collision analysis.

The reduction of speed and injury related collisions remains a top priority of residents. Council and the Administration continue to endorse traffic safety as a community priority. The RCMP have built Traffic Safety into its Annual Performance Plan.

It is the belief of Protective Services that education, engineering, public engagement, evaluation and enforcement are the cornerstones of an effective traffic safety program and will contribute to a community free from serious injury collisions. We are committed to making this priority a reality.

Plan Approval

A comprehensive Traffic Safety program contributing to the City's vision of having no injury collisions is possible and the focus of traffic safety efforts in Fort Saskatchewan.

This plan shall be reviewed and approved by the Director of Protective Services annually. Every three years, the Director will cause the plan to be filed with the Public Security Division.

2019 Plan Approval:

[Original Signed by]
Brad Ward
Director, Protective Services
Date: 2019Apr11