



CITY OF
FORT SASKATCHEWAN
ALBERTA



PROTECTIVE SERVICES

**Traffic Safety Plan
2026 - 2029**



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Executive Summary

The City of Fort Saskatchewan's Traffic Safety Plan (2026–2029) outlines a coordinated, data-driven strategy to reduce collisions and eliminate serious injuries and fatalities across the community's transportation network. Grounded in the principles of Vision Zero and the Safe System Approach, the plan establishes a clear framework for improving road safety through a balanced application of engineering, education, enforcement, engagement, and evaluation.

The plan provides a comprehensive view of the current state of traffic safety, supported by key indicators and data analysis, and identifies priority risk areas including school zones, high-collision locations, and risks associated with speed, impairment, and distraction. It sets out measurable performance indicators and key performance metrics (KPIs) to track progress and ensure accountability over the four-year period.

Central to the plan is a multi-disciplinary and collaborative approach, bringing together Protective Services, Transportation and Engineering, Municipal Enforcement, RCMP, Fire Services, and community partners. Through coordinated actions, targeted enforcement, infrastructure improvements, and public education initiatives, the plan aims to influence driver behaviour, enhance road design, and improve overall safety outcomes.

Progress will be monitored, evaluated, and reported annually, ensuring the City remains responsive to emerging trends, community needs, and evolving best practices while maintaining alignment with provincial and national traffic safety priorities.

Background

The City of Fort Saskatchewan, home to more than 29,716 residents, is a vibrant economic and cultural hub located in Treaty 6 Territory and Métis Nation of Alberta Region 4, approximately 15 minutes northeast of Edmonton. The community supports a high quality of life through extensive transportation and recreational infrastructure, including over 75 kilometres of paved walking and cycling trails that connect neighbourhoods, parks, and public spaces.

Fort Saskatchewan also benefits from a strong commercial and industrial base. The community is home to, or located in close proximity to, major industrial and petrochemical facilities that receive, process, and distribute a range of products, including dangerous goods. This activity contributes to increased commercial vehicle traffic and reinforces the need for a coordinated and proactive approach to traffic safety.

Policy and Legislative Framework

Traffic safety in Fort Saskatchewan is guided by a combination of municipal policies, bylaws, and provincial legislation that establish authority and direction for enforcement, infrastructure, and program delivery.

Key documents include:

[Fort Saskatchewan Traffic Bylaw](#)

- regulates traffic operations, parking, and roadway use within the municipality

[Traffic Calming Policy](#)

- provides direction for assessing and implementing traffic calming measures

[Transportation Master Plan](#) (TMP)

- establishes long-term transportation planning priorities, including safety improvements

[Alberta Traffic Safety Act](#)

- governs driver behaviour, vehicle operation, and enforcement authority across the province. We follow the [Alberta Traffic Safety Calendar](#) for targeted education and enforcement throughout the year.

Together, these frameworks enable a consistent and coordinated approach to traffic safety, supporting the City's commitment to reducing collisions, injuries, and fatalities in alignment with Vision Zero.



Fort Saskatchewan City Hall

Traffic Safety Vision

City of Fort Saskatchewan

Vision Zero Commitment



Fort Saskatchewan has adopted Vision Zero as a long-term goal to achieve zero fatal and serious injury collisions on our roadways

0 Fatalities

0 Serious Injury Collisions

[City of Fort Saskatchewan Vision Zero Video:](#)

The City of Fort Saskatchewan adopted Vision Zero in 2018 through a Council approved motion. The City works towards a goal of zero fatalities and serious injuries as a result of collision on city roadways.



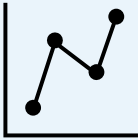
Using engineering, education, enforcement, engagement and evaluation as the foundational elements of traffic safety, we have seen a positive reduction in the number and severity of collisions occurring within the City. Through the City's adoption of Vision Zero, Protective Services, in partnership with the RCMP, has identified traffic safety as a key priority, with a focus on improving safety for motorists, cyclists and pedestrians across roadways, pathways and trails. This priority is supported by four core objectives:

1. Reducing Collisions: Identify high risk locations, analysing contributing factors, and implementing targeted strategies to reduce the frequency and severity of collisions.
2. Enhancing education: Increasing awareness of traffic safety issues, including speed, distracted driving, and vehicle noise.
3. Addressing impaired driving: led primarily by the RCMP, with Municipal Enforcement Services providing support through non-criminal enforcement where appropriate.
4. Improving infrastructure: Collaborating with Infrastructure to identify and address roadway design and engineering concerns.

Protective Services emphasizes that the ultimate goal of enforcement is voluntary compliance, with zero injury collisions and no reliance on fine revenue. Enforcement outcomes are viewed as a means to improve safety, not as a revenue source.


Safe Systems Approach for Traffic Safety 2026-2029

The City promotes the Safe System Approach to traffic safety through the 5 E's of traffic safety. The Safe System Approach is an evidence-based framework for traffic safety that accepts people will make mistakes and designs the transportation system to prevent those mistakes from causing death or serious injury.

	<p>Education</p> <p>Raise awareness of road safety issues and promote safe driving behavior. Enabling travelers to learn and follow best practices through road signs, social media, formal training, and other creative outreach and education tactics.</p>
	<p>Engineering</p> <p>Prioritizing the safety of pedestrians, cyclists, and other vulnerable users when designing roadways. Design roadways and traffic calming measures that prevent collisions.</p>
	<p>Enforcement</p> <p>Municipal Enforcement and the RCMP partner together for this initiative. Targeting road safety risks such as speeding, impaired driving, distracted driving and other high risk driving behaviours.</p>
	<p>Engagement</p> <p>Fostering two-way communication through a variety of different means, including public engagement, social media, public consultation opportunities and surveys. The Policing Committee is a link in the community for public safety concerns.</p>
	<p>Evaluation</p> <p>Tracking and monitoring incidents, learning from the past to improve conditions in the future. Using intelligence led data analysis to inform decisions and enforcement efforts.</p>

Vision Zero Action Plan

The City of Fort Saskatchewan works towards Vision Zero with actionable items from a multi-disciplinary approach. The following are actions taken by various City Departments towards the Vision Zero goal.

	<h3>Education</h3>
<p>Raise awareness of road safety issues and promote safe road behavior. Enabling travelers to learn and follow best practices through road signs, social media, formal training, and other creative outreach and education tactics.</p>	

- 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 with no fines, no demerits.
- Bicycle Rodeo** – Municipal Enforcement endeavor to teach youth about safe bicycle riding. Each participant’s bicycle is examined and fixed for safety issues. Children in need of helmets are provided one, donated by Protective Services. The RCMP and Fire Services participate in the event.



3. Speed Display Signs: 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. A mobile speed display trailer will be deployed at key locations or upon evidence of an issue to assist education and to focus our resources more effectively. As of 2025, the City has installed a total of 18 permanently mounted speed display boards situated strategically in high collision or high violation areas.



- 4. School Traffic Safety Training** – Officers from Protective Services (RCMP and Municipal Enforcement) make a number of classroom presentations during each year 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.
- 5. Collision Data Analysis/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.

- 6. **Social Media Education Campaigns:** – Multiple crosswalk locations within the city where there are documented pedestrian related collisions have received sidewalk markings indicating “when eyes lock it’s safe to walk”, to promote safe road crossing.

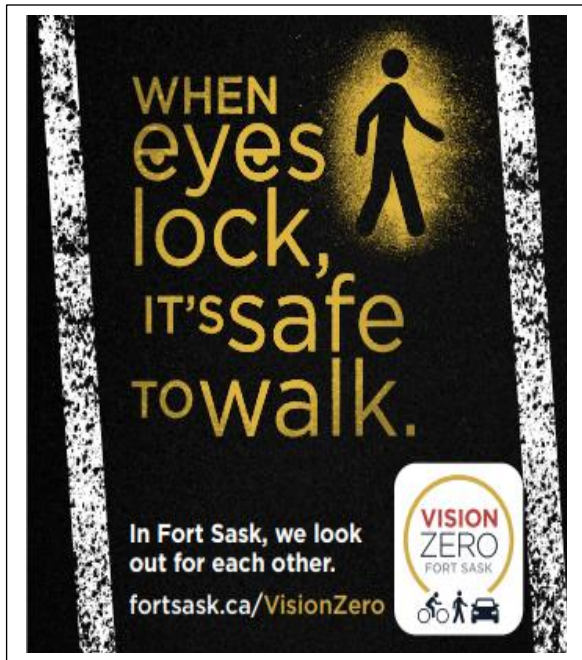
City of Fort Saskatchewan Vision Zero Videos: TAKE A LOOK!

[Safe Speeds Video](#)

[When Eyes Lock Video](#)

[PARTY Program Video](#)

[Winter Driving Video](#)



- 7. **“Slow Down” Lawn Sign** - Lawn sign campaign provides free lawn signs to residents that help make drivers aware to: Slow Down, Kids At Play, People Crossing.





Engineering

Prioritizing the safety of pedestrians, cyclists, and other vulnerable users when designing and operating streets. Design roadways and traffic calming measures that prevent collisions.

1. **Safe Speeds: Speed Limit Reduction:** The Engineering department and Protective Services conducted analysis on the City’s speed limits. In 2022 City Council lowered speed limits in residential areas to 40KM per hour and made other changes to the speed limits in Fort Saskatchewan for a safer community.
2. **Pedestrian Safety** – Rectangular Rapid flashing Beacon Lights -installed at many cross walks around the city. This has resulted in a reduction in vulnerable user and pedestrian collisions in the past three years. Other measures taken, painted lines, and raised crosswalks.
3. **Pre-emption Lights – Emergency Vehicles:** Preemptive signal devices allow Fire Services emergency vehicles to safely and efficiently control intersections, reducing the risk of high-speed conflicts and severe collisions. This directly supports Vision Zero by minimizing unpredictable interactions between emergency responders and the public, creating safer, more controlled traffic flow.
4. **Traffic Calming:** The City has adopted a [Traffic Calming Policy](#). Traffic calming is an opportunity for City staff, property owners and, community members to work together to design and make adjustments to roadways to achieve the goal of a safer community.
5. **Roundabouts:** Roundabouts may be considered where appropriate to reduce the severity of collisions and improve traffic flow while maintaining the safety of vulnerable road users.
6. **Transportation Master Plan:** The City’s [Transportation Master Plan](#) (TMP) will guide how the City’s transportation infrastructure will grow with the City’s population.



Enforcement

Municipal Enforcement and the RCMP partner together for this initiative. Targeting road safety risks such as speeding, impaired driving, distracted driving and other high risk driving behaviours.

1. **Conventional Traffic Enforcement:** 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 Alberta Traffic Safety Calendar will serve as an aid to guide enforcement activities each month.
2. **Joint Force Traffic Operations:** Municipal Enforcement partners with the RCMP to conduct joint force traffic operations focused on speed, intersections, distracted driving and other high risk driving behaviours. They also will strive to increase external partner relationships with neighbouring municipalities. A key measurable will be to conduct at least two traffic operations in a calendar year with neighboring municipalities.
3. **Commercial Vehicle Enforcement:** A large focal point from Council has been in relation to Commercial Vehicle Enforcement. Due to the large industrial corridor that surrounds Fort Saskatchewan this is a high priority for Municipal Enforcement. Municipal Enforcement Services have had a dedicated Traffic/Commercial Vehicle Enforcement officer since 2022, who specializes in Commercial Vehicle inspections along with traffic safety. A key measurable in this service area is to conduct 150 commercial vehicle inspections each calendar year.
4. **Project TENSOR (Traffic Enforcement Noise/Speed Offence Reduction):** In 2025, the City of Fort Saskatchewan adopted Project Tensor which is headed by the Traffic/Commercial Vehicle Enforcement Officer with Municipal Enforcement. This project focuses on dedicated traffic operations specifically conducted to address and enforce vehicle noise, speed, stunting and any equipment restriction violations.



Evaluation

Tracking and monitoring incidents, learning from the past to improve conditions in the future. Using intelligence led data analysis to inform decisions and enforcement efforts.


1. **Traffic Safety Working Group:** The Traffic Safety Working Group (TSWG) is a multidisciplinary committee established to identify, analyze, and respond to traffic safety concerns within the community. Using a Safe Systems approach, the group aims to collaboratively reduce traffic-related injuries and fatalities through coordinated efforts, data-informed decisions, and effective implementation of traffic safety tools.



Traffic Safety Working Group members: Municipal Enforcement Services, RCMP, Fire Services, Public Works, Engineering, Transit, Elk Island School Bus Transportation, NRCARE, Policing Committee

2. **Collision Data Analysis:** Protective Services employs an analyst to conduct crime and traffic analysis. RCMP and Municipal Enforcement Services officers receive quarterly collision reports with updated trend information, also shared with the Traffic Safety Working Group.

3. **Review of the Traffic Safety Plan:** Program Management and accountability measurables are set in place to conduct an annual review of the Traffic Safety Plan with a complete update every three years.

	<h3>Engagement</h3>
<p>Fostering two-way communication through a variety of different means, including public involvement, social media, public consultation opportunities and surveys. The Policing Committee is a link in the community for all public safety concerns.</p>	

1. **Policing Committee:** The Policing Committee is the link between the community the RCMP and Council. Members of the public can attend the meeting to discuss any public safety concerns they have. This includes traffic safety discussions.
2. **Fort Report/Report a Concern:** 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.
3. **Town Hall and Surveys –** Another way Protective Services and the RCMP engage with the community is through Town Hall events and Policing Priorities surveys. This is a great way to engage the public and get feedback on public safety concerns.
4. **Protective Services Vision Zero Awareness Plan and Communications Calendar:** An inventory of media ready messaging created with the help of the City’s Corporate Communication unit. Messages are posted monthly throughout City Facilities and on social media to help educate and inform residents of traffic safety information.

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. 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.

Current State of Traffic Safety in Fort Saskatchewan

The City of Fort Saskatchewan's Protective Services Department comprises Municipal Enforcement Services, the RCMP, Police Administration, Protective Services Analytics. Policing services are delivered by the RCMP under the Municipal Police Service Agreement, with one member dedicated specifically to traffic safety enforcement, while Municipal Enforcement Services includes two Community Peace Officers focused on traffic and commercial vehicle enforcement; all other general duty officers also conduct traffic stops and participate in joint force operations.

City of Fort Saskatchewan Collision Data 2020-2025

Collision Type	2020	2021	2022	2023	2024	2025
Property Damage	243	267	275	259	197	181
Injury	42	46	58	61	89	79
<i>Minor Injuries</i>	39	40	55	42	70	75
<i>Major Injuries</i>	3	6	2	19	19	4
Fatal Events	1	0	1	0	1	1
Hit & Run	91	80	122	97	96	84
Total Collisions	377	393	455	417	383	345

Factors:

- 2022 saw an increase to the number of Injury collision and hit and run collisions that caused an increase overall in collisions.
- In 2024 the Province of Alberta changed the threshold for reporting collisions from \$2000 to \$5000, which can account for a drop in reported collisions in 2024.
- In 2024/25 the Province made changes to the Automated Traffic Enforcement (ATE) guidelines restricting the use of ATE on major highways and prohibited the use of speed on green cameras completely.

Vulnerable Road User Collision Data 2020-2025

Vulnerable Road User	2020	2021	2022	2023	2024	2025
Pedestrian	0	2	4	9	9	5
Motorcycle	2	2	3	5	3	4
Cyclist	3	1	1	6	4	4
Total Vulnerable Road User Collisions	5	5	8	20	16	13

Collision Primary Cause Event Type

Primary Event Type	Fatal	Hit & Run	Major Injury	Minor Injury	Property Damage	Grand Total
Backing	0	19	0	3	27	49
Head On	0	0	0	0	1	1
Left Turn - Across Path	0	0	2	14	15	31
Off Road Left	0	0	0	1	3	4
Off Road Right	1	0	0	5	1	7
Other/Specify	0	22	0	1	4	27
Passing - Left Turn	0	1	0	1	1	3
Rear End	0	3	2	26	36	67
Right Angle	0	0	0	12	13	25
Side Swipe - Opposite Direction	0	0	0	1	3	4
Side Swipe - Same Direction	0	9	0	3	23	35
Struck Object	0	30	0	8	54	92
Primary Event Grand Total	1	84	4	75	181	345

This table shows the primary cause of collisions in Fort Saskatchewan.



Conventional (Manned) RCMP and Municipal Enforcement Results

	RCMP Conventional Traffic Violations Issued (Cleared by Charge)	
	Jan-Dec 2024	Jan-Dec 2025
Seatbelt Tickets	6	82
Speeding Tickets	196	247
Intersection-Related Tickets	34	42
Other Moving Traffic Violations	73	113
Other Non-Moving Traffic Violations	277	395
RCMP Conventional Traffic Violation Warnings		
	Jan-Dec 2024	Jan-Dec 2025
Seatbelt Tickets	1	12
Speeding Tickets	29	53
Intersection-Related Tickets	25	30
Other Moving Traffic Violations	48	58
Other Non-Moving Traffic Violations	136	175
MES Issued Violations		
	Jan-Dec 2024	Jan-Dec 2025
Traffic Safety Related Violations (tickets/warnings)	2,361	3,482
Vehicle Equipment Related Violations (tickets/warnings)	339	458
Documentation Related Violations (tickets/warnings)	73	109
Total Provincial Traffic Violations (tickets/warnings)	2,797	4,316

Commercial Vehicle Enforcement Program

[Commercial Vehicle Enforcement Video](#)

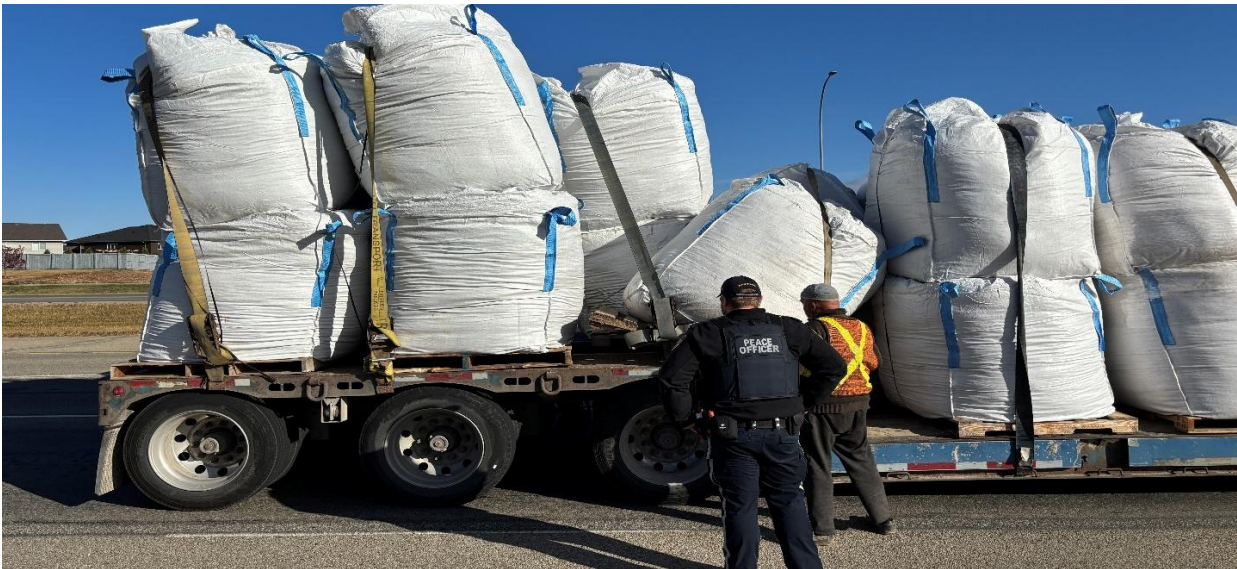
The Commercial Vehicle Enforcement Program consists of Municipal Enforcement Officers conducting compliance checks on commercial vehicles and dangerous goods carriers traveling through the City of Fort Saskatchewan. Commercial Vehicle Safety Alliance (CVSA) Inspections are conducted on our roadways to enhance safety and protect roadway infrastructure. Joint Force Operations will be conducted throughout the year with other agencies to enforce the Dangerous Goods and Commercial Vehicle legislation.

Commercial Vehicle Enforcement	2024	2025
Violations Identified	271	373
Inspections	120	107

Commercial Vehicle Enforcement Joint Operations

Fort Saskatchewan Municipal Enforcement hosts an annual joint force operation to conduct commercial vehicle inspections and enforce commercial vehicle related offences. Multiple surrounding agencies and municipalities participate in our annual operation, contributing to the safety of our roadways within the City.

Commercial Vehicle Joint Inspections	2024	2025
Total Inspections	29	36
Pass	13	11
Requires Attention	3	6
Out of Service	13	19
Violations (tickets/warnings)	96	211



2025 Commercial Vehicle Enforcement Highway 21 and Wilshire Blvd.

Vision Zero Performance Measurement Framework

The City of Fort Saskatchewan will advance traffic safety through a coordinated, data-driven approach focused on education, engineering, enforcement, engagement, and evaluation. Progress will be measured using consistent key performance indicators (KPIs), reviewed quarterly by the Traffic Safety Working Group and evaluated annually to guide continuous improvement.

Traffic Safety Goals 2026–2029

Main Goal = 0 Fatalities and 0 major injury collisions

Intersections, Vulnerable Road Users, Vehicle Speeds, Distracted and Impaired Driving will remain priority areas guiding all education, enforcement, and engineering efforts.

Education

The City will deliver targeted education and awareness initiatives to influence driver behaviour and improve safety for all road users.

1. Deliver 2–3 Option 4 programs annually
2. Conduct a minimum of 5 school-based traffic safety presentations per year
3. Host 1 annual Bike Rodeo event
4. Implement ongoing social media and communications campaigns aligned with priority themes (speed, distraction, impairment, seatbelts, and vulnerable road users)

Engineering

The City will implement and monitor infrastructure improvements to reduce risk and manage speeds.

1. Complete annual safety improvements (e.g., traffic calming, crosswalk enhancements, intersection upgrades)
2. Monitor and report on average speeds and 85th percentile (V85) speeds using speed display board data
3. Conduct ongoing review of high-frequency collision locations and implement mitigation strategies where feasible

Enforcement

Enforcement efforts will focus on high-risk behaviours and high-collision locations to support behaviour change.

1. Track and analyze traffic safety-related enforcement outcomes (tickets and warnings)
2. Conduct targeted enforcement on speeding, impaired driving, distracted driving, and seatbelt compliance
3. Increase high-visibility enforcement in school zones, playground areas, construction zones, and priority intersections
4. Complete joint force operations and traffic safety initiatives aligned with the Alberta Traffic Safety Calendar

Engagement

The City will strengthen collaboration and responsiveness to community concerns.

1. Track traffic safety concerns reported through public channels (e.g., Fort Report)
2. Hold quarterly Traffic Safety Working Group meetings with documented actions and follow-ups
3. Support and participate in partner-led initiatives, including programs such as PARTY Program.

Evaluation

Performance will be measured through collision data and behavioural indicators to assess progress toward reducing serious injuries and fatalities.

1. Monitor total collisions and collisions resulting in injury or fatality, with year-over-year trend analysis
2. Track vulnerable road user (VRU) collisions (pedestrians, cyclists, motorcyclists)
3. Identify and monitor top high-frequency collision locations
4. Analyze enforcement and speed data to assess changes in driver behaviour
5. Conduct quarterly KPI reviews and an annual plan evaluation, ensuring consistent reporting standards over time
6. 2027 Purchase Collision Analysis Software

Conclusion

The City of Fort Saskatchewan continues to strive for Vision Zero in our community. All traffic enforcement staff focus on high-risk locations and motorist behaviours posing the greatest risk of harm to the community and employing the 5 E's of the Safe Systems Approach to Traffic Safety.

The reduction of speed and injury related collisions remains a top priority of residents. 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 and RCMP Detachment Commander annually. Every three years, the Director will cause the plan to be filed with the Alberta Public Safety and Emergency Services.

2026 Plan Approval:

S/Sgt. Scott Lande, RCMP A/ Detachment Commander

Scott Lande

Coreen Rayner, Director of Protective Services

Coreen Rayner

April 7, 2026

Appendix “A”: Traffic Safety Maps

Figure 1: Speed Display Sign Locations in Fort Saskatchewan 2025-2026

This map displays all of the speed display sign locations in Fort Saskatchewan. Speed display signs capture speeds and display them to help educate drivers to slow down. There are 18 Speed Display Sign Locations throughout the city.

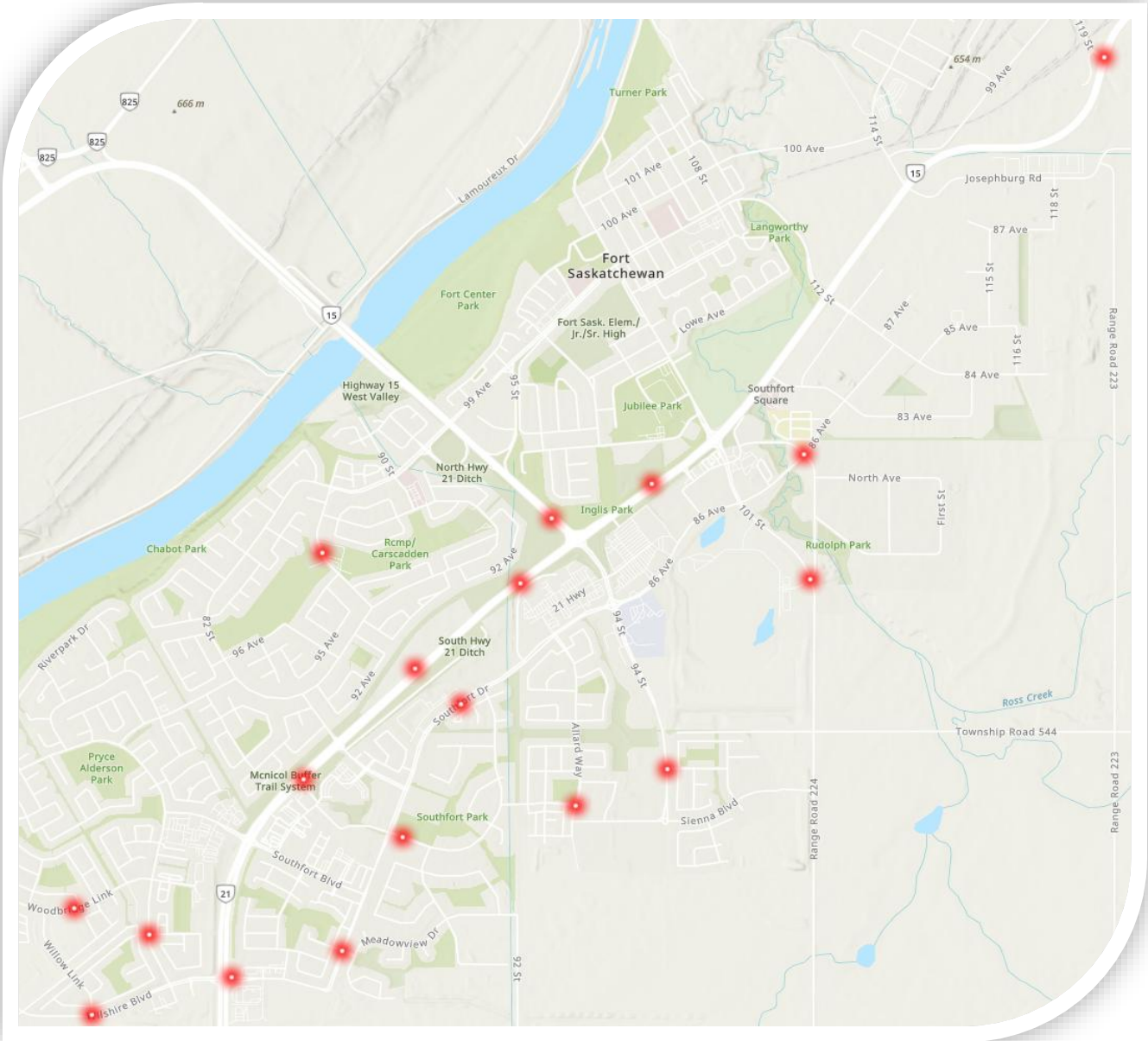
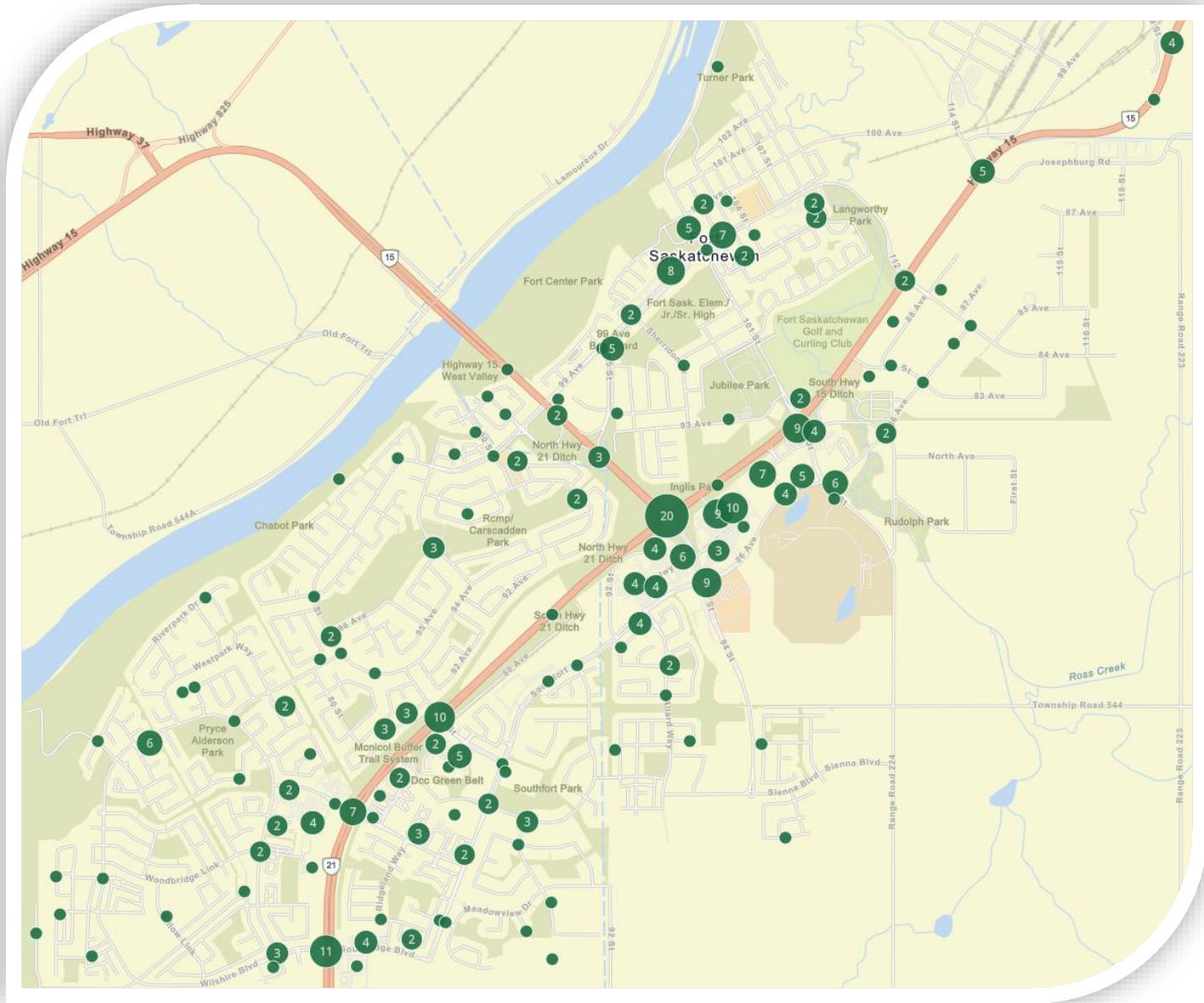


Figure 2: Collision Density Map, City of Fort Saskatchewan (2025)

This map illustrates the spatial distribution of reported collisions across the city for 2025. Higher density areas are concentrated along arterial corridors and key intersections, informing priority locations for enforcement and engineering interventions.



Notably, the intersection of Highway 21 and Highway 15 remains the busiest intersection in Fort Saskatchewan for volume of traffic. This intersection has the highest number of reported collisions.

Figure 3: Injury Collision Map, City of Fort Saskatchewan 2025 (Minor, Major and Fatal)

This map illustrates the spatial distribution of reported injury collisions, including minor, major and fatal incidents, across the city in 2025. The data highlights higher risk corridors and intersections where more severe outcomes occur, supporting targeted engineering, enforcement and education strategies aimed at reducing serious injuries and fatalities in alignment with Vision Zero.

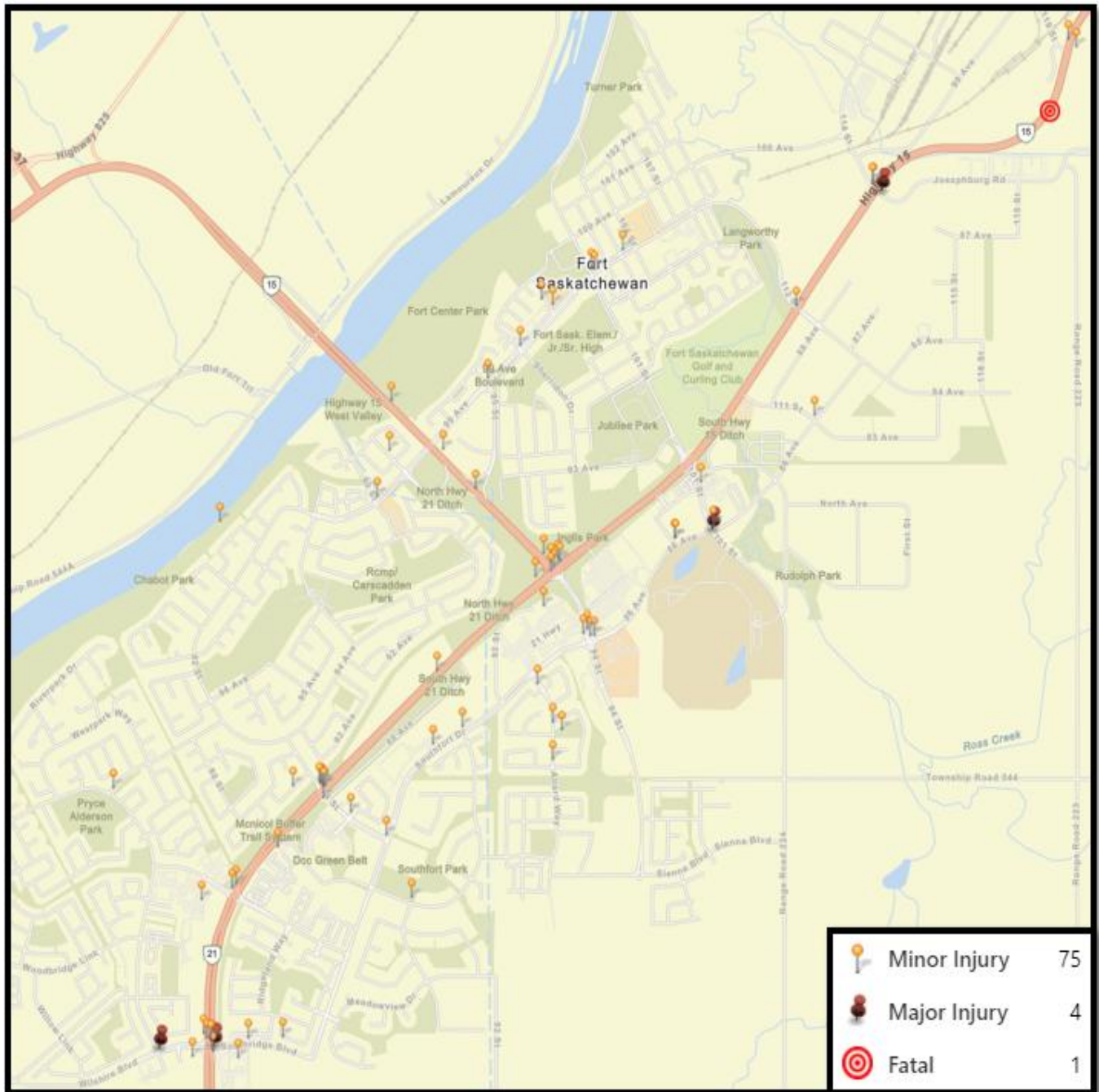


Figure 4: Vulnerable Road User Collisions by Location (2025)

This map illustrates the location and distribution of reported collisions involving vulnerable road users, including pedestrians, cyclists, and motorcyclists. The visualization highlights areas of increased risk, particularly near intersections, school zones and along higher volume corridors.

Five vulnerable road user collisions involved a minor under the age of 18. Ages range between 4-14 years old, three cyclists, and two pedestrians

