



PROTECTIVE SERVICES TRAFFIC SAFETY PLAN 2023 to 2026



**CITY OF
FORT SASKATCHEWAN
ALBERTA**

Introduction and Background

Fort Saskatchewan, home to more than 27,088 people, is a vibrant economic and cultural hub located in Treaty 6 Territory and Métis Nation of Alberta Region 4, just 15 minutes northeast of Edmonton. As a City, we believe in diversity and inclusion and are working toward creating a city where all residents are respected and have a sense of belonging.

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.

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 has adopted Vision Zero, a long term goal is to be Fatal and Serious Injury Collision Free on our roadways.

The City of Fort Saskatchewan is dedicated to improving traffic safety in our community every day. 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 as our traffic safety strategy. 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.

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; vehicle noise, speeds, and distracted driving
3. Identifying and removing impaired drivers from our roadways:
 - a. Primarily a function of the RCMP
 - b. Municipal Enforcement Services may provide support services to address non-criminal issues at road check 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.

Strategies for Traffic Safety 2023-2026

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. Traffic Safety 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.

The 5 “E”s of Traffic Safety

1. **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:
 - o **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. Utilizing our new speed display trailer will be an ongoing initiative within Protective Services. 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.
 - o **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. The results have been transformative. Offenders have commented about their new understanding of the risks and committed to changing their offending behavior.

- **Option 4 Goal** - 2-3 option 4 programs offered each calendar year.
- **Bicycle Rodeo** – Municipal Enforcement endeavors to teach youth 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. Each year approximately 50 children participate in this event.
 - **Goal:** Bicycle Rodeo held in May/June of each year
- **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.
- **Collision Data Analysis/Internal Education** – We employ evidence based data to enhance officer awareness of where, when and what is contributing to collisions in Fort Saskatchewan. 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.
 - **Goal:** Collision data is shared with the Policing Committee, Traffic Safety Working Group and the Engineering department on a quarterly basis along with internally for our enforcement services team.

- o **M.E. & You Weekly Messages** – Municipal Enforcement Services 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 range 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.
 - o **Look Before Crossing Campaign** – Halloween – Public Service Announcement
2. **Enforcement** – using conventional and automated enforcement to encourage compliance with traffic laws.
- o **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.
 - o **Joint Force Traffic Operations:** Protective Services 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.
 - **Goal** - Protective Services aims to conduct at least one joint force operation each month between the RCMP Traffic Unit and Municipal Enforcement Services.

- o **Commercial Vehicle Enforcement:** A large focal point from City Council has been in relation to Commercial Vehicle Safety. Due to the large industrial corridor that surrounds Fort Saskatchewan this is a high priority for Municipal Enforcement. In 2022, a new Peace Officer position was approved to specialize in Commercial Vehicle inspections along with traffic safety.
 - **Goal – CVE Inspections:** A key measurable in this service area is to conduct 150 commercial vehicle inspections each calendar year.
- o **Automated Traffic Enforcement:** The City uses automated enforcement including Mobile 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 in 2022 to reflect the newest guidelines published by the province.
- o Conventional enforcement and automated enforcement are complementary programs. Traffic Safety plans are evaluated and prioritized based on risk and harm reduction assessments.

3. **Engineering** - designing safe roads and effective traffic control devices.

- o **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.
- o **Pedestrian Safety** – Flashing Beacon Lights were installed at many cross walks around the city. This has resulted in a reduction in vulnerable user and pedestrian collisions in the past five years.
- o 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.

- o **Traffic Calming:** Engineers have developed a traffic calming policy that will be considered for all new roadway developments.
- o **Highway 15 and Highway 21 – Veterans Way** will be widened starting in 2023 to accommodate six lanes of traffic from its current 4 lanes. This will include an underground pedestrian walkway.

Evaluation - working with our partners to identify traffic safety concerns and assess the efficacy of education, enforcement or engineering solutions.

- o **CRISP Membership:** 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.
 - o **Data Analysis:** Protective Services employs an analyst to conduct crime and quarterly collision analysis. RCMP and Municipal Enforcement Services officers receive collision reports with updated trend information.
4. **Engagement** – working with the community to identify areas of concern, and to engage the community in resolving traffic safety issues.
- o **Traffic Safety Working Group:** Protective Services hosts a Traffic Safety Working Group that includes various City Departments, as well as members of the public, and School Transportation Board, Industry Representative and Policing Committee. Safety concerns, collision and enforcement trends help inform the group who then contribute to innovative solutions.
 - o **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.

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 2022 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.

Conventional (Manned) Enforcement Results:

RCMP Conventional Traffic Violations Issued (Cleared by Charge)		
	Jan-Dec 2021	Jan-Dec 2022
Seatbelt Tickets	179	78
Speeding Tickets	281	293
Intersection-Related Tickets	45	38
Criminal Code Impaired Driving Charges	14	10
Other Moving Traffic Violations	200	75
Other Non-Moving Traffic Violations	346	291
RCMP Conventional Traffic Violation Warnings		
	Jan-Dec 2021	Jan-Dec 2022
Seatbelt Tickets	17	95
Speeding Tickets	99	95
Intersection-Related Tickets	50	46
Other Moving Traffic Violations	380	354
Other Non-Moving Traffic Violations	252	276
MES Issued		
	Jan-Dec 2021	Jan-Dec 2022
Seatbelt Tickets	12	18
Speeding Tickets	918	835
Commercial Vehicle Enforcement Tickets	69	23
Total Provincial Traffic Warnings	995	941
Total Provincial Traffic Violations	1,462	1,671

Commercial Vehicle Enforcement Program

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	2021	2022
Warnings	96	31
Tickets	69	23
Inspections	64	57

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
- Traffic Safety - Enforcement of Provincial Acts and Regulations - Bylaw Enforcement - Animal Control and Protection - Pet Licensing - Park Patrols - Community Standards and Weed Control	- Front Counter Services - Criminal and Employment Checks - Call Evaluation and Dispatch - Court Liaison - Exhibit and Information Management - Photo and CCTV Management	- Crime and Tactical Analysis - Business and Strategic Analysis - Traffic and Collision Analysis - Prolific Offender Identification - Offender Profile Development - Officer Safety Briefs - Bail Preparation	- Community Consultation and Feedback - Civilian Oversight of Law Enforcement - Public Complaints Director	- 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.

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 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.

Automated Traffic Enforcement (ATE) Program Description

The City has two primary highways transecting the community (i.e., Highway 15 and Highway 21). The Intersecting Safety Device Cameras have recorded 13,989,166 vehicle movements in 2022 which demonstrates the amount of traffic going through Fort Saskatchewan. 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.

Intersection Safety Devise Locations and Data(2022)						
Site	Location	Vehicle Count at site	Speed on Green Tickets	Red Light Tickets	Total Violations	Percent Ticketed
601	HWY 15 SW BND @ HWY 21	1,435,459	403	43	446	0.031
602	HWY 15 NE BND @ 101 ST	1,285,151	132	41	173	0.013
603	HWY 21 SW BND @ 84 ST	2,333,193	1,801	114	1,915	0.082
604	HWY 21 NE BND @ SOUTHFORT BLVD	1,801,928	1,434	33	1,467	0.081
605	99 AVE NE BND @ 95 ST	982,290	2,187	223	2,410	0.245
606	HWY 15 SW BND @ 114 ST	1,651,549	7,087	38	7,125	0.431
607	HWY 15 NE BND @ 114 ST	1,769,317	5,175	32	5,207	0.294
608	HWY 21 NE BND @ HWY 15	1,944,351	171	47	218	0.011
609	HWY 21 NE TURN LANE @ HWY 15	785,928	0	237	237	0.030
TOTAL		13,989,166	18,390	808	19,198	0.137

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 interactive map associated to our website improvements, will not only provide the locations, but the justification forms and related collision data.

City of Fort Saskatchewan Automated Traffic Enforcement Program

CATEGORY	2018	2019	2020	2021	2022
Speed on Green	15,909	20,400	13,505	19,442	18,390
Red Light	551	420	403	653	808
Photo Radar	687	484	152	137	0
Total	17,147	21,304	14,060	20,232	19,198

Automated Traffic Enforcement Revenue

The City of Fort Saskatchewan invests a portion of the revenue from Automated Traffic Enforcement back into Traffic Safety Initiatives. Both Protective Services and the City Engineering Department utilize a portion of the revenue to invest back into traffic safety initiatives.

Projected 2023 Automated Traffic Enforcement Revenue: \$1,090,390

Protective Services Traffic Safety Initiative Funds: \$85,000

Protective Services Traffic Safety Initiatives include:

- o Traffic Safety Education through media campaigns Mix 107.9 radio station
- o Bike Rodeo - youth education in bicycle safety
- o Slow Down lawn sign campaign – 2023 initiative
- o MES Officer Bike Patrol Program
- o Traffic Safety Equipment

Fleet, Facilities and Engineering Department Traffic Safety Initiative Funds: \$75,000

- o Traffic Calming Infrastructure
- o Pedestrian Flashing Beacon Lights

Collision Data

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.

Most Common Collision Events

1. Rear-end - 73/333 (22%)
2. Backing – 64/333 (19%)
3. Stuck Object – 61/333 (18%)
 - o These collisions may include fixed objects (such as road signs), parked vehicles, and wildlife.
4. Sideswipe same direction – 46/333 (14%)
 - o These collisions can occur when one of the vehicles moved out of the lane it was traveling in when it was unsafe to do so – not checking blind spot, distracted, failure to signal, etc.
5. Right angle sideswipe – 35/333 (11%)
 - o These collisions occur between vehicles approaching at a right angle to one another, such as at intersections. At signalized intersections, they can be caused by red light running. At driveways or un-signalized intersections, they can be caused by motorists failing to yield the right of way.

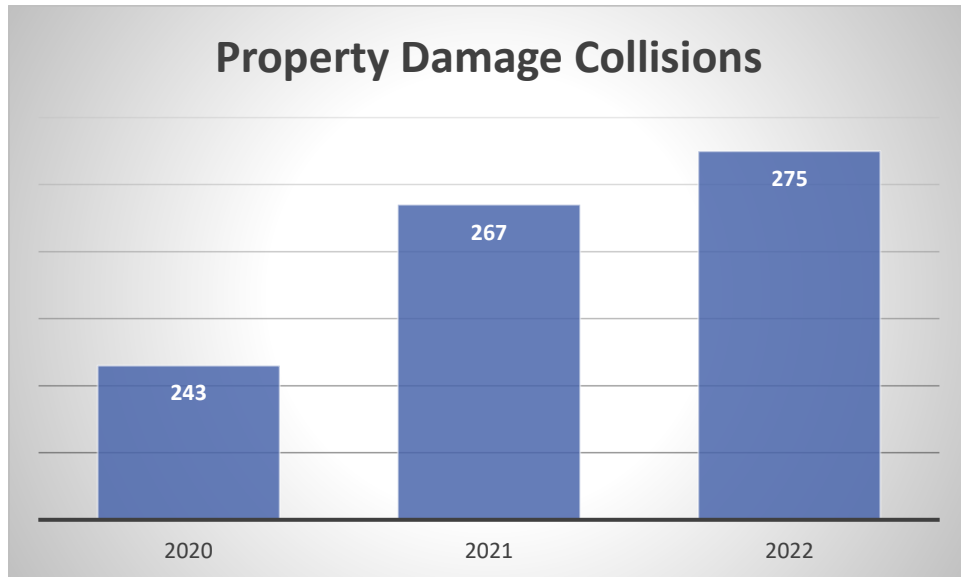
City of Fort Saskatchewan Collision Data

Stats/Year	2018	2019	2020	2021	2022	% Change 2018-2022
Property Damage Collisions	323	302	243	267	275	-18%
Injury Collisions	46	50	42	46	58	39%
Minor Injuries	40	44	39	40	55	53%
Major Injuries	6	6	3	6	2	-67%
Fatal Events	0	2	1	0	1	100%
Hit & Run			91	80	122	N/A
Total Collisions	369	354	377	393	455	23%

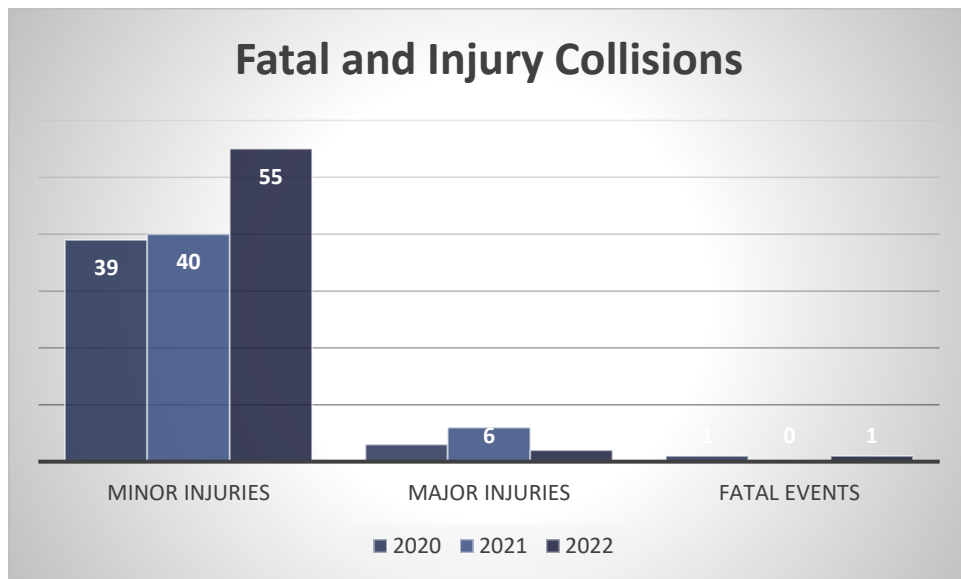
Vulnerable Road User Collision Data 2018-2022

Stats/Year	2018	2019	2020	2021	2022	% Change 2018-2022
Vulnerable Road User Collisions	10	11	5	5	8	-20%
Pedestrians	6	4	0	2	4	-34%
Cyclists	1	3	3	1	1	No Change
Motorcyclists	3	4	2	2	3	No Change

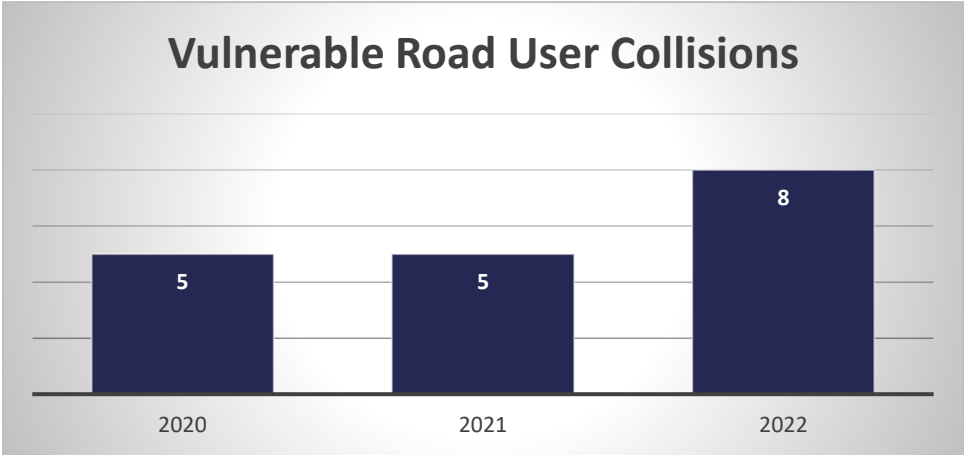
Property Damage Collisions

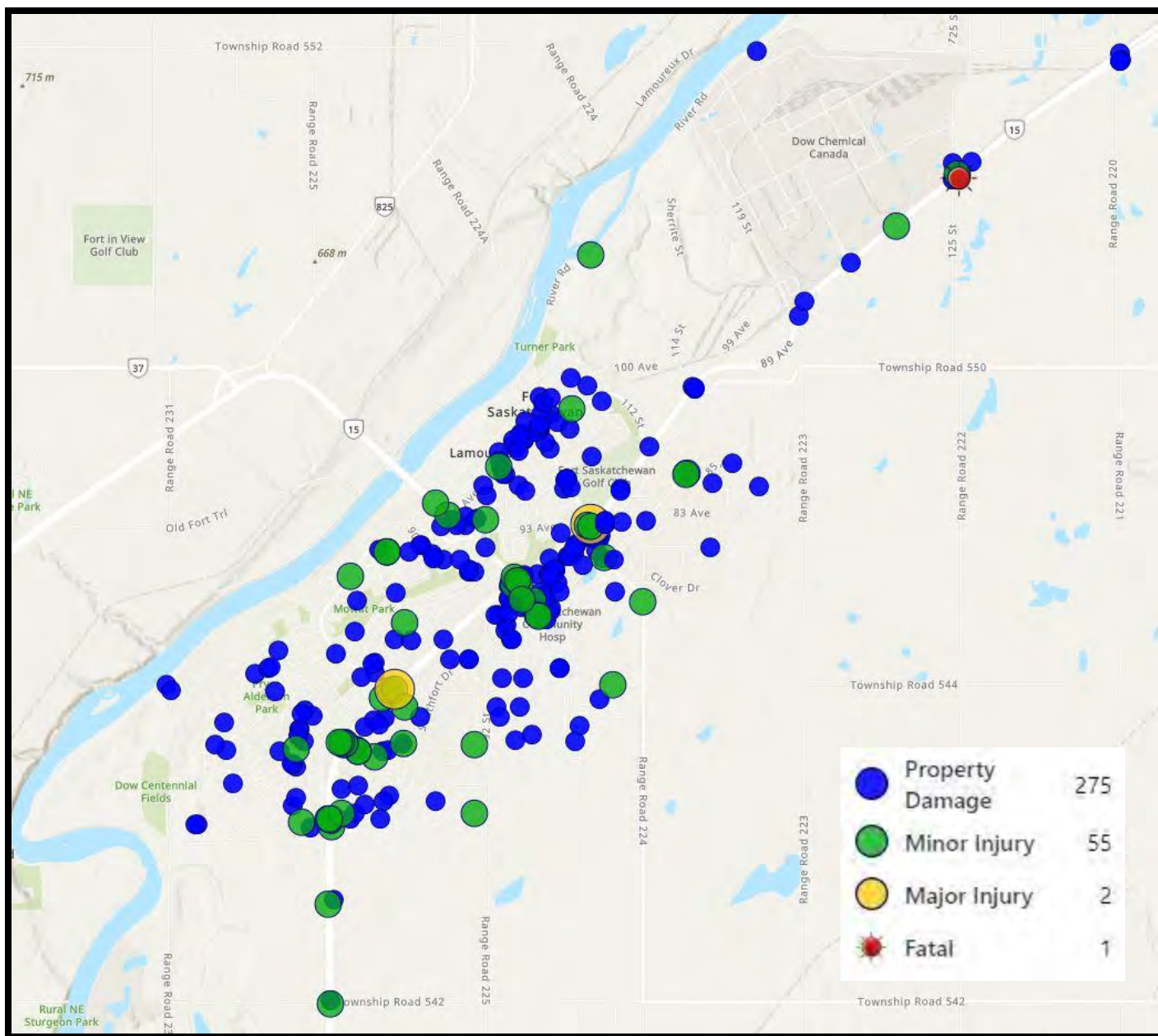


Fatal and Injury Collisions



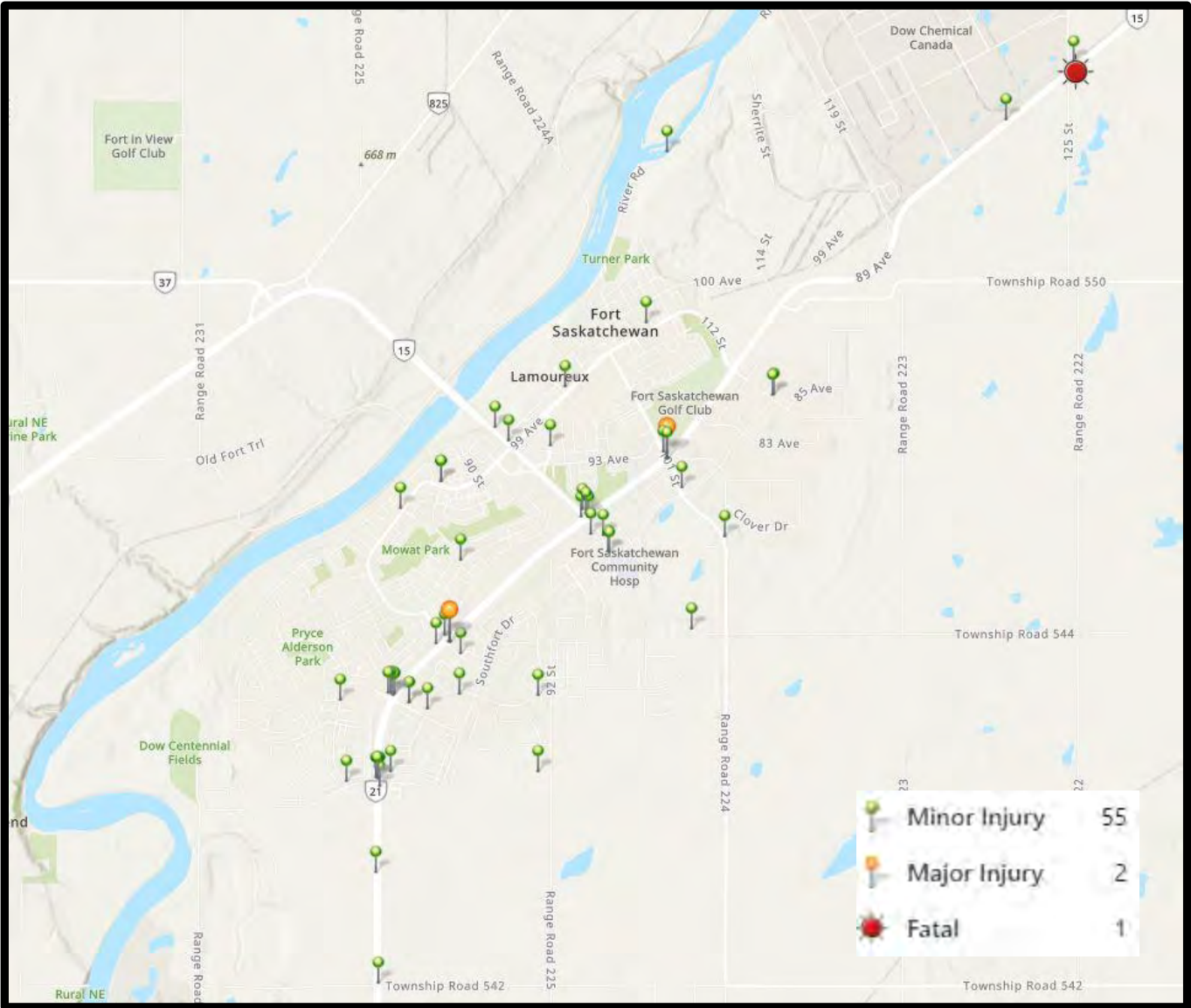
The map below displays reported property damage collisions (275), minor injury collisions (55), major injury collisions (2), and fatal collisions (1) for 2022.



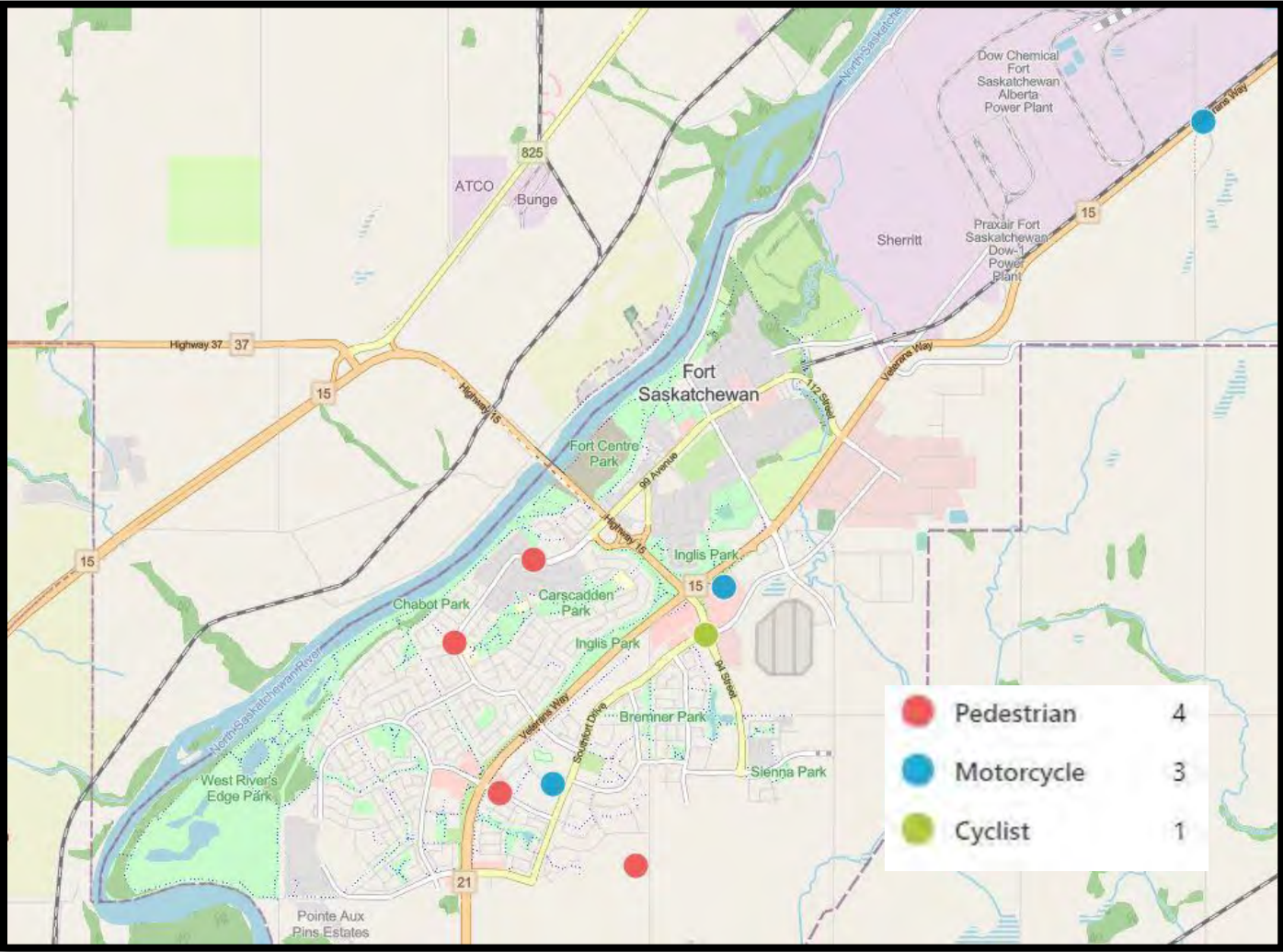


Notably, the intersection of Highway 21 and Highway 15 remains the busiest intersection in Fort Saskatchewan for volume of traffic. This intersection has the highest number of injury (minor and major) and property damage collisions

The map below displays minor and major injury collisions for 2022.



The map below displays vulnerable road user collisions for 2022.



Public Information Messaging

The following information is on the City of Fort Saskatchewan website: [Traffic Safety](#)

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 has been updated and includes collision data. We also have added 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

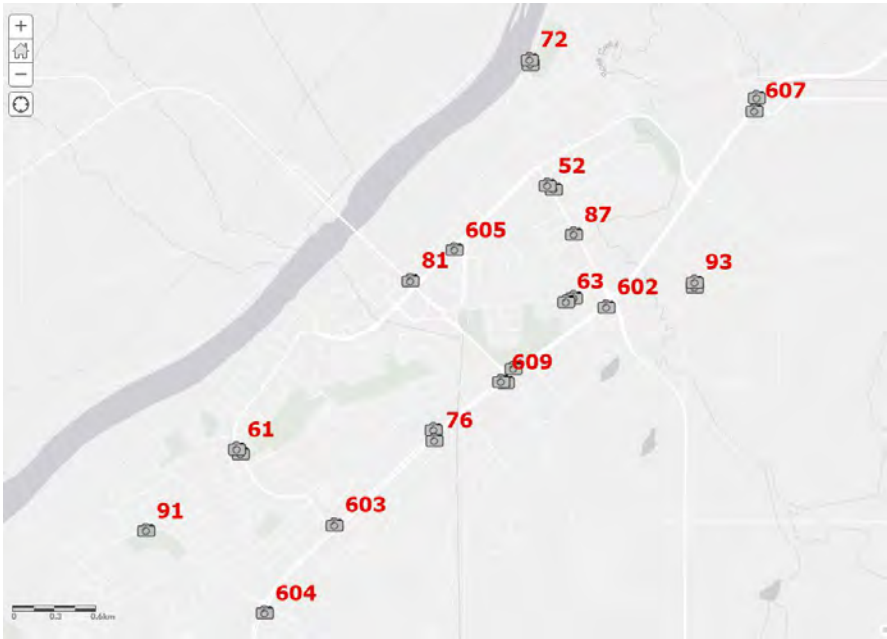
Council Supports

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.

We also 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 is able to click a link to retrieve the site justification form.



The following inventory of media ready messaging is utilized by the City of Fort Saskatchewan for public education information.

Protective Services 2023 Education City Messaging & Education Plan

- P.A.R.T.Y Program – Prevent Alcohol & Risk-Related Trauma in Youth. This program is about prevention and awareness. Youth learn through vivid and emotional experiences from real people and Officers on the effects of impaired driving and the trauma caused by collisions.
- Positive Ticketing Program – positive tickets issued to youth and adults for following laws and doing good deeds in the community.
- Bicycle Safety Rodeo – May and June education for bike safety and helmet use.
- Point, Pause and Proceed – widely taught to people of all ages.
- Candy Cane Checkstops – positive check-stop conducted by various stakeholders, RCMP, MES, Fire and Ambulance hand out candy cane and messages to drive safe.
- Option 4 Program – an education session for drivers vs paying a ticket
- Alberta Traffic Safety Calendar – messaging going out each month
- Vision Zero Media Campaign – weekly messages going on radio station Mix 107.9 for our Vision Zero and traffic safety campaign.

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

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.

2023 Plan Approval:

Insp. Barry Larocque, RCMP Detachment Commander: Barry Larocque, January 27, 2023

Coreen Rayner, Director of Protective Services: Coreen Rayner, January 27, 2023