



STRATHCONA
COUNTY

Traffic Safety Annual Report 2021

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Highlights

This report provides an update on Strathcona County's progress towards meeting the targets of the Traffic Safety Strategic Plan 2020 (TSSP). To-date, nine of 13 strategies outlined in the TSSP have been developed and implemented.

While this report compares 2020 traffic data to previous years, we also recognize that the COVID-19 pandemic had significant impacts on our transportation network, and results must be considered in that context. Overall, there has been a decreasing trend in the rate of collisions within Strathcona County between 2010 and 2020.

When broken out by collision types (all roads in Strathcona County):

- The rate of property damage only (PDO) collisions has been decreasing since 2015.
- The rate of minor injury collisions fluctuates slightly each year with a slowly increasing trend over time but was reduced in 2020.
- The rate of major injury collisions rose in 2015-2017 but dropped in 2018 and has remained low through 2020. This decrease is due to a marked decrease in major injury collisions. Fatal collisions in Strathcona County are consistently between five to seven per year, with the majority happening on provincial highways.

These trends are even stronger when County owned roads are separated out (excluding provincial highways), with 2020 reporting the lowest major injury collision rate in at least 10 years. The decrease in average annual rate and frequency of fatal/major injury collisions for 2018-2020 exceeded the collision reduction targets set out in the TSSP 2020.

For 2021/22 the current priority projects for traffic safety in Strathcona County are:

- Complete the update of our Integrated Transportation Master Plan (ITMP) by Q1 2022 and begin implementation of recommendations.
- Continue to better align resources towards evidence-based, data driven engineering, enforcement, and education initiatives to improve traffic safety.
- Complete the Sherwood Drive intersections redesign project within Centre in the Park.
- Implement the Traffic Safety Education Program
- Continue to complete actions identified in our Intersection Safety Action Plan, including a detailed evaluation of our Intersection Safety Device Program.
- Complete development and start implementation of a Rural Road Safety Strategy in alignment with the Sustainable Rural Roads Master Plan update.
- Maintain and grow strategies which have been implemented to date.

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I. Introduction

The Traffic Safety Strategic Plan 2020 (TSSP), adopted in 2014, serves as an internal guiding document for decision-making related to traffic safety. This report will provide an update on Strathcona County’s progress towards meeting the targets of the TSSP.

This document summarizes information and statistics and identifies trends based on information and statistics from the 2020 Strathcona County Traffic Collision Statistics Report.

This report will also highlight current and upcoming traffic safety initiatives in Strathcona County.

A. Background

The TSSP 2020 is based on a safer system approach:

Vision: *No one is seriously injured or killed while travelling on Strathcona County’s road network*

Mission: *Strathcona County is committed to the proactive implementation of integrated, evidence-based, and collaborative road safety strategies to create an increasingly safe and sustainable transportation environment.*

The TSSP 2020 outlines 13 strategies to address traffic safety in Strathcona County:

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

B. What is a safe system?

The implementation of a safe system is how we can achieve our vision of zero fatalities or serious injuries on Strathcona County's road network.

Figure 1: Summary of a safe system approach



Under a safe system:

- death and major injury on roads are unacceptable rather than inevitable outcomes of road transport;
- responsibility for road safety is shared between road users, designers and regulators;
- road safety decisions are data-driven and collaborative;
- efficiency is not prioritized over safety;
- speeds are managed and roads designed to keep potential collision forces within levels that can be tolerated by the human body; and
- traffic collisions are predictable and preventable.

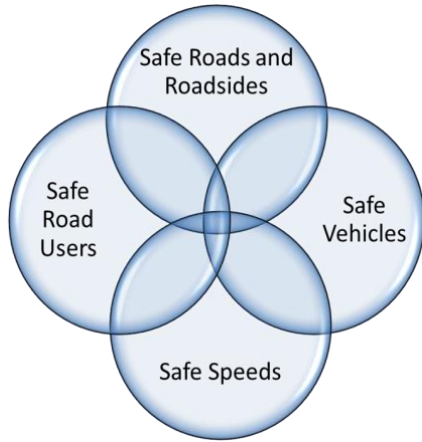


Figure 2: Four pillars of the Safe System Approach

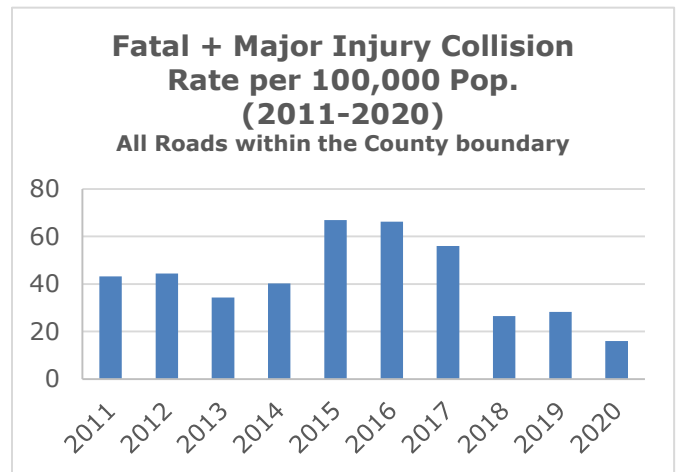
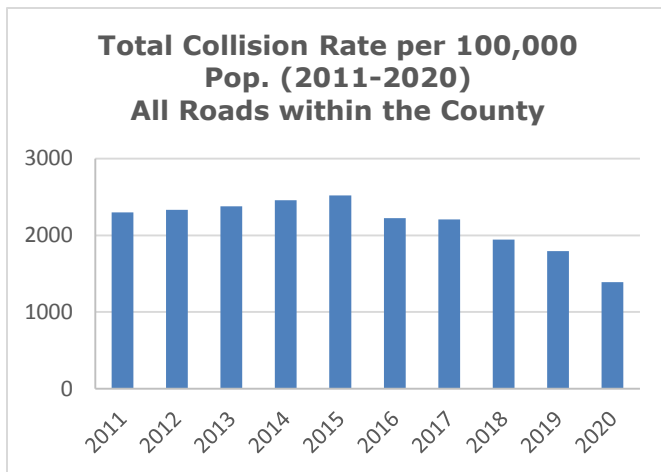
II. Current state of traffic safety in

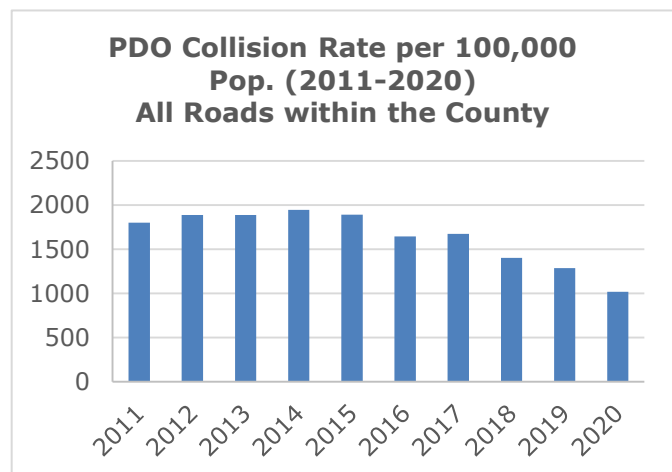
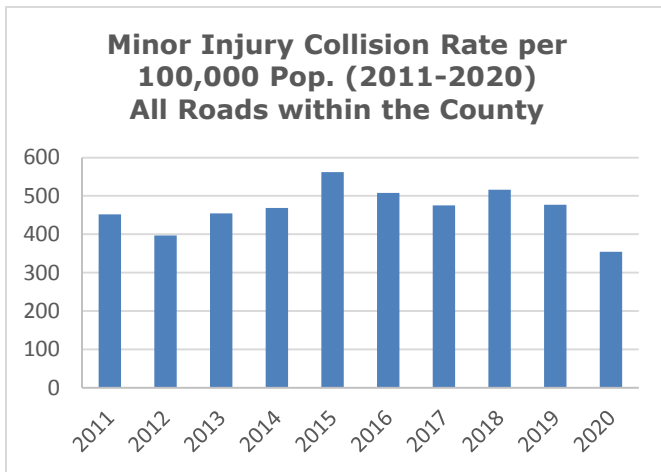
Strathcona County

With the COVID-19 pandemic, 2020 was an unprecedented year on County roads. Vehicle traffic patterns in our community were significantly impacted due to work from home orders and varying degrees of business, school and facility closures. Overall, it is estimated that vehicle volumes were reduced by about 20%, although that varied widely by location and time. Conversely, there was a large increase in the number of vulnerable road users on the network, as residents shifted to outdoor recreation. While this report compares 2020 traffic data to previous years, we also recognize that 2020 was an atypical year, and results must be considered in that context.

Collision trends

Based on historical collision data several trends can be identified.



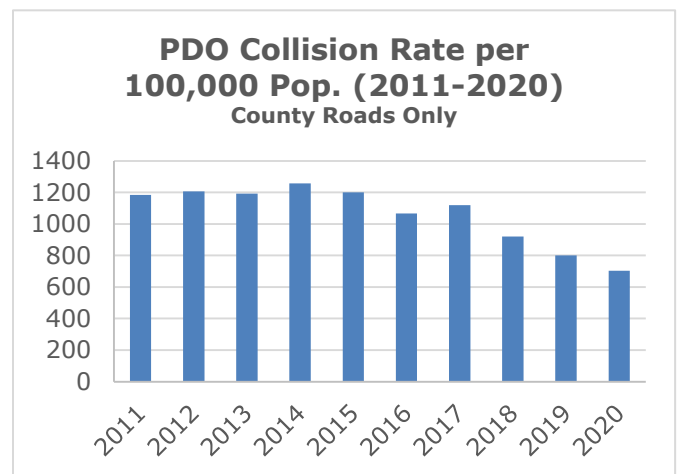
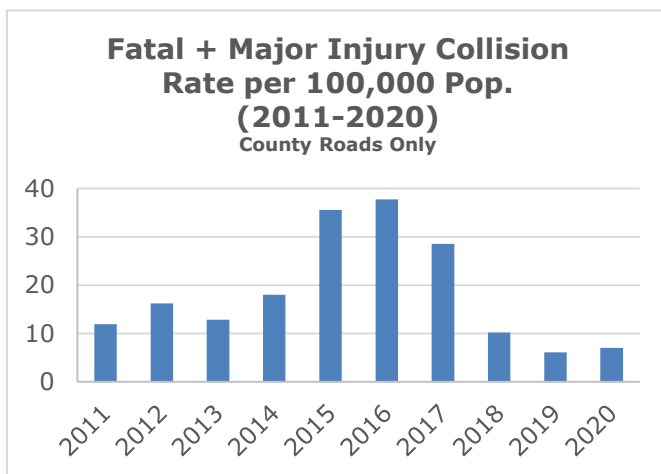
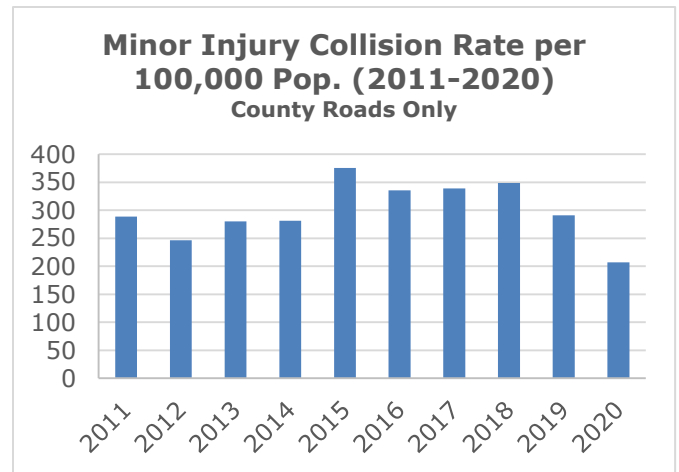
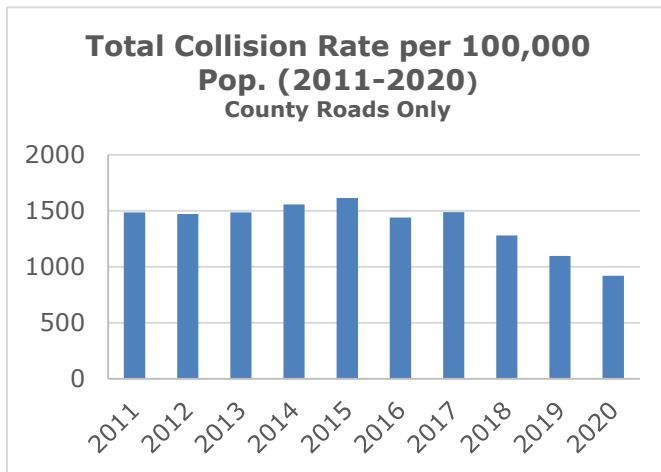


The information presented in this report is based upon reportable incidents at the time of printing. Due to continuing police investigations, some numbers presented in this report may be subject to revision.

All roads within Strathcona County boundaries:

- Overall, there has been a decreasing trend in the rate of collisions within Strathcona County between 2011 and 2020.
- When broken out by collision types:
 - The rate of property damage only (PDO) collisions has been decreasing since 2017.
 - The rate of minor injury collisions has been persistent but decreased in 2019 and 2020.
 - The rate of major injury collisions rose in 2015-2017 but dropped in 2018 and has remained low through 2020. This decrease is due to a marked decrease in major injury collisions. Fatal collisions in Strathcona County are consistently between five to seven per year, with the majority happening on provincial highways.

These trends are more marked when County owned roads are separated out (excluding provincial highways), with 2020 reporting the lowest major injury collision rate in at least 10 years.

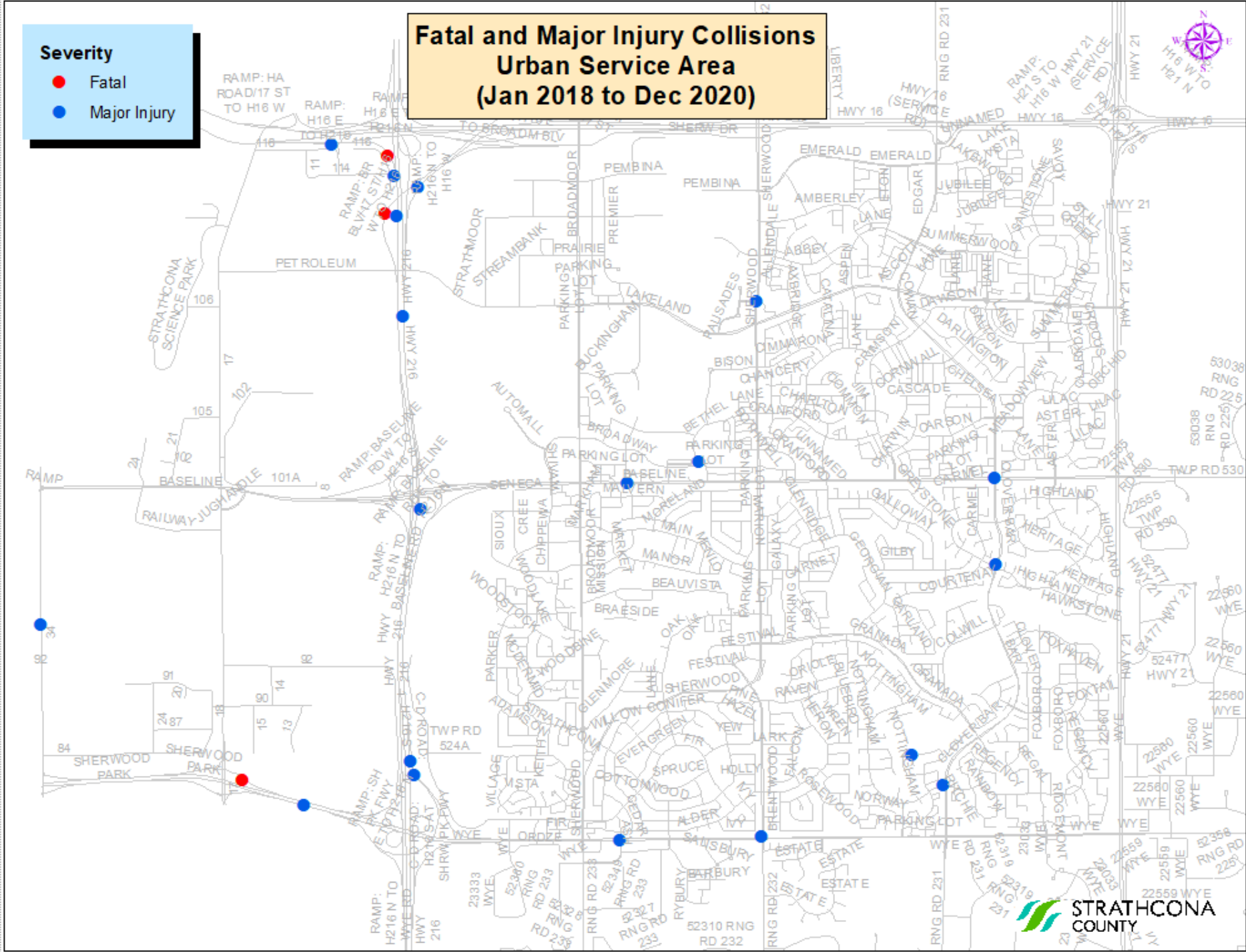


Deeper analysis of collisions (see *2020 Strathcona County Traffic Collision Statistics Report* for more detail) on County owned roads reveal:

- On County owned roads, the frequency of fatal and major injury collisions has declined consistently over the last five years in the urban area, accounting for the majority of the collision reduction. Fatal and major injury collisions in the rural area have also started to decrease over the last three years.
- Minor injury collisions in both the urban and rural area were reduced significantly (26%, 38% respectively) in 2020 from 2019.
- Most fatal collisions in Strathcona County happen on provincial highways. In 2020, four out of the six fatal collisions occurred on highways.
- All five of the highest frequency locations for collisions in Strathcona County over the past ten years are showing strong downward collision trends. These reductions are contributing significantly to improved collision statistics in 2020.

- One pedestrian sustained a major injury on a rural road in Strathcona County in 2020.
- Collisions causing serious injury in Strathcona County generally happen on non-residential roads. In the last 10 years, 63 of the 64 people who were killed in collisions in Strathcona County died as the result of a collision on a non-residential road. Similarly, 400 of the 417 people sustaining a major injury in a collision, sustained this injury during a collision that occurred on a non-residential road.
- Traffic safety in Strathcona County neighbourhoods remains very good; however, the first major injury collision in four years was recorded in 2020 on a residential road. This collision involved a 21-year-old cyclist who was struck in darkness.

The following maps illustrate the locations of fatal and major injury collisions in Strathcona County from 2018-2020.

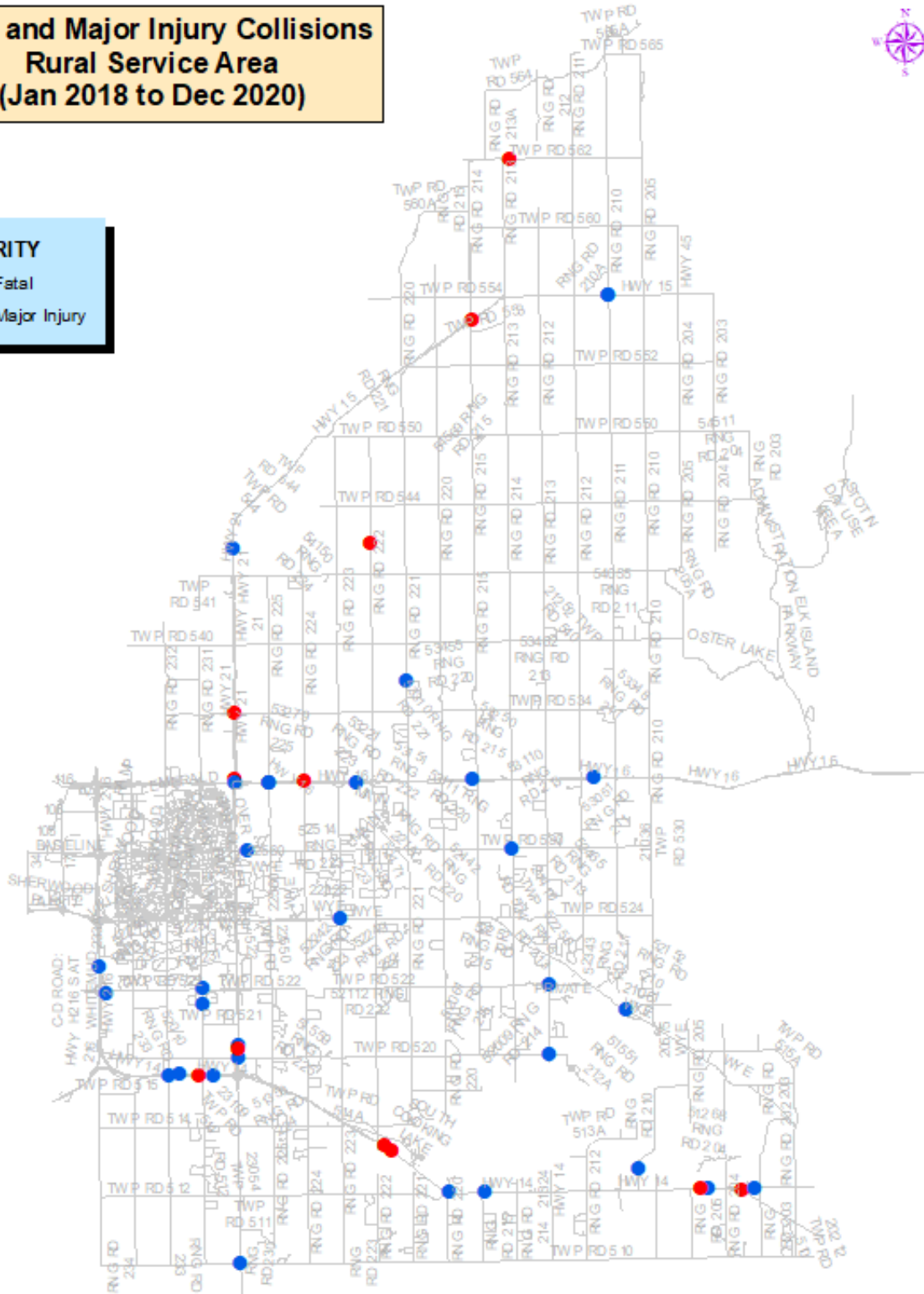


**Fatal and Major Injury Collisions
Rural Service Area
(Jan 2018 to Dec 2020)**

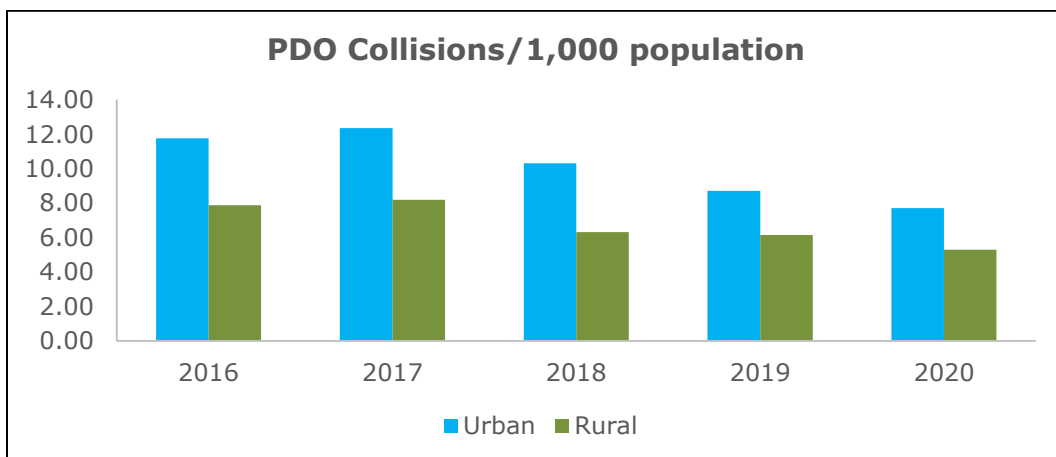
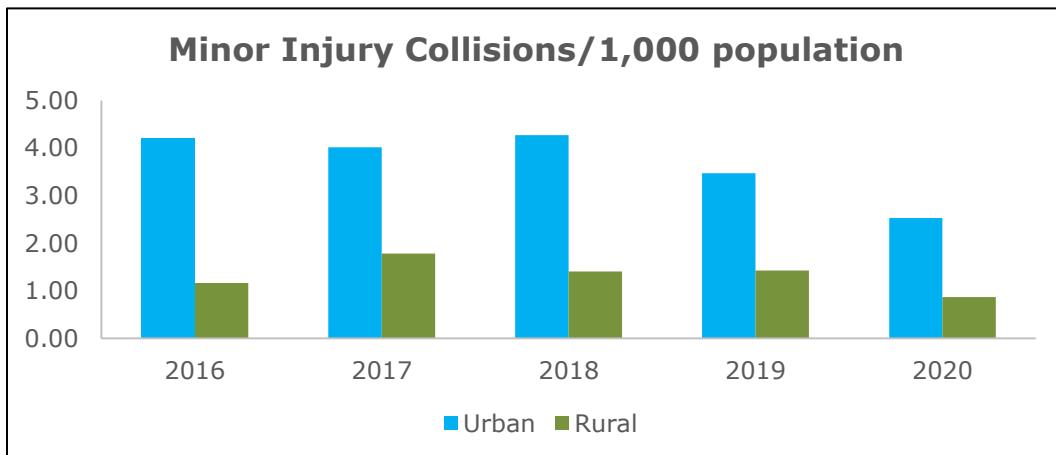
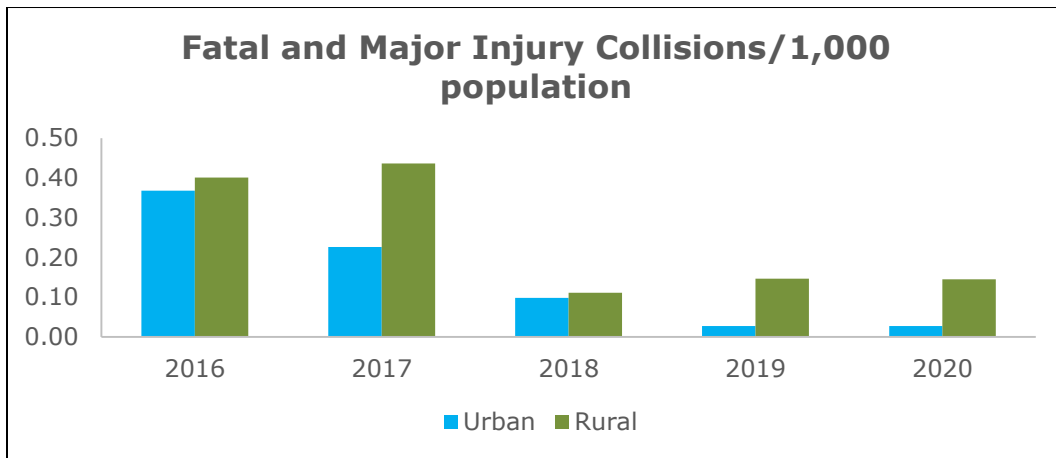


SEVERITY

- Fatal
- Major Injury



Collision Rates Comparison Urban vs Rural



III. Targets and results

A. Traffic collision data

Strathcona County's TSSP 2020 set out the following target for roads that are owned and maintained by Strathcona County:

The average annual rate of combined fatal and major injury collisions per 100,000 population from 2018 to 2020 will be reduced by 15 percent compared to the average rate from 2011 to 2013. The average number of fatal and major injury collisions from 2018 to 2020 will be reduced by 15 percent compared to the average number of collisions from 2011 to 2013.

Table 1: Average Annual Rate and Frequency of Combined Fatal and Major Injury Collisions per 100,000 population on County Owned Roads

Years	Average annual collision rate (combined fatal and major injury collisions)	Average annual frequency of fatal and major injury collisions
2011-2013	13.53	12.71
2012-2014	15.69	14.67
2013-2015	22.13	21.00
2014-2016	30.43	29.33
2015-2017	33.94	33.00
2016-2018	25.47	25.00
2017-2019	14.90	14.67
2018-2020	7.39	7.33
<i>TSSP Target 2018-2020</i>	<i>11.50</i>	<i>10.80</i>

As a result of the low rates of fatal/major injury collisions recorded in 2018 through 2020, the decrease in average annual rate and frequency of fatal/major injury collisions for 2018-2020 exceeded the targets set out in the TSSP.

For provincial highways in Strathcona County, the TSSP sets out the following target:

For Provincial Highways in Strathcona County: work cooperatively with Alberta Transportation staff to improve traffic safety and help meet provincial safety targets.

Strathcona County continues to work closely with the province and supports them in all safety initiatives.

B. Resident perceptions of traffic safety

Strathcona County recognizes that resident perceptions are also an important outcome in traffic safety. With regards to resident perceptions of traffic safety, the TSSP 2020 sets out the following targets:

15% increase in those rating traffic safety in Strathcona County as "Very Safe" or "Somewhat Safe", and those who "Strongly Agree" or "Somewhat Agree" that Strathcona County is always working to improve traffic safety.

During the course of the TSSP, resident perceptions of safety were evaluated three times, in 2015, 2018, 2019.

Table 2: TSSP 2020 targets for resident perception outcomes

Base condition 2013 Resident Survey		Target 2020 Resident Survey	
Percent of residents rating traffic safety in Strathcona County as safe	Percent of residents who agree that Strathcona County is working to improve road safety	Percent of residents rating traffic safety in Strathcona County as safe	Percent of residents who agree that Strathcona County is working to improve road safety
77.0%	67.6%	88.5%	77.7%

Table 3: Resident perceptions of traffic safety measurement (2015-2019)

Measurement Method	Percent of residents rating traffic safety in Strathcona County as safe	Percent of residents who agree that Strathcona County is working to improve road safety
2013 Combined Random telephone (n=500) and online (n=399)	77.0%	67.6%
2015 Combined Random telephone (n=500) and online (n=450)	76.6%	63.6%
2018 Online Survey (n=1246)	79.1%	63.8%
2019 Strathcona County Online Opinion Panel (n=431)	90.3%	87.7%*

*Note: no neutral option was given for this survey, while other surveys used a 5-point Likert scale

Public engagement in Strathcona County has been evolving quickly over the last five years, and the resulting differences in survey methodology make comparisons of resident perceptions of traffic safety impossible. As Strathcona County shifts to more online methods, samples cannot be considered statistically representative of

the entire County. However, results do suggest that a strong majority of Strathcona County residents feel positively about traffic safety in our community.

IV. Traffic safety strategies and programs

To date, nine of 12 strategies outlined in the TSSP are developed and implemented.

Strategy 1: Traffic safety data collection, analysis and management program

Strathcona County's Traffic Crash Location System (TCLS) has been implemented and forms the basis for all crash data analysis in Strathcona County. Information available in TCLS lags approximately three months from the time of collision due to collision investigations completed by police.

Strathcona County has now fully transitioned to the new provincial e-collision reporting system. Data from e-collision is received electronically and provides information much faster than the manual entry system formerly used. This allows more responsiveness to safety concerns on the road network.

Data quality continues to be a challenge. Transportation Planning and Engineering continues to work with the RCMP and Enforcement Services to improve data sharing and to ensure e-collision data is cleaned and reported as accurately as possible.

Strategy 2: Road network screening program

One of the fundamental tenets of the Safe Systems approach is making evidence-based decisions to improve road safety. Our Traffic Safety Engineer screens both the rural and urban County-owned networks to identify and rank specific sites where programs or infrastructure improvements have the potential to reduce the number of crashes.

In addition to mining collision data, Transportation Planning and Engineering Department collects and analyzes traffic data on our road network, including speed and volume studies, pedestrian crossing warrants, traffic control warrants (signals, stop signs) and noise studies.

The information collected through collision data and traffic studies (supplemented by best practice research) drives traffic safety and management decisions in Strathcona County, such as rural road classification, and appropriate locations for the addition of intersection safety devices, stop signs or traffic signals.

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

139



633

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

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

Strategy 3: Integrated safety-focused enforcement program

In 2020, the Strathcona
County Enforcement
Services Traffic Unit was
comprised of 11 dedicated
Community Peace Officers
(CPOs). The Enforcement
Services General Duty Unit

11



Dedicated
traffic
officers

also contributed to the overall traffic enforcement of County roadways. In total, 28 Enforcement Services Officers were dedicated to the safety and education of our community. As a result of recent restructuring, all RCMP General Duty watches now monitor and enforce traffic during regular patrols.

Enforcement Services strives to be data driven. The traffic unit collaborates with engineering partners to identify high risk locations and behaviours for enforcement efforts. The unit focuses enforcement efforts on major roadways and rural roads, as the severity and likelihood of injuries and fatalities is greatest at these locations.

As speed strongly influences the severity of injuries sustained by the occupants, Peace Officers enforce prescribed speed limits in areas of concern identified during past patrols through speed data and resident complaints. Intersection-related offences continue to be a priority for enforcement, as over half of our serious injury and fatal collisions occur at intersections.

In 2020, 21,421 traffic violations were issued by CPOs in Strathcona County. As the year was dominated by the COVID-19 pandemic, CPOs continued to have a strong presence on the roads to support safety, with a focused shift towards warnings and assisting the community.

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

36 suspended drivers;

90 drivers with no insurance;

208 drivers without a licence; and

8 impaired drivers.



Strathcona County Community Peace Officers (CPOs) are recognized as leaders in the province in commercial vehicle safety assessments. This work is particularly valuable in our community due to the significant amount of commercial vehicle traffic. Officers conduct patrols to protect Strathcona County's infrastructure as well as protecting the public from unsafe commercial vehicles.

In 2020, CPOs conducted 333 commercial vehicle inspections, resulting in 188 unsafe vehicles being taken out of service and identifying another 71 vehicles which required attention.

188



Unsafe commercial
vehicles taken out
of service

Strategy 4: Integrated public education and social marketing program

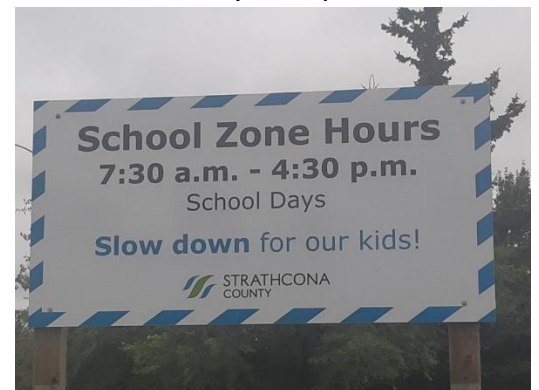
Strathcona County continues to use public education and social marketing to support specific traffic-related engineering and enforcement initiatives and address specific education gaps. Strathcona County also has several Community Peace Officers who tweet about traffic safety on a regular basis.

Unfortunately, the COVID-19 pandemic limited our ability to undertake several of our usual traffic safety projects, including the RCMP and Enforcement Services' Bike Rodeo and a planned Option 4 for right turns without stopping at a red light. We hope to continue with these initiatives once pandemic restrictions are lifted.



Through the School Traffic Safety Partnership, Strathcona County continued the "Red flashing...No passing" campaign to increase driver compliance with stopping for school buses loading and unloading in the rural areas. In 2020, red information tabs were added to the seven permanent 4'x8' signs posted in rural Strathcona County to increase their visibility.

In May 2020, Strathcona County completed a Road Safety Week campaign, with the theme "Slow Down and Share the Road Safely". This topic was chosen due to a large increase in pedestrian and cyclist activity during this first stage of COVID-19 shutdowns. The campaign included a media release, road signs and a social media campaign. In September, an extensive Back to School campaign was also undertaken to remind drivers of Strathcona County's school zone effective hours and to drive accordingly with kids back to school after a six-month school closure.



In 2020, Strathcona County retired the "Give Our Kids a Brake" temporary sign program and replaced it with a refreshed Traffic Safety Education Sign Program (TES). The program was updated to refresh and broaden the sign options to include slow down, pedestrian safety and school bus safety messages. Large, standalone signs were also purchased to allow for the expansion of the program into rural areas. A permanent information sign advising of County school zone hours, posted on Sherwood Drive, was also completed in conjunction with this project.

Although the signs were not completed until June, they were posted in 25 urban and 20 rural locations in 2020.

The RCMP and Enforcement Services continued to partner with the Strathcona County Citizens on Patrol (SCCOPS) Speed Watch program in 2020. Speed Watch educates the public to watch their speed, particularly in residential areas; they also provide valuable information back to Enforcement Services. In addition to recording and reporting vehicle speeds using a driver feedback speed monitor, Speed Watch volunteers observe and record rolling stops at intersections in the immediate area of operations, hand-held cell phone use, texting, pet(s) on driver's lap, personal grooming, eating food, tinted front windows, covered license plates, noisy mufflers, and "thumbs up" acknowledgements. This information is used to inform resident inquiries and to identify locations which may benefit from traffic enforcement.



Driver feedback signs (DFBS) are also used to educate drivers regarding their travelling speed and to encourage them to drive within the speed limit. In 2020, signs were posted at 55 different locations across the urban and rural areas for an average of 3-4 weeks per location. We continue to operate five permanent DFBS in the urban area as well.

In collaboration with the Capital Region Intersection Safety Partnership, Strathcona County continues to work with a local physics teacher to create lesson plans for high school students that highlight the importance of speed in crash outcomes. In the future, we hope all students graduating high school in Strathcona County (and eventually the province) will have been exposed to and understand safe systems concepts.

Strathcona County works with the Traffic Safety Advisory Committee (TSAC) to identify and develop education campaigns that are relevant and effective for our community. Based on advice from the TSAC and growing concern in our community, a comprehensive distracted driving initiative is planned to be undertaken in 2021.

Strategy 5: In-Service road safety review program

In-Service Road Safety Reviews (ISRSRs) address the safety of all road users at crash prone or high-risk locations. Priority locations are highlighted for review through our network screening program but can also be identified based on a resident or Councilor concern/request. No full ISRSRs were undertaken in 2020, but one is planned for the intersection of Twp. Rd. 530 and R.R. 222 in 2021.

Strategy 6: Neighbourhood traffic safety strategy

Strathcona County continues to invest a great deal of resources in addressing resident concerns about neighbourhood traffic safety.

In May 2017, Council approved the Neighbourhood Traffic Safety Action Plan (NTSAP), which has now been fully implemented. The NTSAP has resulted in significant improvements in the way we engineer, educate, enforce, evaluate and engage with residents in our neighbourhoods.

While our neighbourhoods had an excellent safety record prior to the NTSAP's implementation, statistics suggest we are continuing to improve safety, with only one major injury collision on a residential road between 2017-2020.

Table 4: Fatal/major injury collisions by location, 2016-2020

Road Type	2016		2017		2018		2019		2020	
	Fatal	Major	Fatal	Major	Fatal	Major	Fatal	Major	Fatal	Major
Urban Residentials	0	5	0	0	0	0	0	0	0	1
Rural Residentials	0	2	0	0	0	0	0	0	0	0
Arterials	1	32	2	29	0	10	1	5	2	3
Highways	4	21	4	20	5	11	6	16	4	5

Three collisions involving cyclists were reported in residential areas of Strathcona County in 2020. Two resulted in a minor injury to the cyclist, one of which was a child, eleven years old, and the other was a senior. One resulted in a major injury to the 21-year-old cyclist. This collision happened in darkness at 1:50 am.

In 2020, three collisions in residential areas resulted in minor injuries to pedestrians; the pedestrians involved were 17, 21 and 27 years old.

Speeding was not identified as a factor in any of these pedestrian or cyclist collisions. Driver error was cited in all these collisions.

Several traffic safety projects continued construction in residential neighbourhoods in 2020. Traffic calming in Glen Allan continued with speed humps installed along Georgian Way, south of Gatewood Boulevard.

Several crosswalks were upgraded with speed humps and/or curb extensions in Heritage Hills as a result of the 2019 Community Traffic Safety Review, completed to prepare for the opening of the new school in September 2020. Two crosswalks were also upgraded at the new Davidson Creek school site (Davenport Place trail crossing and Davenport Drive at Davenport Place). Through the Strathcona County School Traffic Safety Partnership, we continue to engage with schools, parents and students to improve traffic safety at all schools.

As a result of the NTSAP, pedestrian upgrades were installed on Regency Drive at Ridgeview Court to provide safer access McPherson Park.

Pedestrian activated lights were also installed on Festival Way/Festival Avenue, at the trail crossings on Highland Drive, Highland Way and Foxhaven Drive

Strategy 7: Road safety audit program

Road Safety Audits (RSAs) are safety-focused, multi-modal reviews conducted during the planning and design stages of new road or development projects.

In Strathcona County, road safety audits are now required at the design phase for any new arterial road. These audits are performed by independent consultants.

All new development in Strathcona County is reviewed by professional engineers in Transportation Planning and Engineering as well as experts in Planning and Development Services to ensure compliance with Strathcona County's Design and Construction Standards, as well as to identify any potential safety concern.

Strategy 8: Intersection safety

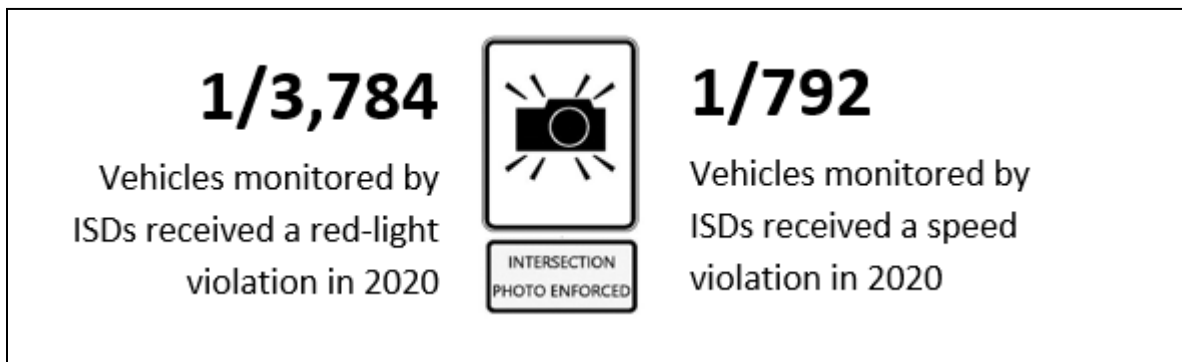
In 2017, Strathcona County completed an Intersection Safety Action Plan (ISAP) with the goal of identifying specific actions Strathcona County will take to increase intersection safety. Through 2020, Strathcona County continued to work to implement the plan.

As a result of a 2018 ISRSR, Intersection Safety Devices (ISDs) were installed in 2020 on Granada Boulevard (westbound) at Sherwood Drive, on Baseline Road (eastbound) at 17th Street, and on Baseline Road (westbound) at the 17th Street jug handle. The ISDs enforce both speeding and red-light violations (including failure to stop before turning right at red light) at both intersections.

The RCMP and Enforcement Services department manages the Intersection Safety Device (ISD) Program, which operated 14 ISDs at ten intersections in 2020. In

2020, a total of 47,319 violations were issued of 30,977,396 vehicles monitored by the ISDs, for a violation rate of 0.153%

A program has been developed for the installation of ISDs that improves transparency and accountability of their application. A full evaluation of Strathcona County's ISD program will be undertaken in 2021.



There is extensive evidence that protected left hand turn signal phases improve intersection safety. At Wye Road and Sherwood Drive, there was an average 75% reduction in left-turn-across-path collisions after the implementation of protected left turn only phases with 100% reduction at several intersections. Safe system based left turn signal assessment warrant guidelines were developed in 2017. Protected only left turns are best practice wherever double left turn lanes exist. Strathcona County is on track to have all intersections in compliance with left turn guidelines by the end of 2021.

In 2020, two new signals became operational on Wye Road at Estate Drive and Nottingham Way, to ensure safe access/egress into those neighbourhoods.

Strathcona County continues to upgrade our Centrac's Traffic Signal Management System. This system provides smart tools/features that allow County staff to monitor and manage traffic operations on our arterial network. The system sends instant email messages to key County staff and the signal maintenance contractor 24 hours a day, seven days a week so that immediate attention can be provided to malfunctioning traffic signals to minimize signal downtime. County staff can monitor real-time traffic signal operations from Traffic Management Centre and adjust signal timings and traffic controller configuration in real time as may be needed for special events. County staff can also analyze and understand traffic problems by generating various system and signal reports that provide historical information of the traffic signal operations.

The use of yellow signal backboards with retro reflective tape is a countermeasure with the potential to give significant benefit with little cost. New intersections in Strathcona County incorporate retro reflective tape into the standard for installation, and a program has been developed to upgrade existing intersections with the annual maintenance program. In 2020, the implementation of yellow signal backboards with retro reflective tape was completed for most of the signalized locations north of Lakeland Drive and along Wye Road.

In addition to residential installations, rapid rectangular flashing beacons (RRFBs) were added on Granada Boulevard at Forrest Drive and Nottingham Drive to improve pedestrian safety on our arterial network.

Minor geometric upgrades were made at the intersections of Emerald Drive/Ellesmere Lane, Heritage Drive/Clover Bar Road, and Davidson Drive/ Clover Bar Road to enhance intersection efficiency and pedestrian safety.



Strathcona County has a well-established access management program to ensure that any access onto our rural roads meets well-defined design and construction standards to ensure that safety and drainage requirements are met.

In 2020, 101 new and existing rural access inspections were conducted by Transportation and Agriculture Services.

Strategy 10: Work zone safety strategy

Strathcona County has invested significant resources to improve work zone safety over the past four years. All work undertaken within a road right-of-way requires a Right-of-Way Construction Activity Permit (ROWCAP). Work that requires temporary traffic control (TTC) must include a TTC plan. Strathcona County created their Right-of-Way Construction Activity Manual with TTC templates in 2016 as a resource for those developing TTC plans and we are currently in the process of undertaking an update.

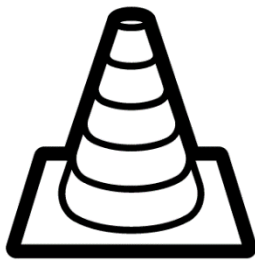
Since 2018, ROWCAP processes have been updated and are now undertaken as an online application process through County Connect.

Our team consist of a Supervisor (2017), dedicated Permit Officer (2018), and a Right-of-Way Activity Technologist (2018) augmented by an 8-month Seasonal Right-of-Way Activity Technologist, 8-month Seasonal Inspector, and a 6-month Co-op Summer Student.

We have also strengthened our relationships with both internal and external stakeholders; especially with Strathcona County Enforcement Services, who are

committed to assist in the field with ROWCAP infractions and resident concerns regarding compliance.

We continue to make improvements to our road use agreements to help protect our infrastructure. A Traffic Support Aide also works to safely move over-dimensional and over-weight commercial vehicles through Strathcona County in a way that is safe for other road users and our infrastructure.



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

584 *Right-of-Way Construction Activity Permits (ROWCAPs);*

281 *ROWCAP Extensions / Revisions;*

96 *Road Use Agreements; and*

5751 *TRAVIS Permits (Over-Size/Over-Weight movements).*

V. Next steps

Based on the information presented in this document, the 2020 Collision Statistics Report, the RCMP and Enforcement Services 2019-2021 Traffic Plan and advice from the Traffic Safety Advisory Committee (TSAC), the priority projects for traffic safety in 2021/2022 are:

- Complete the update of our Integrated Transportation Master Plan (ITMP) by Q1 2022 and begin prioritization and implementation of recommendations within approved budgets.
- Continue to better align resources towards evidence-based, data driven engineering, enforcement, and education initiatives to improve traffic safety.
- Continue to complete actions identified in our Intersection Safety Action Plan, including a detailed evaluation of our Intersection Safety Device Program.
- Implement the Traffic Safety Education Program.
 - Undertake a comprehensive distracted driving campaign (as feasible with COVID-19 restrictions) in 2021.
 - Continue to advocate to the Alberta Solicitor General to request an exemption to Community Peace Officers for the use of inconspicuous

traffic enforcement vehicles for the purpose of traffic enforcement to combat distracted driving¹.

- Complete the Sherwood Drive intersections redesign project within Centre in the Park.
- Complete development and start implementation of a Rural Road Safety Strategy upon completion of the Sustainable Rural Roads Master Plan update.
- Maintain and grow strategies which have been implemented to date.

¹ Solicitor General requests for changes are not being considered during the pandemic.