



2023

Strategic Traffic Enforcement Plan



STRATHCONA
COUNTY

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Introduction

Strathcona County Enforcement Services is a department of 32 employees with 24 officers, one Inspector (manager), two Sergeants (supervisors), five administration staff and a Corporate Security Advisor. We operate as an integrated unit working with the RCMP promoting the safety and well-being of Strathcona County residents. Enforcement Services provides municipal law enforcement services including traffic, select provincial statutes, and bylaw investigation.

Our department is focused on an inclusive relationship-based approach that promotes collective ownership of community safety and well-being. As such, we are committed to intentional and purpose driven enforcement that supports community partnerships and collaborative initiatives.

Enforcement Services embraces the County's corporate values to ensure professional and effective service delivery to residents, while creating a positive work culture.

As leaders in public safety through partnership, innovation, and the pursuit of excellence, our values help form our identity and define our culture.

Integrity	We demonstrate ethical standards and behaviours We display honest behaviour at all times We do what we say we will do
Respect	We treat others with care and dignity We pay attention to each other We welcome a variety and diversity of ideas
Safety	We consistently demonstrate safe work practices We build an environment of openness and trust We make it safe for each other to voice opinions or concerns
Fairness	We consider how our actions might affect others We treat everyone impartially and equitably We are willing to share the reasoning behind our thinking and decisions
Cooperation	We support, assist and learn from each other We give credit to others for their contributions We compromise when needed to achieve common goals

Enforcement Services also follows the Strathcona County Detachment Strategic Policing Model:

- Integrated services
- Internal and external collaboration/consultation
- Intelligence-led decision making
- Crime data and mapping analysis
- Targeted enforcement
- Focus on offender management
- Operational and administrative planning
- Established goals and measures
- Enhanced internal and external communication

Traffic Safety Initiatives

Enforcement Services is dedicated to ensuring safe roads for residents and visitors of Strathcona County.

January	February	March	April
Winter Driving Fatigue	Snowmobile Safety	Occupant Restraints	Speed Child Safety Seats
May	June	July	August
Infrastructure (road bans) Bicycle Safety Motorcycle Safety	Commercial Vehicle Safety Off Highway Vehicles Tensor	Distracted Driving Trailers & Vehicle Equipment Tensor	Intersection/Road Safety Child Safety Seats Tensor
September	October	November	December
Back to School Commercial Vehicle Joint Force Operations	Halloween Safety Pedestrian Safety	Rural Driving Wildlife	Winter Driving Unsafe Road Conditions

In 2022 it was found through community engagement and enforcement operations that the traffic safety calendar would benefit from changes to ensure optimal efficiency and targeted safety measures. Officers had tremendous success in contributing to, and exceeding, the goal of 20,000 violator contacts through tickets and warnings as set out in the Detachment's Annual Policing Priorities (2022-23). This was accomplished through targeted traffic operations, education sessions, and other initiatives. Enforcement Services will continue to pursue success in 2023 and increase our stated goals.

Examples of initiatives include:

- Strategic enforcement of high collision and fatality locations.
- Focused patrols on mailbox theft and high crime areas.
- Rural speed and traffic safety initiative.
- Extensive school patrol program.
- Child safety seat clinics.
- Joint Commercial Vehicle Operations with surrounding agencies including an event held locally.
- Project TENSOR East education and enforcement initiative.
- Creating community partnerships with schools including education and enforcement of speed, parking and vehicle equipment while also partnering with Speed Watch and Citizens on Patrol.
- Bike patrol operations and positive ticketing.
- Peace officer cut-out (POCO) displayed on county roads.
- Assist our community partners in Bruderheim with a focus on traffic enforcement.

Strathcona County had a tragic 2022 with an increase in major injury and fatal collisions largely due to driver error. Enforcement Services will deploy a media campaign each month specific to driver safety, driver do's and don'ts, and other related traffic safety initiatives throughout 2023. This strategy aligns with the vision of Strathcona County Traffic Safety Strategic Plan: Ensure no one is seriously injured or killed while travelling on Strathcona County's road network. It encompasses our committed to the proactive implementation of integrated, evidence-based, and collaborative road safety strategies to create an increasingly safe and sustainable transportation environment.

Commercial Vehicle Safety Program

In support of Strathcona County's Corporate Business Plan, as well as the RCMP and Enforcement Services Department Business plan, Enforcement Services is committed to providing a comprehensive commercial vehicle inspection program. It involves both education and enforcement of the Commercial Vehicle Safety Alliance Standards and including, but not limited to weights, dimensions, federal Acts and standards, and other legal requirements.

A successful commercial vehicle program is essential to the safety of the community and includes preserving the infrastructure of Strathcona County. Enforcement Services commercial vehicle program saw an increase in inspections of 21 per cent in 2022 compared to 2021, which included overweight vehicles, those requiring attention, and those put out of service. This increase is the highest seen since 2018 and is a clear example of the outstanding work of our team and the program's success.

Enforcement Services will continue to deliver a successful program in 2023 and use some of the following initiative to help achieve this goal:

- Development of a commercial vehicle brochure to deliver education to drivers.
- Commercial vehicle safety education event.
- Commercial vehicle safety presentations at local commercial businesses.
- A large scale 3-day joint force commercial vehicle operation within Strathcona County.

Officer Hours and Overtime

In an effort to adjust capacity and adequately complete the initiatives within the Traffic Safety Calendar and Commercial Vehicle Safety Program, officer overtime is expected. Several operations, events, and initiatives require a minimum number of officers to be carried out successfully and safely. With staffing variances fluctuating due to absences, leave, training, and/or workload, it is important to have overtime available. In 2023, we plan to complete 906 hours of overtime and pull from the existing overtime budget to adequately and safely staff these events. This is based on planned Traffic Safety Calendar initiatives and other operations deemed necessary throughout 2023 to effectively serve our community.

Intersection Safety Device Program

Intersection Safety Devices (ISDs) are an important and effective tool to enhance traffic safety as well as reduce the likelihood and severity of injury and fatal collisions. Strathcona County applies ISDs in appropriate circumstances and follows the Province of Alberta's Automated Traffic Enforcement Technology Guidelines and the Automated Traffic Enforcement Training Guidelines. Enforcement Services and the RCMP work in partnership with the Traffic Safety Advisory Team and Transportation Engineering and Operations to maintain accurate and efficient site selection as well as researching the data to ensure enforcement efforts are coordinated effectively.

With the removal of some camera operations and overall maintenance, Enforcement Services officers monitor ISD locations by performing operations and other enforcement to ensure the continued safety of both pedestrian and vehicle traffic at these intersections.

The use of ISDs is consistent with Strathcona County's strategic goal of promoting a healthy and safe community. In keeping with this goal, Enforcement Services works diligently to ensure no one is seriously injured or killed while travelling on Strathcona County's road network.

Throughout 2022 there were changes to certain camera functions as well as continued maintenance required at several of the locations throughout Sherwood Park. You will notice from the statistics below that the numbers from month to month vary as a direct result of these circumstances.

	Speed on Green	Red Light	Total Tickets	No of vehicles monitored per month
January	905	154	1,059	1,415,162
February	1,003	79	1,082	1,335,384
March	719	114	833	1,588,636
April	897	107	1,004	1,812,237
May	1,087	21	1,108	2,417,995
June	843	24	867	1,891,643
July	698	15	713	1,566,574
August	588	15	603	1,596,230
September	596	13	609	1,587,950
October	1,397	10	1,407	1,281,122
November	2,976	18	2,994	1,252,379
December	1,614	23	1,637	997,443
Total	13,323	593	13,916	18,742,755

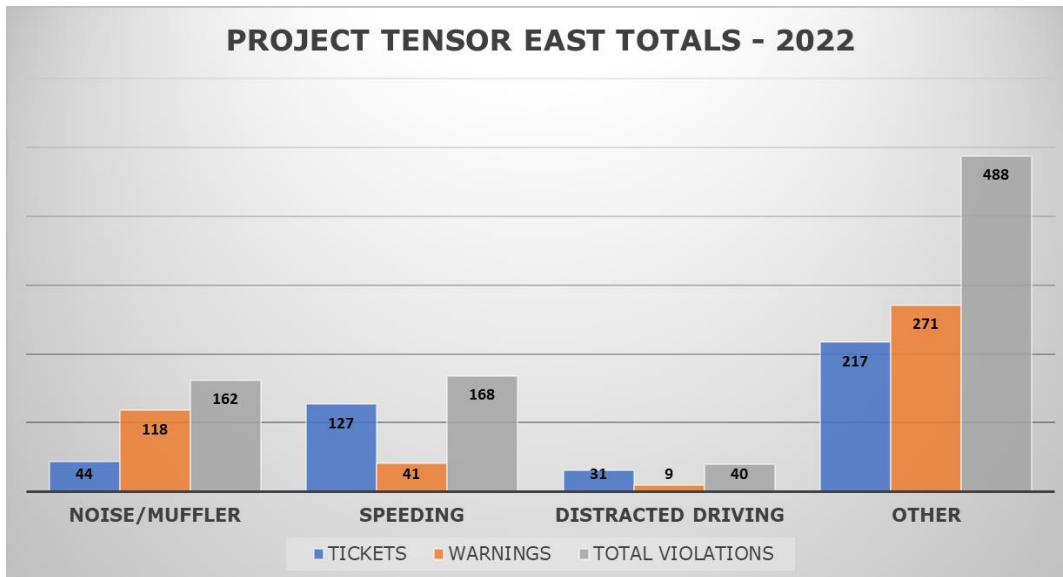
2022 Tensor Project Statistics

The collaborative approach between the RCMP, Alberta Sheriffs and Enforcement Services has led to the ability to directly address this escalating community concern. During this second year of Project TENSOR EAST, Enforcement Services and assisting agencies issued tickets for noise and speed over the 12 days of targeted operations. Approximately 858 violations were issued in 2022, an increase of 29% over 2021.

	TICKETS	WARNINGS	TOTAL VIOLATIONS
*NOISE/MUFFLER	44	118	162
SPEED	127	41	168
DISTRACTED DRIVING	31	9	40
**OTHER	217	271	488
TOTALS	419	439	858

*Noise violations accounted for 19% of all violations.

** Other violations predominately consisted of vehicle equipment violations including tint, no mudguards or other unsafe equipment requirements. The remaining consisted of other provincial statute enforcement including registration, insurance, and other driving violations.

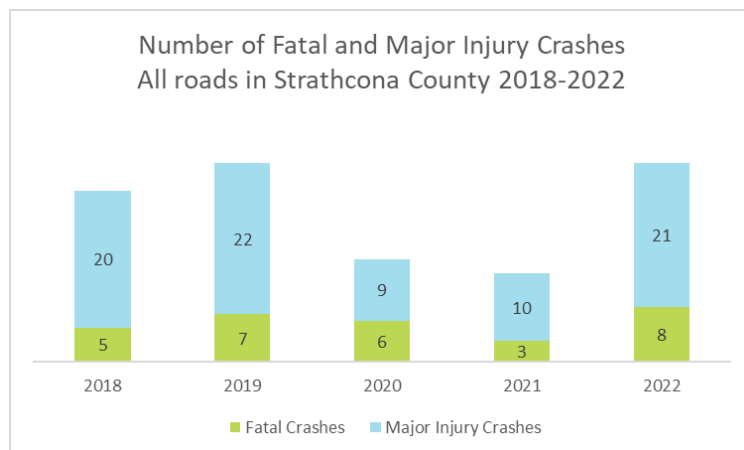


2023 will bring the following innovations and improvements in response to our experience and trends:

- Project TENSOR EAST will feature improved and focused Corporate Communications efforts. This will include improved educational signage for motorists, increased social media presence, and public service announcements.
- The 2023 enforcement approach will include new and innovative enforcement strategies and operations targeting noise.
- Fines to warnings ratio to be analyzed and adjusted if required while maintaining a reasonable balance of enforcement and education.

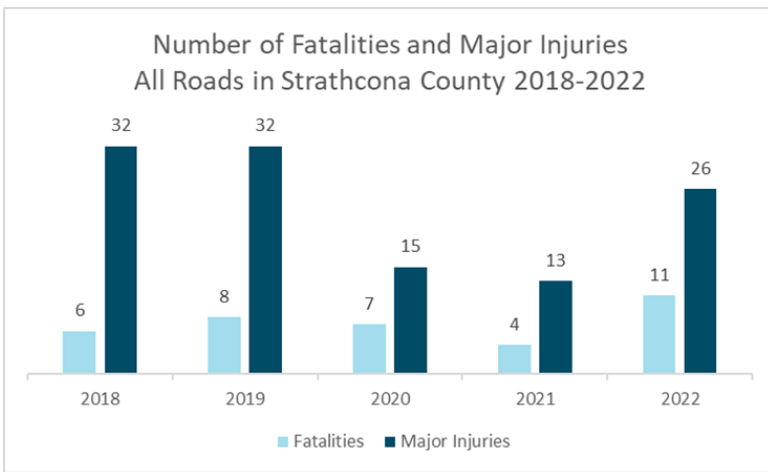
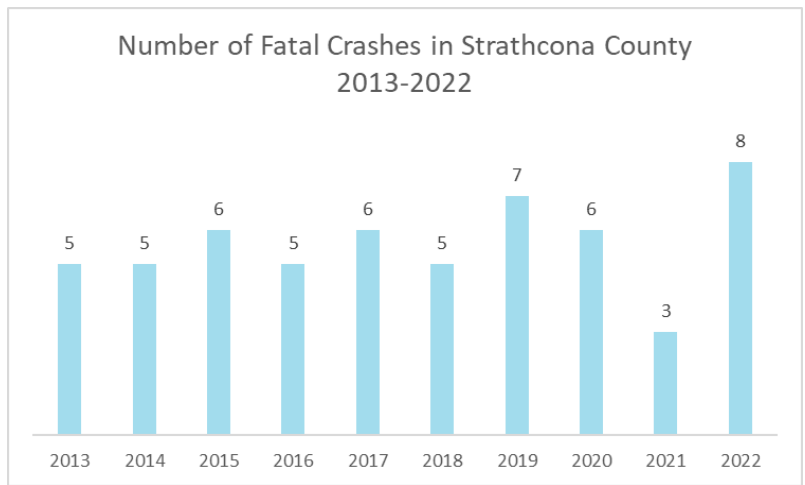
Strathcona County Collision Statistics

As per our Traffic Safety Strategic Plan 2020 and consistent with the Safe System approach, Strathcona County’s goal is to eliminate death and serious injury on our roads. For that reason, these statistics will mainly focus on data collected from fatal and major injury (FMI) collisions in Strathcona County. Serious injury is defined as one requiring admission to a hospital. Data used in this report is gathered from Strathcona County’s Traffic Crash Location System (TCLS) for the five-year period 2018-2022 unless otherwise noted. Collisions on private property, including parking lots and due to medical events are excluded from analysis.



In 2020 and 2021, there was a marked decrease in the number of FMI collisions in Strathcona County. This can be directly attributed to the COVID-19 pandemic and the associated drop in traffic volumes that were experienced with many public spaces closed and many residents working from home. With the return to more typical traffic patterns, the number of FMI collisions in 2022 have returned to a similar level to that experienced prior to the pandemic.

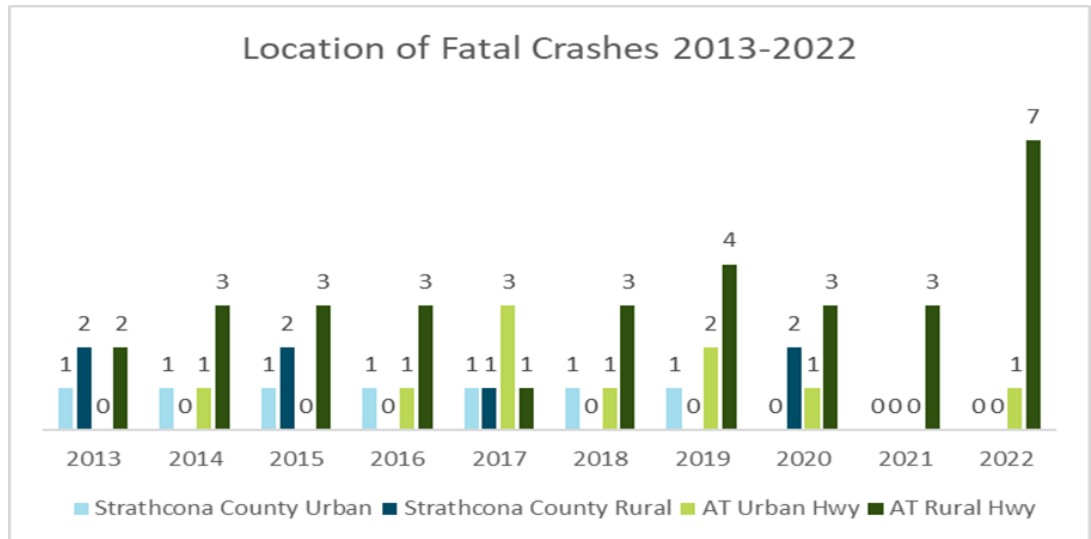
While the number of FMI collisions that occurred in 2022 is consistent with years prior to the pandemic, the number of fatalities (11 deaths resulting from 8 fatal crashes) in 2022 was higher than usual. The increase resulted from a slightly higher number of fatal collisions than historical patterns would suggest, combined with a higher than usual incidence of collisions involving multiple fatalities. In the previous ten years, we have not had a year where multiple fatalities occurred from a single collision.



In total, there are 1955 km of public roadways in the County. Strathcona County owns and maintains an extensive road network, comprised of over 1314 km of rural (grid, subdivision, and hamlet roads) and over 416 km of urban roads. Another 225 km of provincially owned and maintained highways operate within the County.

Provincial highways are classified according to engineering standards as “urban” (divided with controlled accesses/interchanges) and “rural” (those with uncontrolled, grade level accesses). Historically, the majority of FMI crashes occur on provincial highways.

In the last two years, all fatal crashes in the County occurred on provincial highways. Rural highways, where grade-level accesses exist and the highway is often undivided, are the most dangerous. In particular, the number of fatal collisions on provincial rural highways was unusually high in 2022. Collision rates on County-owned roads remain low. In particular, residential roads in the County have an excellent safety record.



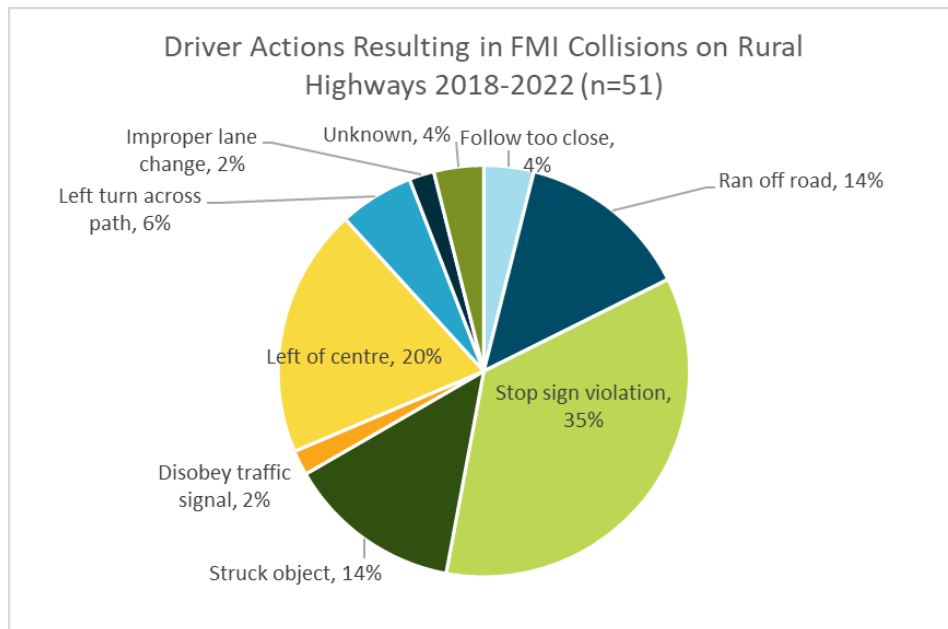
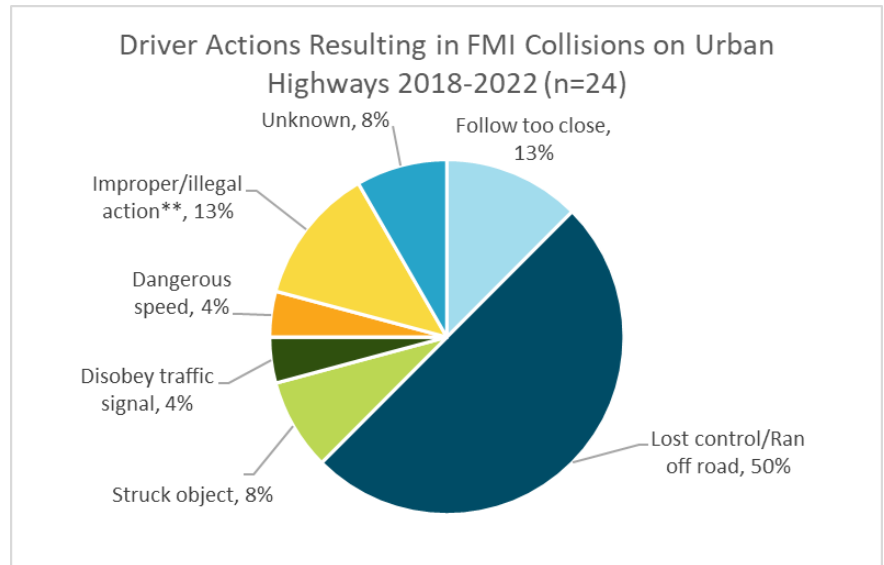
In the last five years, there have been only two major injury collisions on urban residential roads and none on rural residential. In 2022, there were no major injuries on any residential road in Strathcona County.

Strathcona County’s RCMP and Enforcement Services work closely with County engineers to identify specific locations and driver behaviours of concern for data driven enforcement and education initiatives.

Driver Behaviour Contributing to Injury in Strathcona County

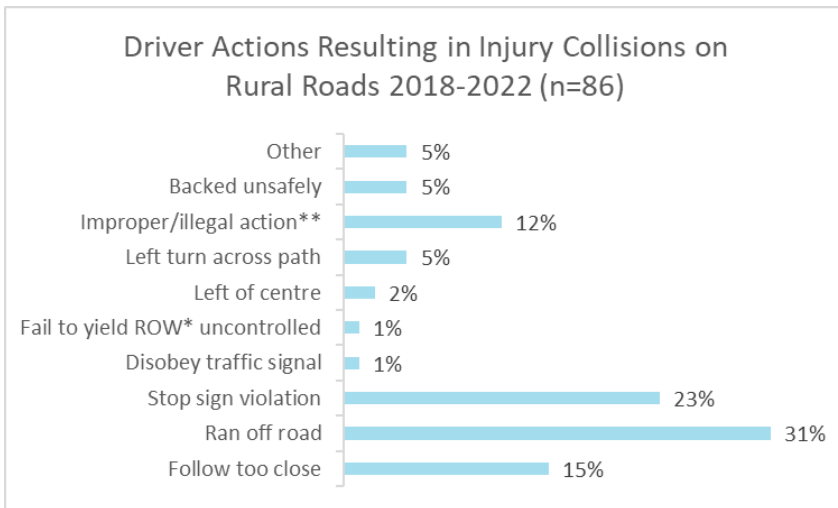
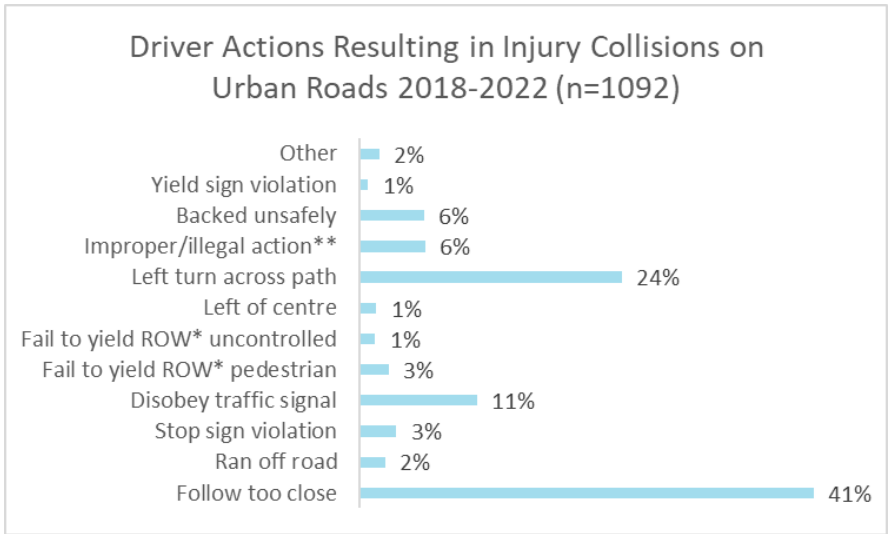
This section will examine actions of drivers whose prior action was anything other than “Driving Properly” on the collision report. For the purposes of this report and brevity, the term “at-fault” drivers will be used, with the recognition that our goal is not to assign blame, but rather to understand weak links in the system. Analysis of data reveals the cause of FMI collisions varies greatly depending on the location.

The higher level of engineering on urban highways effectively eliminates stop signs, right angle collisions and left of centre collisions. As a result, despite heavy traffic volumes, the safety of these highways is much better than rural highways. Collisions related to speed are the most common cause of injury collisions on urban highways, with lost control/ran off road/dangerous speed identified as the most common action of at-fault drivers.



Both struck object collisions on urban highways involved hitting road infrastructure (guard rails), which could have alternatively been categorized as run off road. Collisions related to stop sign violations and drivers straying left of centre are the most common cause of FMI collisions on rural highways. Upon deeper analysis, collisions related to stop sign violations are almost always related to drivers failing to proceed safely, rather than missing the stop sign. Five of seven struck object collisions involved an animal.

On urban roads, the top three driver actions leading to injury: follow too close, left turn across path and disobey traffic signal.



On County-owned rural roads, two actions led to over half of the injury collisions on the rural network: Stop sign violations and ran off road. Both these violations are closely associated with driver inattention and inappropriate speed.

Summary

2022 was a tragic year for our community as we suffered an increase in fatal collisions that we have not seen since 2009. Enforcement Services continues to use the data not only provided in this report, but other data collected throughout the year to ensure the primary focus continues to be the safety and wellbeing of our community. Enforcement Services is dedicated to ensuring traffic safety remains a priority as it remains one for those in this community. We will not only focus on enforcement, but also emphasize the education of our community (and the communities in the Edmonton Metro area) by way of more targeted collision related initiatives and media presence.

Enforcement Services and the RCMP collaborate to ensure the priorities identified in the Annual Policing Priority survey are made primary strategies to education and enforcement initiatives. The 2023 survey highlighted several community safety and traffic related priorities including impaired driving where more than 50 per cent of respondents rated traffic enforcement as either their first, second or third priority. Enforcement Services and the RCMP will continue their collaborated approach to ensuring the safety and priorities of our community are represented.

Enforcement Services continues to partner with Transportation Engineering and Operations (TEO) to collaborate on best practices, road use and development, safety concerns and data collection. The data provided by TEO in this report is significant in Enforcement Services ability to set up initiatives to target certain habits, locations, and environment factors that lead to increases in major injury and fatal collisions.

As speed strongly influences the severity of injuries sustained by the occupants in a collision, RCMP members and Peace Officers enforce prescribed speed limits in areas of concern identified during past patrols through speed data and resident complaints. Commercial vehicle enforcement plays an integral role in protecting Strathcona County's assets including roads and infrastructure. Commercial vehicles also played a large role in some of the fatalities in 2022 and will continue to be a focus of Enforcement Services.

Community Peace Officers continue to have a strong presence on the roads to support safety, with a focused shift towards issuing violations and warnings, community engagement and County asset/facility protection. Enforcement Services will continue to work with County departments, community partners and residents to promote and sustain traffic safety in Strathcona County.