

# Wainwright RCMP Traffic Safety Plan

## 2022-2024



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## Executive Summary

The Traffic Safety Plan will encompass a strategic outlook towards enhancing traffic safety. This plan provides the foundation from which local law enforcement will focus their coordinated efforts towards reducing the overall number of traffic collisions and subsequent traffic-related deaths and injury in our community.

The first Traffic Safety Plan for the Town of Wainwright utilized the “Safer System Approach” to reduce the number of collision, deaths and injuries on our roads. However, Canada’s National Road Safety Strategy 2025 (RSS 2025) has adopted the internationally accepted “Vision Zero” philosophy. The “[Vision Zero](#)” strategy was first adopted by Sweden in 1997 and is not a hard target, but rather a “vision” for a future of road safety.

In keeping current and in alignment with our Federal and Provincial partners, the “Vision Zero” strategy will be adopted and then tailored to suit the needs of the community of Wainwright. This is done with the express intent of supporting the Town of Wainwright Council’s goal of maintaining Wainwright as an extremely safe community in which to live. In collaboration between the Royal Canadian Mounted Police and the Town of Wainwright Council, the plan will be reviewed and updated every two years.

## Demographics and Economic Information

The beautiful community of [Wainwright](#), Alberta is located on the north side of the Canadian National Railway, 61 kilometers south of Vermilion, in the Battle River valley, along Highway 41, called the Buffalo Trail. Provincial Highway 14 also passes through the town. Wainwright is 206 kilometers southeast of the City of Edmonton on Highway 14 and 69 kilometers west of the Alberta–Saskatchewan border.

Canadian Forces Base Wainwright, “[CFB Wainwright](#)”, is located adjacent to the Town of Wainwright and home to the Canadian Maneuver Training Centre and the 3<sup>rd</sup> Canadian Division Training Centre. The military population on base averages over 1,100 personnel at any given time, and in the summer it grows significantly when hundreds of primary reservists undertake annual training. As of 2009, it is the main training base of the 1<sup>st</sup> Canadian Mechanized Brigade Group, including Princess Patricia's Canadian Light Infantry. The base covers an area of 609 km<sup>2</sup>, which includes 25 weapons ranges. Although primarily a training base for the Canadian Army it is also used by the Royal Canadian Air Force to train fighter bombers and search and rescue practice.

The Canadian Forces Base/Area Support Unit (CFB/ASU) Wainwright is very important to the Town of Wainwright. CFB/ASU Wainwright trains over 7,500 troops annually and has over 700 permanent military positions in place. Sources have indicated that the economic impact to the area is in excess of \$40 million annually. Military presence in the area is planned to continue to grow

in the future. Infrastructure development at CFB/ASU Wainwright and surrounding area has been and will continue to be immense in the forthcoming future.

The agriculture industry within the [Municipal District \(M.D.\) of Wainwright](#) is an integral part of the success in the area, and for the Town of Wainwright. As with much of Alberta, agriculture is a very large part of industry within the municipal districts, making up approximately 40% of our work force. Throughout the M.D. of Wainwright there are numerous grain farming and livestock operations, as well as some specialized crops and dairy farming, which are the driving force for local Town of Wainwright businesses.

According to the last Federal [Census](#), which was conducted in 2016, the Town of Wainwright had a population of 6,270 living in 2,524 of its 2,770 total dwellings, a 5.8 percent increase from its 2011 population of 5,925. With a land area of 9.10 km<sup>2</sup>, it had a population density of 688.7/km<sup>2</sup> in 2016.

The oil and gas industry plays a key part in the operations of local business in the Town of Wainwright. The Oil and Gas industry has been in the Wainwright area since the mid 1950's starting with wells north of the Town of Wainwright. Some of these fields are still in production today. Approximately 40% of the oil and gas work force reside in the Town of Wainwright. This sector also provides a huge employment opportunity for our local people as well as bringing new individuals to live in the Town of Wainwright. The industry employs many on a full-time basis as well as provides farmers with the opportunity to work outside their farm to subsidize their agricultural operation.

The Canadian National Railway ([CNR](#)) has a main line traveling through the Town of Wainwright with approximately 60 trains a day traveling on this line. CNR crews are living or staying in the Town of Wainwright as it is a main hub for maintenance of the rail line. CNR maintenance and train crews are a large part of economic impact in the Town of Wainwright.

The Royal Canadian Mounted Police ([RCMP](#)) is the contracted police force for the community. The current 2020 detachment compliment is made up of 11 RCMP members, and 3 administration staff. The Town also employs a Bylaw Officer who is tasked with the enforcement of Town of Wainwright Bylaws.

In addition, the Town of Wainwright has contracted Global Traffic Group Ltd to operate automated traffic enforcement technology within the Town limits. All employees who operate through the contract service will be designated Peace Officers and will be entitled to use the technology as detailed in the Provincial Automated Traffic Technology Guidelines. The use of automated enforcement is done in direct consultation with the Town of Wainwright, and Wainwright RCMP to provide additional traffic enforcement in areas of highest concern. These include playground zones, school zones and major arterial roadways where instances of speeding and/or locations with an elevated frequency of collisions have been identified as areas of concern. An addition to the scope of automated enforcement now includes stop signs in the community, which enhances intersection safety and is one of our identified local traffic safety priorities.

## Purpose

The purpose of the Wainwright Traffic Safety Plan is to provide an opportunity to review, on a regular basis, information pertaining to traffic safety within our community. This information includes new area development, reviews of traffic ticket statistics, reviews of motor vehicle collision statistical data, reviews of Provincial and Federal programs, as well as a review of enforcement and educational programs utilized by the Town of Wainwright and its policing Partner, the RCMP. The plan also serves to identify specific areas of concern within the community and provides the framework to address these issues.

The Wainwright Traffic Safety Plan has been developed with the following three things in mind:

1. **Vision:** That Wainwright maintains some of the safest roads in Alberta;
2. **Mission:** That all lawful tools and the most effective strategies be implemented to improve road safety for all residents and visitors within our community;
3. **Goal:** To achieve both a specific reduction in the rate of motor vehicle collisions, as well as an overall enhancement of road safety in general within the Town of Wainwright.

The following is a summary of specific targets that the Wainwright Traffic Safety Plan intends to meet:

1. An annual 15% reduction of speeding violations;
2. 98% rate of compliance of wearing safety belts and the proper use of appropriate child restraints;
3. A 90% rate of compliance in relation to the distractive driving legislations;
4. Improve commercial vehicles compliance by 10%;
5. 10% overall reduction in motor vehicle collisions.

Through the implementation of this Traffic Safety Plan, with an eye towards meeting or exceeding the above targets, it is our intent to work diligently to achieve a reduction in the number of traffic collisions in this community to a level significantly below the statistical [Provincial](#) and [National](#) averages.

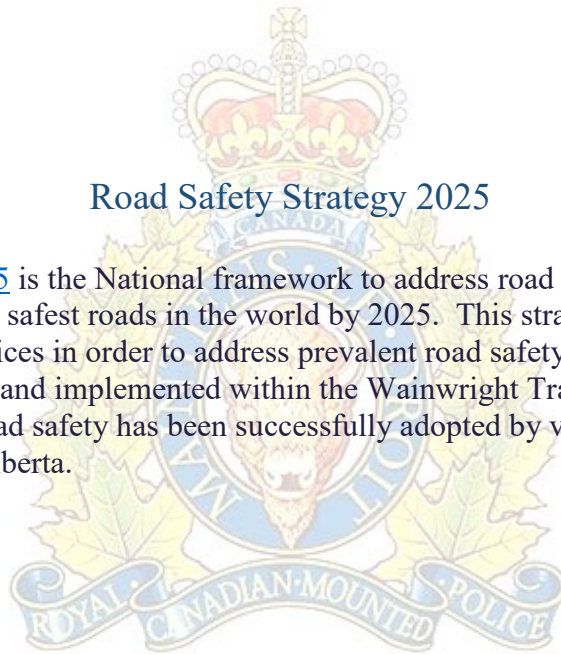
## Strategies, Lawful Authorities and Partners

### Vision Zero

To keep current and in alignment with this initiative, the Wainwright Traffic Safety Plan will incorporate the “[Vision Zero](#)” philosophy and as such, will focus on contributing towards a general downward trend in collisions in this jurisdiction. In pursuit of these trends, we will support and initiate evidence-based policing based on data to affirm priority issues, identify and implement effective countermeasures and evaluate process and outcomes.

### Road Safety Strategy 2025

[Road Safety Strategy 2025](#) is the National framework to address road safety in Canada, with an eye towards achieving the safest roads in the world by 2025. This strategy has incorporated evidence-based best practices in order to address prevalent road safety issues and these same strategies will be adopted and implemented within the Wainwright Traffic Safety plan. This systematic approach to road safety has been successfully adopted by various Canadian provincial jurisdictions, including Alberta.



### Alberta Government Traffic Safety Plan 2015

The Alberta Government introduced the first [Traffic Safety Plan](#) in the country in 2007 and in the first 4 years of its implementation, traffic fatalities dropped by 32 percent. The plan has since been updated through collaboration with law enforcement and other aligned traffic safety partners and is now deployed as a mechanism of cooperation between stakeholders to meet the Province's traffic safety targets.

The local Wainwright Traffic Safety Plan will incorporate and model key strategies to help mitigate risk to the commuting public in Wainwright by focusing on education and enforcement of the designated strategic traffic safety priorities.

## Mandatory Alcohol Screening

Mandatory Alcohol Screening ([MAS](#)) came into force on December 18, 2018. The recent changes to the law dealing with alcohol-impaired driving gives police additional tools to detect, deter and combat impaired driving.

The MAS provisions in the Criminal Code authorize police officers to demand that any lawfully stopped driver provide a breath sample into an approved screening device. Failure or refusing to comply with the demand carries the same, or greater, penalties as driving while impaired. MAS has been internationally credited to reduce the incidence of impaired driving and can be a valuable public safety tool. Impaired operation of a motor vehicle by alcohol continues to remain consistent in the community and surrounding area and is the number 1 call for service that members spend the most time investigating.



## Immediate Roadside Sanctions

Effective December 01, 2020, Alberta's impaired driving laws have changed under Bill 21. The Government of Alberta has introduced a new Immediate Roadside Sanction ([IRS](#)) program with more immediate consequences for impaired drivers on our public roads.

The new sanctions for impaired drives include: Fines up to \$2000; Increased length of vehicle seizure up to 30 days for certain offences; New mandatory education programs for repeat offenders; Increased driver's licence suspensions for repeat offenders; Expanded mandatory ignition interlock for repeat offenders. The provisions of Bill 21 will better assist the RCMP in detecting and consequently removing impaired drivers from our roads.

The IRS also eliminates lengthy court procedures as they do not involve criminal trial proceedings, thus freeing up members to deal with other criminal activity, detect additional

impaired drivers, and ensure communities are safe. RCMP members will continue to utilize mandatory alcohol screenings and implement the appropriate roadside sanctions necessary to mitigate the overt and completely unnecessary danger that impaired drivers pose to our community.

## Vermilion Traffic Unit

Our dedicated regional traffic unit is based out of Vermilion, Alberta and is responsible for traffic enforcement in and around the Town of Wainwright, as well as the greater municipality. As traffic safety is a detachment priority, the Wainwright detachment routinely partners with the Vermilion Traffic Unit on traffic education and enforcement within the Wainwright area.

While their focus is traffic enforcement, the Vermilion traffic unit routinely provides assistance in the form of member resources to the Wainwright RCMP on investigations where there is an elevated level of risk to both police and public safety. In addition to providing supplemental member resources, they possess a traffic-specific training like collision reconstruction, which is highly beneficial to police in the unfortunate instance of a fatal collisions. The investigative data obtained by the traffic reconstructionist allows for a more complete understanding of the specific factors leading up to the collision and can be used as bedrock knowledge from which to build future traffic risk mitigation strategies at the location.





## Wainwright General Traffic Safety Statistics

### Municipal Traffic Safety Statistics 2017 – 2021

Municipal By-laws Traffic	11	7	0	1	1	-91%	0%	-2.6
Municipal By-laws	25	33	28	26	32	28%	23%	0.7
<b>Total Municipal</b>	<b>36</b>	<b>40</b>	<b>28</b>	<b>27</b>	<b>33</b>	<b>-8%</b>	<b>22%</b>	<b>-1.9</b>
Fatals	0	0	0	0	1	N/A	N/A	0.2
Injury MVC	7	10	3	4	7	0%	75%	-0.6
Property Damage MVC (Reportable)	126	140	126	75	69	-45%	-8%	-17.9
Property Damage MVC (Non Reportable)	9	4	9	4	2	-78%	-50%	-1.4
<b>TOTAL MVC</b>	<b>142</b>	<b>154</b>	<b>138</b>	<b>83</b>	<b>79</b>	<b>-44%</b>	<b>-5%</b>	<b>-19.7</b>
Roadside Suspension - Alcohol (Prov)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roadside Suspension - Drugs (Prov)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Total Provincial Traffic</b>	<b>713</b>	<b>638</b>	<b>547</b>	<b>370</b>	<b>508</b>	<b>-29%</b>	<b>37%</b>	<b>-67.8</b>
<b>Other Traffic</b>	<b>27</b>	<b>28</b>	<b>27</b>	<b>16</b>	<b>28</b>	<b>4%</b>	<b>75%</b>	<b>-1.0</b>
<b>Criminal Code Traffic</b>	<b>66</b>	<b>63</b>	<b>68</b>	<b>49</b>	<b>41</b>	<b>-38%</b>	<b>-16%</b>	<b>-6.4</b>

Provincial Traffic Safety Statistics 2017 – 2021 (M.D.)

Municipal By-laws Traffic	1	0	0	0	0	-100%	N/A	-0.2
Municipal By-laws	6	1	7	3	2	-67%	-33%	-0.6
<b>Total Municipal</b>	<b>7</b>	<b>1</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>-71%</b>	<b>-33%</b>	<b>-0.8</b>
Fatals	1	1	1	0	2	100%	N/A	0.1
Injury MVC	17	16	14	14	12	-29%	-14%	-1.2
Property Damage MVC (Reportable)	223	205	237	211	247	11%	17%	5.4
Property Damage MVC (Non Reportable)	14	11	13	20	16	14%	-20%	1.3
<b>TOTAL MVC</b>	<b>255</b>	<b>233</b>	<b>265</b>	<b>245</b>	<b>277</b>	<b>9%</b>	<b>13%</b>	<b>5.6</b>
Roadside Suspension - Alcohol (Prov)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roadside Suspension - Drugs (Prov)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
<b>Total Provincial Traffic</b>	<b>439</b>	<b>623</b>	<b>541</b>	<b>760</b>	<b>805</b>	<b>83%</b>	<b>6%</b>	<b>86.9</b>
<b>Other Traffic</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>-67%</b>	<b>-43%</b>	<b>-1.3</b>
<b>Criminal Code Traffic</b>	<b>46</b>	<b>35</b>	<b>41</b>	<b>33</b>	<b>26</b>	<b>-43%</b>	<b>-21%</b>	<b>-4.2</b>

## 2021 Wainwright Detachment Traffic Collision Statistics

Fatal Collisions: **2** (1 – Municipal / 1 – M.D.)

Injury Collisions: **18** (7 – Municipal / 11 – M.D.)

Reportable Collisions (> \$2000): **304** (64 - Municipal / 240 - M.D.)

Non-Reportable Collisions (<\$2000): **19** (3 – Municipal /16 – M.D.)

*(Data timeline: 2021/01/01 – 2021/12/31)*

## Local Traffic Priorities and Enforcement Statistics

### Speeding

RCMP members conduct continuous speed monitoring of traffic during the course of their normal patrol duties instead of conducting a limited number of speed specific enforcement initiatives. Due to the fluid and varying nature of traffic volume, along with the general randomness of vehicle speed, maintaining an overall focus on speed enforcement during patrols is more effective.

Currently, all patrol vehicles in the Wainwright detachment have in-car radar systems capable of both mobile and stationary speed analysis as well as the option to utilize a handheld laser speed detection system.

With Council approval, the automated enforcement program is tasked with monitoring high risk areas like school grounds, playground areas and major arterial roadways, including intersections.

Additionally, electronic speed monitoring boards will be deployed in and around the community as an educational tool to remind motorists to be cognizant of their speeds. Speed boards will be utilized in locations like construction zones, main arterial roadways and during times of high-volume child pedestrian traffic like spring and fall for areas like playgrounds and school zones.

**2021:** 524 speed related traffic interactions (34 - Municipal / 490 - M.D.)

*(Data timeline: 2021/01/01 – 2021/12/31)*

## Seat Belts and Child Safety Restraints

According to Alberta Transportation, in 2017 (*most recent yearly data*), **97.4%** of Albertans in a combination of rural and urban areas were using occupant restraints. However, according to the same statistical data, rural usage of seatbelts sits at **94.1%**. Based on these statistics, a small contingent of drivers continues to choose to either avoid compliance altogether or are inconsistent in their use of restraints and officers will continue to focus efforts in this area.

As part of annual education promotion, include at least two articles in local paper promoting seat belts use and of particular significance, the use of proper child restraints. One article prior to June and one in fall or winter season. These education initiative will also be implemented in conjunction with the provincially designated month for seat belt safety.

The Wainwright detachment will continue to participate in the annual Provincial Selective Traffic Enforcement Program (S.T.E.P.) which is undertaken in the spring and fall, with the focus on occupant restraints.

**2021:** 77 seatbelt violation interactions (63 - *Municipal* / 14 - *M.D.*)

(Data timeline: 2021/01/01 – 2021/12/31)

Alberta and Canada

Seat Belt Use in Light Duty Vehicles

2006 - 2017

	2006		2007		2009		2010		2011		2016		2017	
	Alberta	Canada	Alberta	Canada	Alberta	Canada	Alberta	Canada	Alberta	Canada	Alberta	Canada	Alberta	Canada
<b>Rural &amp; Urban Combined</b>														
% All Occupants	90.9	90.8	88.9	92.5	92.9	--	92.0	95.3	95.1	--	--	--	--	--
% Front Occupants	91.0	91.0	--	--	93.0	--	--	95.5	95.2	--	--	--	97.4	97.2
<b>Rural</b>														
% All Occupants	86.4	88.3	--	--	90.4	92.0	--	--	91.9	--	--	--	--	--
% Front Occupants	86.3	88.6	--	--	90.5	91.9	--	--	92.0	--	--	--	94.1	95.6
<b>Urban</b>														
% All Occupants	91.7	--	89.3	93.1	93.3	--	92.3	95.8	95.6	--	--	--	--	--
% Front Occupants	91.8	--	89.7	93.3	93.4	--	92.5	96.0	95.7	--	97.9	97.5	--	--

The combined Alberta urban and rural seat belt wearing rate for front occupants increased from 95.2% in 2011 to 97.4% in 2017. The Alberta urban seat belt wearing rate for front occupants increased from 95.7% in 2011 to 97.9% in 2016. The Alberta rural seat belt wearing rate for front occupants increased from 92% in 2011 to 94.1% in 2017.

Source: [Transport Canada, Surveys of Seatbelt Use in Canada](#). Rural survey conducted in 2006, 2009 and 2017. Urban survey conducted in 2005, 2007, 2010, and 2016. No surveys were conducted in 2008 and 2011-2015 by Transport Canada. Using parallel methods, Alberta Transportation conducted urban surveys in Alberta only in 2006 and 2009 to complement the rural data collected by Transport Canada on those years. Alberta Transportation also conducted urban and rural surveys in 2011. The objective of the surveys is to obtain estimates of the proportion of light duty vehicle occupants using occupant restraints. Light duty vehicles include passenger cars, pickup trucks, minivans and SUVs.

## Intersection Safety

The Town of Wainwright Emergency Services and Wainwright RCMP will collaborate on issues of intersection safety to both identify intersections of concern and in implementing measures to mitigate issues at these intersections. These areas of concern will be examined to determine the appropriate solutions, including any need for additional road engineering or an increase in education / enforcement measures to enhance safety at these intersections for motorists and pedestrians.

**2021:** 12 intersection related interactions (5 – Municipal / 7 – M.D.)

(Data timeline: 2021/01/01 – 2021/12/31)



## Impaired Driving

On December 1<sup>st</sup>, 2020, Alberta implemented new [Impaired Driving](#) legislation which allows for police to implement immediate Provincial roadside sanctions (IRS) to impaired drivers in addition to the traditional Criminal Code impaired driving charges.

The new legislation offers a police with several options when dealing with impaired drivers, including the ability to process drivers through the IRS program when found operating a motor vehicle and up to two hours after ceasing to operate a motor vehicle where reasonable grounds exist. Examples of these options include:

- **IRS Fail** – These sanctions would apply when a driver is or has been operating a motor vehicle with over 80 mg% in 100 ml of blood and/or drivers impaired by drug over the blood concentration prescribed by the criminal code can include sanctions of a drivers' license suspension, mandatory remedial driver education, vehicle seizures and fines. In addition to provincial sanctions, the court may also impose criminal code charges and federal penalties in certain circumstances;
- **IRS Warn** – Sanctions of this sort apply when a driver is or has been operating a motor vehicle with a blood alcohol concentration equal to or in excess of 50 mg% in 100 ml of blood. Penalties similar to a fail apply to warn results depending of circumstances

pertaining to driver licensing;

- IRS Zero – Novice drivers including Class 7 learner and Class 5 GDL drivers must have zero blood alcohol/drugs in their system when driving. Penalties including vehicle seizures, license suspensions and fines pertain in these circumstances;
- IRS Commercial – Commercial drivers operating commercial vehicles must also have zero blood alcohol/drugs in their system when driving. Penalties include license suspensions and fines, however, fines escalate depending on the number of previous occurrences drivers have had;
- IRS 24 Hour – This sanctions applies to any driver operating a motor vehicle who is suspected to be impaired by alcohol, drug or any physical/medical condition that affects their ability to operate a vehicle in a safe manner. In these situations, police can suspend the license for a period of 24 hours and tow the vehicle to alleviate further safety concerns.

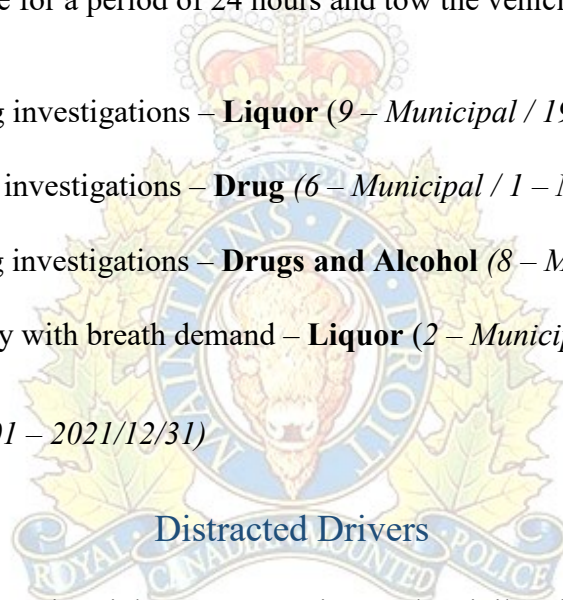
**2021:** 28 Impaired driving investigations – **Liquor** (9 – Municipal / 19 – M.D.)

7 Impaired driving investigations – **Drug** (6 – Municipal / 1 – M.D.)

12 Impaired driving investigations – **Drugs and Alcohol** (8 – Municipal – 4 M.D.)

2 Refuse to comply with breath demand – **Liquor** (2 – Municipal / 0 – M.D.)

*(Data timeline: 2021/01/01 – 2021/12/31)*



### Distracted Drivers

As part of routine patrols, Wainwright RCMP continue to be vigilant in identifying and investigating [distracted driving](#) in the community as a whole, including drivers who are using their cellular phones, electronic devices or are otherwise distracted while operating a motor vehicle.

**2021:** 36 distracted driving interactions (30 - Municipal / 6 - M.D.)

*(Data timeline: 2021/01/01 – 2021/12/31)*

## Pedestrian and Cyclist Safety

Ensuring all motorists give pedestrians and cyclists the right of way when utilizing crosswalks through efforts of education and enforcement. This will be in addition to routinely educating

cyclists on the provincially required [safety equipment](#) that is necessary to operate bicycles safely, particularly during the nighttime hours.

## Alberta Traffic Safety Calendar

As our Municipal traffic priorities aligned quite well with the priorities of the Province, the Wainwright Traffic Safety Plan will adopt the [Alberta Traffic Safety Calendar](#) in order to guide the Wainwright RCMP's enforcement efforts, in coordination with Vermilion Traffic Services, throughout the calendar year.

