



CAPITAL REGION INTERSECTION SAFETY PARTNERSHIP

BACKGROUND

August 2019

Capital Region Intersection Safety Partnership (CRISP)

CRISP Vision

Alberta’s Capital Region roads will have no serious injury or fatality collisions.

CRISP Mission

The Capital Region Intersection Safety Partnership (CRISP) is committed to enhancing traffic safety in municipalities located within Alberta’s Capital Region, through sustained, collaborative and integrated evidenced-based intersection safety initiatives.

Background

In 2001, CRISP was formed by a group of traffic safety stakeholders with the common interest in addressing intersection safety issues. Membership and involved groups include:

- City of Edmonton
- Strathcona County
- City of St. Albert
- City of Spruce Grove
- City of Fort Saskatchewan
- City of Leduc
- Town of Morinville
- Town of Stony Plain
- RCMP
- Edmonton Police Service
- Alberta Health Services
- Alberta Transportation Office of Traffic Safety
- Independent Engineer – Volunteer

CRISP partners share resources and expertise to implement on-going, collaborative and integrated intersection safety research and initiatives to reduce the frequency and severity of intersection collisions in Alberta’s Capital Region. The vision is underpinned by CRISP’s belief in the Safe System Approach and targets four priorities: Red Light Violations, Pedestrian Safety, Speeding and High Crash Locations.

Strategic Plan

CRISP has been a successful collaborative for over 18 years and continues to expand regionally and develop strategies and projects focused on their shared vision. In 2010, CRISP renewed their strategic plan and moved from social marketing as a key communications activity to placing more emphasis on evidence-based initiatives including traffic safety research and dissemination. In 2016 CRISP refined their focus to take a leadership role in supporting, developing and facilitating the transfer of traffic safety knowledge to the Capital Region and beyond. This new direction allows CRISP to leverage resources for more effective and targeted intersection safety program delivery as well as ensure the expanded regional membership representation is included.

Research

Collision Cost Study: In 2010, CRISP commissioned the study to identify, analyze and interpret the costs associated with motor vehicle collisions in the Capital Region. The resulting model allows road agencies to calculate both the direct costs associated with motor vehicle collisions, as well as other less tangible and indirect costs, to determine the cost benefit of engineering changes to reduce road trauma. This costing model is based on data that is generally available in other jurisdictions making the project transferable to other municipalities in Alberta and across Canada. The feedback from this report was so favourable, that a new report was completed in 2018. The updated results show that the cost per collision type has increased to each fatal collision costing more than \$225,000, each injury collision costing almost \$50,000 and the average collision that only involves property damage costing just over \$14,000. At the same time, the frequency of collisions has reduced significantly in all areas bringing the overall cost of collisions in the Capital Region to over \$800,000 million. Still a staggering amount.

Safe System Approach: CRISP secured the Monash University Accident Research Centre (MUARC) in Australia to complete the pilot project on the engineering application of the Safe System Approach at selected intersections within Alberta's Capital Region. The Safe System aims to define how intersections should 'look and operate' in order to towards a death and serious injury-free transportation system.

Traffic Safety Culture Report: The Edmonton and Area Traffic Safety Culture Report is a survey conducted by the City of Edmonton's Office of Traffic Safety and provides insights into how road users perceive themselves and their actions, the actions of others, and the rules of the road. More than 3,600 drivers, pedestrians, cyclists and motorcyclists participated in the study by way of telephone, online and Insight Community survey. This important piece of research was used to support Edmonton's Road Safety Strategy 2016-2020. CRISP provided sponsorship and insight to the first two surveys as well as the third report due shortly.

Automated Enforcement and Detection of Driver Risk: CRISP partners supported a proof-of-concept study to explore the untapped potential of automated enforcement data. The original belief was that municipalities and law enforcement agencies across Alberta are sitting on a rich store of traffic safety information and could this data be put to work in other ways. The study found positive relationships between AE violations and other traffic-related behaviours. It also found that drivers with high numbers of AE violations were more likely than other drivers to be involved in criminal activities. The overriding conclusion for this study is that AE data can play an important role in the development of more effective intervention strategies that will make our roadways and communities safer for everyone. CRISP continues to expand this research to include additional Capital Region municipalities and to provide law enforcement with additional tools.

For more information, or to find PDF versions of research projects, visit www.drivetolive.ca