

## **RESIDENTIAL TRAFFIC ENFORCEMENT**

---

### **EXECUTIVE SUMMARY**

Our respect for our law enforcement partners in Animal and Bylaw Services (ABS), Transit and Livery Service remains steadfast; however the Calgary Police Service along with the Calgary Police Association, continue to oppose the Notice of Motion to utilize 10 CTS or Level One Peace Officers to conduct residential traffic enforcement.

### **ADMINISTRATION RECOMMENDATION(S)**

That Council direct residential traffic enforcement within communities, playgrounds and school zones continue to be carried out solely by the Calgary Police Service.

### **PREVIOUS COUNCIL DIRECTION / POLICY**

ADOPT, Moved by Councillor Keating, Seconded by Councillor Stevenson, that Councillor Councillor Keating's Motion, Green Sheet Re: NM2015-07 Residential Traffic Enforcement: Communities Playground And School Deferral, be adopted, as follows:

WHEREAS on 2015 April 13, Council referred proposed Motion NM2015-07, with respect to provision of traffic enforcement by Peace Officers in residential areas, to the Calgary Police Department for investigation;

AND WHEREAS the referral included direction for the Calgary Police Commission to report to Council no later than 2015 September;

AND WHEREAS the original notice of motion was directed to administration and the motion arising was requesting a status update from the Calgary Police Commission.

AND WHEREAS the Commission will prepare a more fulsome report for the November 09 meeting of Council in order to address the items in the original notice of motion.

NOW THEREFORE BE IT RESOLVED that Council defer the Calgary Police Commission Report containing a response to proposed Motion NM2015-07, to the 2015 November 09 Combined Meeting of Council.

### **BACKGROUND**

The Calgary Police Service recognizes that traffic safety must be driven by education and not enforcement alone. Considerable steps have been taken by CPS to reduce the amount of pedestrian collisions and fatalities, alcohol and drug-related crashes, and distracted driving incidents by educating the public through timely, relevant and informative awareness initiatives, coupled with enforcement.

## **RESIDENTIAL TRAFFIC ENFORCEMENT**

---

### **INVESTIGATION: ALTERNATIVES AND ANALYSIS**

#### **Stakeholder Engagement, Research and Communication**

When looking at best practices in other jurisdictions, namely Vancouver, Toronto, Ottawa and Edmonton, it was noted that traffic enforcement is the sole responsibility of the police service. Recognizing that traffic enforcement often times serves as the initial interaction or point of evidence collection for ongoing investigations, it is a vital aspect of police operations and plays a significant role outside of the traffic mandate. Criminal arrests occur in five per cent of traffic stops. As recently as September of this year, two separate traffic stops resulted in the use of CEWs. The instances of gun seizures at traffic stops are also not a rare occurrence.

While responding to traffic stops, access to intelligence is vital in ensuring officer safety and investigative advancements. Reliance on real time data through police databases and the infrastructure in the Real Time Operations Centre would not currently be available to Bylaw Officers should they be conducting traffic enforcement.

Assigning traffic enforcement to Auxiliary Cadet Officers is an approach that CPS is still exploring. This would only take place when they are under direct supervision of a sworn officer who will be in close proximity. This partnership between Cadets and sworn members provides mentorship, advice, direction, and enhanced officer safety particularly in situations that may progress beyond traffic enforcement.

The Service has dedicated extensive time in developing the Auxiliary Cadet Program, from policy development, training and operations to facilitating the designation of these officers as a Peace Officer.

In February of this year, The Director of Law Enforcement, Department of Justice and Solicitor General approved the Calgary Police Service's application to employ Level 1 Community Peace Officers for the purposes of traffic enforcement in Calgary.

Legislative changes are required in the process of employing Auxiliary Cadet Officers with Level 1 status. CPS is chairing a sub-committee of agencies from throughout the province to move this forward on behalf of the Alberta Association of Chiefs of Police.

#### **Strategic Alignment**

The 2015-2018 Action Plan lists council priority 3.1 as A City that Moves. The strategies and actions to meet this priority are defined as promoting the safe mobility of all road users by implementing the CPS Traffic Safety Plan. Each of the strategies and actions listed in the Action Plan are currently being undertaken by CPS.

Coordinate strategies in partnership with City departments and community based groups to achieve common goal of traffic safety through the Calgary Safer Mobility Plan: Traffic safety has historically and will continue to be a key mandate of CPS, utilizing a combination of prevention,

## **RESIDENTIAL TRAFFIC ENFORCEMENT**

---

education and enforcement to ensure driver and pedestrian safety. All uniformed patrol members of the service are expected to conduct traffic stops, enforcing the law while educating drivers in the process. This includes stationary enforcement as well as traffic enforcement during patrol. Throughout the course of their career, ongoing training and best practices are shared with them to help them better manage the dynamics of traffic enforcement.

Working closely with district offices, the Traffic Section analyzes and employs resources to traffic priorities in each community, as identified through the Crime Management Strategy (CMS) and through community consultation for the Bureau of Community Policing. CMS meetings are held throughout the city in each district, often including community partners and City departments to ensure collaborations across all fronts.

Respond and address community traffic concerns through the Traffic Safety Requests (TSR) form: TSRs are a key communications tool between the Service and citizens, allowing them to directly share traffic related concerns. Citizen feedback asked for TSRs to be more readily available. As a result TSRs can be submitted through the CPS mobile app or the CPS website. The public can also visit any district office and speak to a Community Resource Officer to submit a TSR. This availability of the TSR has increased public requests by 182 per cent this year.

Reduce injury and fatal collisions involving vehicles, pedestrian and cyclists, through education and targeted enforcement: Education programs are vital to traffic safety and this past year CPS has restructured these programs, allowing for a team of 30 officers from the Community and Youth Services Section to provide a robust targeted approach to frontline education. The following educational programs are currently being carried out:

- PARTY (Prevent Alcohol and Risk Related Trauma in Youth) reaches nearly 11,000 Grade 9 students annually.
- CALM (Career and Life Management) delivered to more than 40,000 Grade 10 and 11 students.
- Safe Graduation has an annual reach of 14,000 Grade 12 students.
- School Patrollers Program interacts with over 5,400 Grade 4, 5, and 6 students every year.

A 32 per cent increase in summons has been seen since 2013, with 393,264 issued to date this year. This is coupled with a 15 per cent increase in traffic stops. As a result of education efforts there has been a decrease of 1,064 collisions since last year.

## **Social, Environmental, Economic (External)**

### **Financial Capacity**

#### **Current and Future Operating Budget:**

From a budgeting perspective, annual compensation for a Constable versus a Bylaw Enforcement Officer has a comparable range; with a \$59,404 - \$91,319 salary for a Constable and a \$47,480 - \$92,393 salary for a Bylaw Officer. Employing 10 Bylaw Officers for stationary

## RESIDENTIAL TRAFFIC ENFORCEMENT

---

traffic enforcement is not a comprehensive approach to traffic safety and education. Further to this, police officers are cross trained and able to respond to other emerging police incidents.

While traffic enforcement by CPS is already accounted for in standard operating budgets there are no additional cost implications. Whereas, enforcement conducted by ABS would have a cost for salaries, benefits, vehicles, equipment and training to secure Peace Officer 1 s tatus. Although indicated that this cost could be covered by fine revenue, it is important to note that administrative processes require time for the revenue to be processed.

Relying on enforcement revenue as the primary source of funding for these 10 ABS positions signifies the importance on enforcement alone, which is in direct contradiction of the CPS' integrated approach of education and enforcement.

### Current and Future Capital Budget:

For the purposes of this report, no current and future capital implications were identified.

### Risk Assessment

Risk is an inherent aspect of taking responsibility for policing a complex population across a large geographic area. The highest risks identified include:

- Loss of life, both citizen and officer;
- Loss of public trust and confidence in the CPS; and
- Reduction in the real and perceived levels of public safety in Calgary.

The strategies to manage these risks include:

- A well-trained, well-staffed police service;
- Financial sustainability for both crime prevention and law enforcement; and
- A comprehensive community policing program that engages the public.

### REASON(S) FOR RECOMMENDATION(S):

While traffic safety remains the shared responsibility of police and City departments, the Calgary Police Service (CPS) serves as the primary driver of education and enforcement.

### ATTACHMENT(S)

1. Letter – CPC Chair to Mayor Nenshi
2. Memo – Chief Chaffin to CPC Chair, RE: Notice of Motion