

**Corporate Administration Report to
Combined Meeting of Council
2015 November 09**

ISC: UNRESTRICTED

M2015-0801

RESIDENTIAL TRAFFIC ENFORCEMENT

DATE: 2015 October 23

TO: Rodney Fong, Chair
Calgary Police Commission

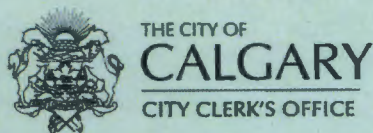
FROM: Chief Roger Chaffin
Office of the Chief

SUBJECT: Notice of Motion Regarding Residential Traffic Enforcement

As per our ongoing briefings regarding Councillor Keating's Notice of Motion to provide a report to Council on how "Peace Officers could provide stationary traffic enforcement in residential areas could be implemented", attached is information that will provide a response to that Motion and the efforts made by the Service to increase traffic education and enforcement. As you know, traffic is a key mandate of the Service and we do not support using City ByLaw Officers to conduct residential traffic enforcement.

Should you require additional information please do not hesitate to contact me.


for Roger Chaffin
Chief Constable



NM _____

NM 2015 APRIL 13

NOTICE OF MOTION

CC 661 (R2009-05)

RE: RESIDENTIAL TRAFFIC ENFORCEMENT WITHIN
COMMUNITIES, PLAYGROUND AND SCHOOL ZONES

COUNCILLOR SHANE KEATING

WHEREAS the public is becoming increasingly concerned and vocal about their safety in residential areas, with recent data showing that from 2008-2012 there were nearly 4,000 traffic collisions in residential areas that resulted in 180 injuries and one fatality;

AND WHEREAS the City of Calgary continues to spend large amounts of money to implement traffic calming measures, new signs, and other measures to reduce vehicle speed in residential areas;

AND WHEREAS The City of Calgary presently has three departments with Peace Officers (Bylaw, Transit and LTS);

AND WHEREAS a traffic enforcement program that utilizes Peace Officers to issue speeding tickets in residential zones would complement the Transportation department's Pedestrian Traffic Safety initiative;

AND WHEREAS Council has yet to receive clarity on the implementation timetable for the CPS Cadet Program that was referenced at budget deliberations in November.

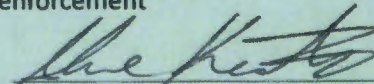
NOW THEREFORE BE IT RESOLVED that Administration provides a report on how a program where Peace Officers could provide stationary traffic enforcement in residential areas could be implemented. This report would be presented to the SPC for Transportation and Transit no later than June 17, 2015;

AND FURTHER BE IT RESOLVED that this report could include, but not be limited to:

- a) Best practices for traffic enforcement in residential zones
- b) What timeframe would be required to implement a program
- c) Where revenues from issued tickets would be allocated

AND FURTHER BE IT RESOLVED that recommendations from this report could include, but not be limited to:

- a) Initiating a Peace Officer Enforcement Program to respond to this growing community challenge
- b) Initiating a one year trial utilizing 10 current officers from CTS or Bylaw with Level One Peace Officer status that would focus solely on residential traffic enforcement


Signature of Member(s) of Council

RESIDENTIAL TRAFFIC ENFORCEMENT

Our respect for our law enforcement partners in Bylaw, 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.

The Calgary Police Service remains committed to traffic safety in the city. It has always been a high priority as we are aware that it is an important issue to citizens. Through a combination of education, prevention and enforcement, we have seen tremendous successes in both driver and pedestrian safety.

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

The Calgary Police Service recognizes that traffic safety must be driven by education and not enforcement alone. We have taken considerable steps 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.

We have heard from Calgarians that Traffic Safety Requests (TSR) needed to be more readily available. This system is a key communications tool between the Service and the citizens we serve, allowing them to share traffic related concerns directly with us, and forming a large part of the work that the Traffic Section and Districts undertake.

We responded by making this tool even easier for the public to use. TSRs can now be found and submitted on our mobile app, as well as on our external website. The public can also visit any District Office and submit a TSR at the front counter or with any Community Resource Officer.

This availability has increased public requests in 2015 by 182%. This doesn't take into account traffic requests that are generated by Patrol Officers and Community Resources Officers.

In the past year, the Calgary Police Service has also restructured its Traffic Safety and Education Program. This robust team of 38 officers from the Community and Youth Services Section provide targeted frontline education in the form of the following programs:

- The PARTY (Prevent Alcohol and Risk Related Trauma in Youth) Program reaches nearly 11,000 Grade 9 students every year
- The CALM (Career and Life Management) program is delivered to more than 40,000 Grade 10 and 11 students
- More than 14,000 Grade 12 students take part in the Safe Graduation Program
- Upwards of 5,400 Grade 4, 5, and 6 students are educated every year with the School Patrollers program

RESIDENTIAL TRAFFIC ENFORCEMENT

Assigning traffic enforcement to our Auxiliary Cadet Officers is an approach that we are 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, which happens routinely. Criminal arrests occur in 5% 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.

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.

As you're aware, 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, and although there have been delays, we are committed to the process. We are chairing a sub-committee from agencies throughout the province to move this forward on behalf of the Alberta Association of Chiefs of Police.

When it comes to traffic enforcement, all uniformed patrol members of the Calgary Police 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.

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. When 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.

From a budgeting perspective, annual compensation for a Constable versus 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 ten Bylaw Officers for stationary 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.

RESIDENTIAL TRAFFIC ENFORCEMENT

A 32% increase in summons has been seen since 2013, with 393,264 issued to date this year. This is coupled with a 15% increase in traffic stops. As a result of education efforts we have also seen a decrease of 1,064 collisions since last year. That number is even more significant when you consider our city has a 35,721 increase in population from one year ago, with more than 1,005,109 vehicles on our roads.

The Service will continue to address traffic safety issues through our Crime Management Strategy (CMS). CMS meetings are held throughout the city in each District, often including community partners and City departments to ensure collaboration across all fronts. Community feedback consistently shows us that traffic safety is of great concern to citizens, making it the number one CMS priority in all eight districts. This prioritization is evidenced by the more than 300 vehicle stops performed each day in the districts by uniformed officers.

Our support and commitment to partnering with our colleagues at The City of Calgary is always top of mind. However, we do recognize that traffic enforcement is a primary operational mandate of the Calgary Police Service, and should continue to be in our ongoing commitment to ensure public and officer safety.

Due to the complex nature of the current Notice of Motion and existing operational mandates, we suggest an In Camera meeting with members of Council so that the Calgary Police Service and the Calgary Police Commission are able to address any questions or concerns.