



CALGARY POLICE SERVICE TRAFFIC SAFETY PLAN 2022-2023

December 20, 2022

Walk, drive or ride: Everyone has the right to arrive safe

The Calgary Police Service (CPS) is committed to ensuring road safety for everyone in the community and works collaboratively with the City of Calgary and community partners to meet this goal. We support and contribute to the City of Calgary's Vision Zero, where the vision is "mobility free of major injuries and fatalities."





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INTRODUCTION

The Calgary Police Service (CPS) is committed to the prevention of crime and enforcement of laws within the community, which includes traffic safety. Serious injury or death of pedestrians or motorists can be reduced through education, targeted enforcement at high-collision locations, and collaboration with the City of Calgary on planning roadways.

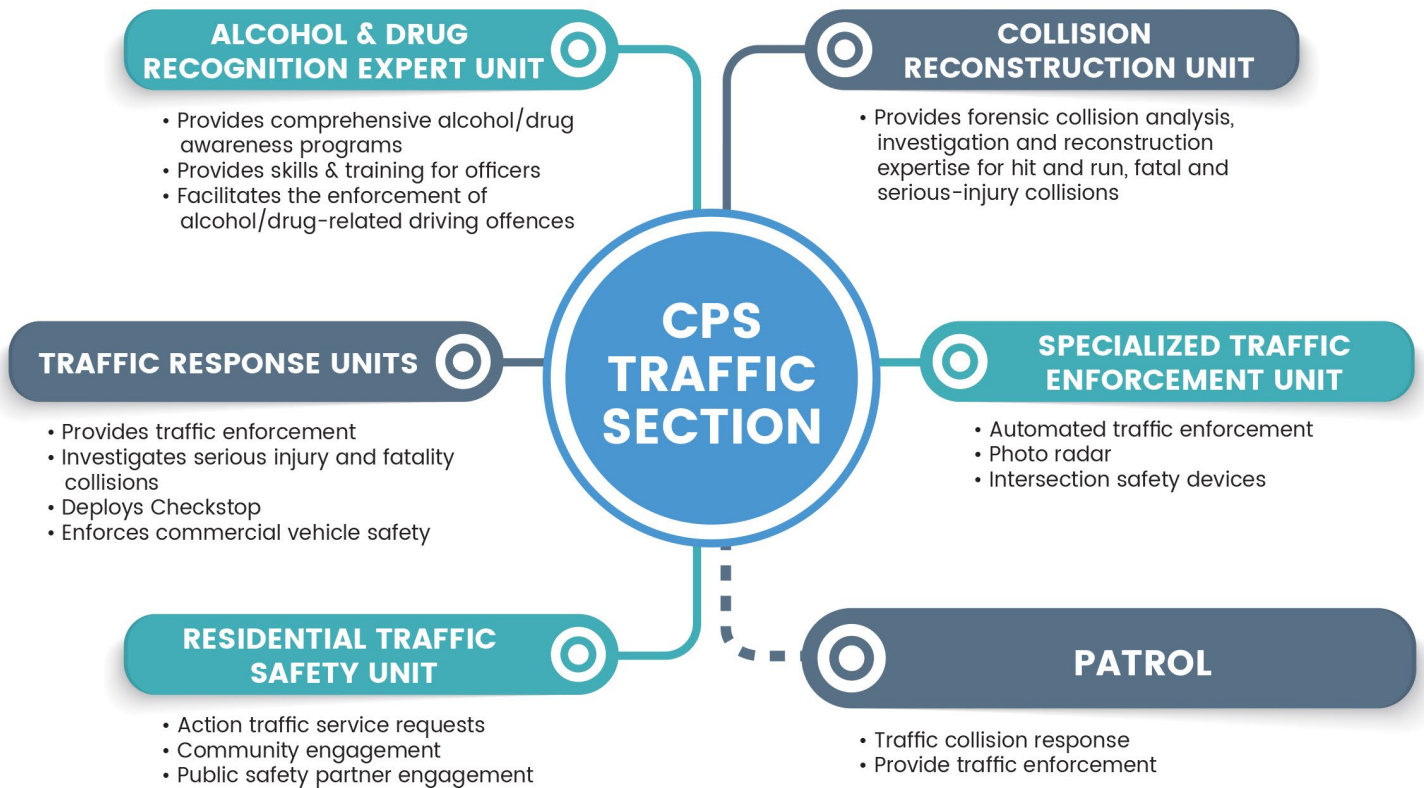
The CPS Interim Traffic Safety Plan (2022-2023) captures our organizational goals and overall plan related to traffic safety, with the idea to ultimately align with the City of Calgary for a jointly published plan for our 2024-2026 Traffic Safety/Safer Mobility Plan. In compliance with the Provincial Policing Standards Audit, the CPS Interim Traffic Safety Plan will be reviewed annually, evaluated against evolving traffic safety needs and CPS deliverables, and modified as required.



VISION

Walk, drive or ride: Everyone has the right to arrive safe

The CPS is committed to maximizing road safety for all Calgarians and is committed to working collaboratively with the City of Calgary, our citizens and our many community safety partners to meet this goal. We support and contribute to the City of Calgary’s Vision Zero, where the vision is “mobility free of major injuries and fatalities.”





TRAFFIC SAFETY STRATEGY

Introduction

The Calgary Police Service is building on the success of the previous Traffic Safety Plan, 2018-2022, by implementing a new interim two-year plan with the goal of aligning with the City of Calgary for a joint 2024-2028 plan.

Our plan will closely align to action plans from the Service level up to the municipal, provincial, and national levels. It follows the Vision Zero framework, and through collaboration with partners, will promote the six 'Es' of transportation safety: Evaluation, Engagement, Engineering, Education, and Enforcement.

Focus areas, with defined measurables for success for the CPS include:

- speed compliance
- intersection safety
- residential traffic safety
- alcohol and drug impaired driving

Scope

A successful strategy must include multiple elements that approach the problem from different perspectives and work together to ensure success. In addition, we recognize that CPS alone is not responsible for traffic safety in Calgary but must work together with community partners to achieve the desired result of safety for all road users. We will build on work within the Service and across our partners to achieve our goals.

1.

Evaluate

Consolidate data resources to support operational performance.

2.

Engage

Communicate and work with citizens, the City of Calgary and community partners to understand and resolve traffic safety issues.

3.

Engineering

The CPS contributes to decision-making around physical measures such as traffic calming initiatives and road design improvements. By closely working with the Safer Mobility Operations Team, CPS increases the likelihood of attaining Vision Zero.

4.

Educate

Implement initiatives to create awareness, educate the community and prevent behaviours that contribute to unsafe roadways.

5.

Enforce

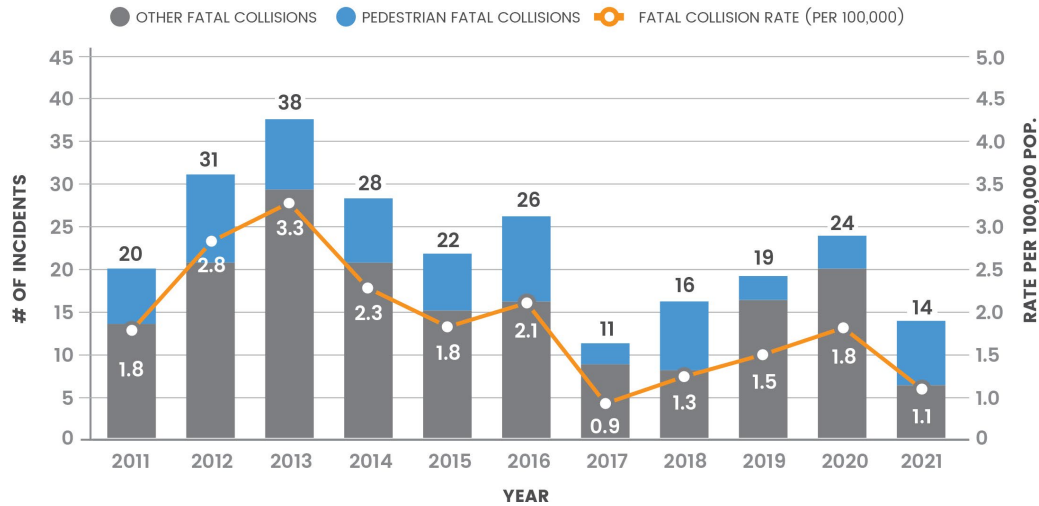
Be proactive by deploying enforcement resources based on targeted, evidence-based, and high-risk locations. Be responsive to community concerns.

These elements are not mutually exclusive, nor are they sequential or linear. Rather, they are mutually reinforcing with synergies at various points.



**CALGARY
FATAL COLLISIONS**

2011-2021



Conceptually, the CPS seeks to reduce the number of fatal and injury collisions to zero, through education and enforcement. However, even through these preventative efforts, these issues prevail. We have set a reduction target to decrease these numbers using a three-year average. Upon annual review, we will provide the actual statistics in relation to the target and the narrative to account for an increase or decrease. The following targets will be projected for 2022-2023:

EVALUATE

The CPS is an evidence-led organization. By utilizing statistics to identify trends or motor vehicle collision hotspots, decisions can be made on our education and enforcement tactics. In 2019-2021, the city of Calgary experienced the impact of the worldwide pandemic as we saw a reduced number of motorists on the roadways due to work from home orders. This is evidenced by a reduction of collisions and summonses issued in 2019-2021. Fatalities, unfortunately, increased during this same time when two, three-person fatal collisions occurred on Calgary roadways. Reduction in fatalities will be one area of focus for this report. Additionally, as people gradually returned to work, the initiatives listed below allowed us to address emerging issues.

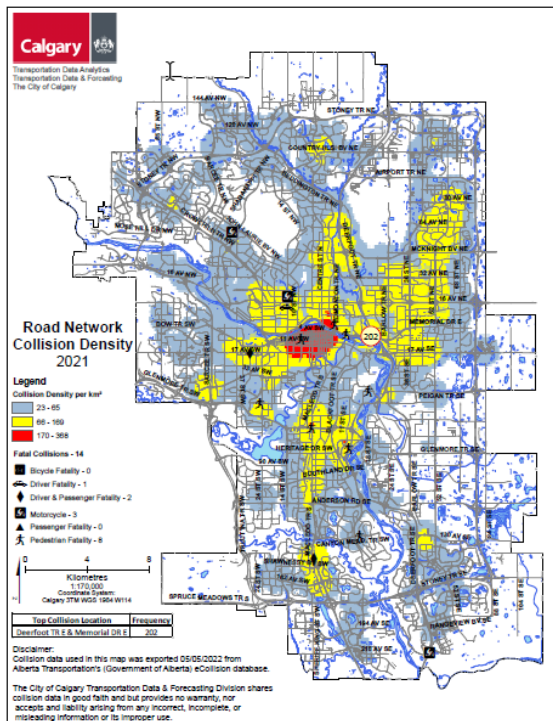
Action: Maximize information sharing with our community traffic safety partners to keep abreast of current traffic safety issues, emerging trends, and future concerns.



| Measure | 3-Year Avg (2019-2021) | 2022 Target | 2023 Target | 4-Year Target (-25%) |
|---------------------------------------|------------------------|-------------|-------------|----------------------|
| Reportable fatal collisions | 19 | <17 | <16 | <14 |
| Total vulnerable road user collisions | 745 | <698 | <654 | <558 |
| Reportable injury collisions | 2093 | <1962 | <1839 | <1569 |

Ensuring we have access to up-to-date research and performance measures along with timely and effective evaluation of programming and initiatives is a priority for the CPS. Engaging with our Strategic Planning, Research and Analysis team, in concert with our Traffic Analysts, we can effectively and accurately report the return on investment of traffic safety initiatives and teams such as the Residential Traffic Safety Unit. Benchmarking to other municipal locations of comparable size, and exploring new technology and education, will also enhance the future of road safety in Calgary.

Action: Decrease all road user injury/fatalities by 25 per cent through targeted enforcement, engineering and education, using the data from heat maps to focus our efforts.



Action: Using collision data to evaluate effectiveness of technology used at specific high-collision and high-speed locations. Intersection safety camera locations should decrease collisions/speeding by 15 per cent (one-year post-installation of technology).



ENGAGE

Traffic safety concerns are consistently listed as one of the top three pressing issues listed by the community in the Calgary Police Commission Citizen Survey. Traffic Safety Requests (TSRs) are created when a community member contacts 3-1-1 or fills out an online form through the CPS website reporting a possible problem location. The Residential Traffic Safety Unit (RTSU) actions all these requests through targeted enforcement and education.

In recent years, the CPS and the City of Calgary have strengthened their relationship through joint delivery of several successful initiatives including Ward Traffic Safety Meetings and the activities of the Safer Mobility Operations Team. Ongoing partnership and cooperation are instrumental in achieving maximum impact campaigns and initiatives to achieve our shared traffic safety targets.

At the District level, the Community Resource Officers (CROs) will continue to engage with community groups to increase dialogue on working together to keep Calgary roads safe for all.

Action: Traffic members will continue to liaise with CROs to increase the number of community connections, and to engage them around traffic safety initiatives.

The Traffic Section works with residents, community associations and several of our traffic safety partners to address specific traffic concerns in residential areas and collaborate on resolution strategies from a multidimensional approach. We will continue to leverage relationships with partner agencies and citizens to address specific traffic concerns.



COMMUNITY SAFETY PARTNERS

| | | |
|---|---|---|
| <p>City of Calgary</p> <ul style="list-style-type: none"> • Councillor's Offices • Transportation • Transit • Community Standards • Parking | <p>Province of Alberta</p> <ul style="list-style-type: none"> • Transportation • Service Alberta • Transit • Justice/Solicitor General | <p>Calgary School Boards</p> <ul style="list-style-type: none"> • CBE • CSSD • Private and Charter Schools |
| <p>AMA</p> <p>Vision Zero</p> | <p>MADD</p> <p>Alberta Insurance Council</p> | <p>Law Enforcement Partners</p> <ul style="list-style-type: none"> • RCMP • TNPS • Alberta Sheriffs • CP Police • CPOs • EPS |



With respect to legislative changes to automated enforcement, the CPS commits to transparency of how fine revenue is allocated to improve traffic safety for all Calgarians.

Action: In compliance with the requirements of provincial guidelines, the automated enforcement annual report will include fine revenue totals and amounts reinvested to improve traffic safety.

ENGINEERING

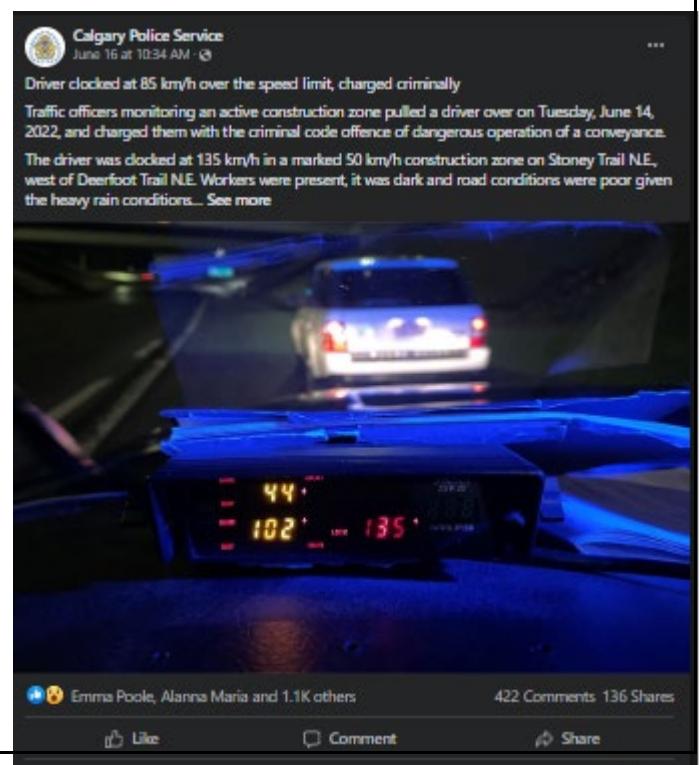
The City of Calgary Roads, Community Standards (Transit), and Transportation Planning are responsible for planning and reporting on current and future road designs, road safety audits, and network screening to identify optimal locations for intersection safety camera placement. CPS will continue to collaborate with these City of Calgary areas by providing collision data and collision reconstruction reports.

Action: The automated enforcement team will continue to work with engineering partners within the City of Calgary to review traffic safety initiatives such as traffic signal timing, traffic calming devices and road redesign/speed limit evaluation in conjunction with the use of photo radar.

Action: The Traffic section will continue to work with our partners at the City of Calgary Mobility to support traffic safety through road design, traffic calming measures, signage and other engineering approaches.

EDUCATE

In keeping with best practices for education of youth and adults, the CPS recognizes that delivering presentations is resource intensive and do not result in lasting behavioural change. Additionally, with staffing and budgetary challenges these opportunities are not practical. Collaborating with and supporting the work of our numerous community safety partner agencies and leveraging social media and other digital and virtual platforms, will prove an efficient strategy in reaching the larger, and increasingly digitally present community.





Action: Explore and invest in alternate options for online educational platforms to reach a wider audience (youth and adult).

Action: Increase online presence using social media to highlight traffic safety initiatives throughout the year.

Action: Continue to provide monthly updates to communicate upcoming photo radar targeted enforcement locations.

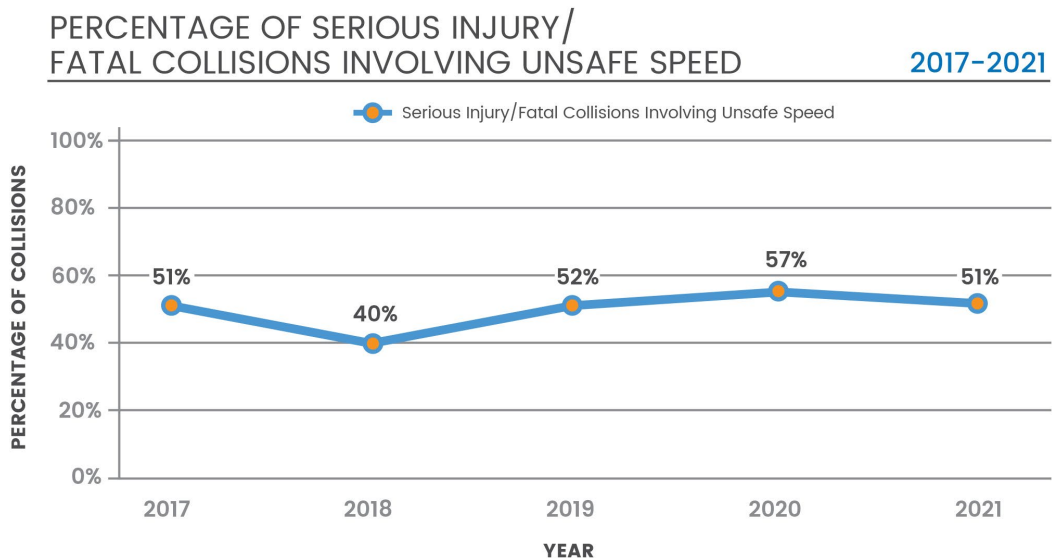
Action: Leverage community safety partnerships to maximize community and educational opportunities.

ENFORCEMENT

Enforcement is one of the core functions of any municipal policing service. Enforcement includes all Traffic Safety Act violations, Criminal Code driving violations and Commercial Vehicle Safety Act violations where summonses can be issued and/or sanctions imposed. Technology, such as intersection safety cameras and photo radar, also make up a component of enforcement through issuance of summons.

Data-driven deployment

- Alberta Traffic Safety Enforcement Calendar
- Traffic service requests
- Collision data

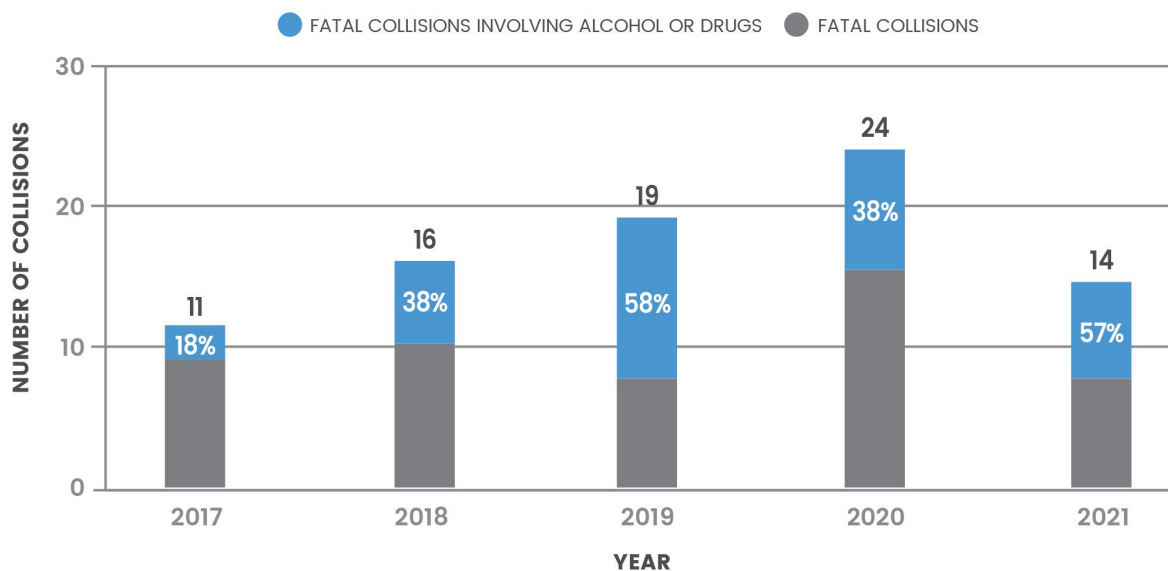




Action: Mandatory Alcohol Screening has been reinstated after COVID-19 restrictions. Traffic and Patrol members will use MAS as appropriate.

| IMPAIRED STATS | # of Charges | | | % Change |
|---|--------------|-------|-------|-----------|
| | 2019 | 2020 | 2021 | 2020-2021 |
| Total Impaired and Fail/Refuse to Comply Charges | 1,829 | 1,501 | 219 | -85.4% |
| Number of Persons Charged | 979 | 828 | 131 | -84.2% |
| # of IRS: 24 hr (formerly 24 Hour Suspensions) | 494 | 456 | 263 | -42.3% |
| # of IRS ZERO: NOVICE (formerly AZAT) | 305 | 143 | 153 | 7.0% |
| # of IRS: FAIL (formerly AALS) | 966 | 847 | 1,077 | 27.2% |
| # of IRS: WARN (formerly IRS) | 250 | 109 | 181 | 66.1% |
| # of IRS ZERO: COMMERCIAL (new) | - | 0 | 5 | N/A |
| Total Impaired Contraventions | 2,015 | 1,555 | 1,679 | 8.0% |

FATAL COLLISIONS INVOLVING ALCOHOL OR DRUGS AS A PERCENTAGE OF TOTAL COLLISIONS 2017-2021





Action: Increase data-driven deployment of enforcement resources.

Action: Increase resource sharing with patrol and deployment in concert with other enforcement partners to maximize efficiency and impact.

| Summons Count | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 |
|-------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Traffic Officer-Issue | 67,309 | 68,347 | 58,412 | 61,127 | 68,159 | 64,698 | 41,158 | 42,538 | 41,368 | 31,127 | 25,629 |
| Districts Officer-Issue | 118,591 | 113,490 | 90,654 | 112,563 | 111,472 | 110,500 | 106,736 | 115,010 | 102,028 | 71,979 | 71,773 |
| Automated | 272,855 | 331,447 | 276,975 | 321,761 | 388,458 | 430,697 | 425,214 | 438,919 | 430,955 | 374,045 | 334,530 |
| Total Summonses | 458,755 | 513,284 | 426,041 | 495,451 | 568,089 | 599,011 | 574,434 | 599,671 | 576,196 | 479,429 | 437,239 |

*Note: Traffic and Districts will not equate to total officer-issued tickets, as there are other areas responsible for issuing tickets as well, but all will be captured in the total summonses number.

| TSR Counts by Year | 2017 | 2018 | 2019 | 2020 | 2021 |
|--------------------|------|------|------|------|------|
| # TSRs submitted | 1622 | 1547 | 1510 | 1925 | 1904 |
| # TSRs cleared | 1228 | 1175 | 1101 | 1234 | 1261 |
| % cleared | 76% | 76% | 73% | 64% | 66% |

Note: 2020 and 2021 observed unprecedented number TSR complaints submitted, registering upwards of 30 per cent as compared to average.

LEGISLATIVE & PROCEDURAL CHANGE

Using the results of our evidence-based evaluation of traffic safety, the CPS will continue efforts to create procedural and legislative change in the interests of traffic safety.

Action: The Provincial APIS initiative for electronic ticketing would have created efficiencies for Traffic and Patrol. However, this project has been put on hold (Q1 2022). In the interim, CPS will look to utilize existing hardware (printers) and software to replicate E-ticketing until the project resumes. CPS will continue to work in collaboration with the Government of Alberta and partner agencies towards advancement of the APIS e-ticketing solution.



Action: Work with community safety partners, the Alberta Association of Chiefs of Police and the Government of Alberta to advocate for legislative change to allow for the immediate roadside seizure of vehicles and the suspension of operator's licences for high-risk speeding offenses in excess of 50 km/h over the speed limit.

Action: Work within the confines of existing legislative framework to hold high-speed offenders responsible through elevation to Criminal Code charges when appropriate and warranted.

PERFORMANCE MEASURES

With an understanding that we are not solely responsible for some of these outcomes, CPS will monitor and report on the success of our initiatives using measures not limited to, but including:

- Number and rate of total, fatal and injury collisions
- Number and rate of total, fatal and injury collisions involving alcohol/drugs
- Number and rate of total, fatal and injury collisions involving unsafe speed
- Number and rate of total, fatal and injury collisions at intersections with and without ISCs
- Number and rate of total, fatal and injury collisions involving vulnerable road users
- Number and rate of Criminal Code impaired charges
- Number of officers trained in Standard Field Sobriety Testing, Drug Recognition Evaluation
- Number of community partnerships
- Number of TSRs submitted, per cent cleared
- Citizen satisfaction rates
- Number of summonses – manned
- Number of summonses – photo radar
- Number of summonses involving distracted driving
- Number of summonses involving unsafe commercial vehicles

ALIGNMENT

The CPS Traffic Safety Plan will strategically align with the following:

- Canada's Road Safety Strategy 2025
- Alberta Government's Transportation Business Plan, 2017-2020



- The City of Calgary's Safer Mobility Plan, 2019-2023
- Calgary Police Service's Service Action Plans

2022 Annual Review

Comments:

Annual Statistics:

Modifications to Report (review of action items, improvements, funding etc.):

Traffic Staff Sergeant Date

Traffic Analyst Date

Inspector of Traffic and Arrest Processing Date



2023 Annual Review

Comments:

Annual Statistics:

Modifications to Report (improvements, funding etc.):

Traffic Staff Sergeant

Date

Traffic Analyst

Date

Inspector of Traffic and Arrest Processing

Date