

“PUBLIC AGENDA”

TO: Jo Custead, Chairperson
Board of Police Commissioners

FROM: Troy Cooper
Chief of Police

DATE: 2021 February 08

SUBJECT: SPS Traffic and CTSS Annual Reports for 2020

FILE #: 2,012

ISSUE:

The Saskatoon Police Service (SPS) works to provide safer roads by utilizing officers whose efforts are specifically focused on traffic safety. These officers are in two Units: SPS Traffic, who work exclusively within city boundaries, and Combined Traffic Services Saskatchewan (CTSS), who work on provincial highways and within the city of Saskatoon.

The goal of both Units is to reduce serious injuries and fatal collisions within Saskatoon and surrounding highways through education and enforcement.

RECOMMENDATION:

That this report be received as information.

STRATEGIC PRIORITY:

The strategic priority for this review can be found in the 2020-2024 Strategic Plan and the 2020 Business Plan.

Goal: Maintain core policing operations while addressing concerns that affect public safety.

Strategy: Ensure safe and efficient traffic flow within the city and surrounding areas.

Activity: Raise awareness and enhance communications regarding the purpose of traffic enforcement. Develop and initiate targeted traffic safety initiatives that focus on areas of high traffic risk within Saskatoon, and areas that improve road safety.

DISCUSSION:

The Saskatoon Police Service Traffic Unit

The SPS Traffic Unit is comprised of:

- 2 Sergeants;
- 18 enforcement Constables;
- 2 Collision Analyst Detail members;
- 3 Hit and Run investigators;
- 1 Automated Speed Enforcement officer;
- 1 Red Light Camera officer.

This Unit has four unmarked police cars, three marked police cars and two motorcycles. Members from this Unit employ Mobile Radar, Laser, and Automated License Plate Readers (ALPR) equipment in their duties.

The focus of the Unit is to meet the Service’s core function of traffic safety. The mechanism to meet the core function is enforcement of traffic laws in order to provide safety for drivers and pedestrians. This translates into frontline traffic enforcement deterring individual drivers from re-committing certain traffic violations which are the leading causes of accidents and collision severity, while appropriately publicizing SPS enforcement efforts (including the use of social media) to encourage compliance to road rules. Although traffic safety is a core function of our Patrol Division, the Traffic Unit leads the roadway safety effort by deploying officers, who have specialized training in traffic enforcement and accident investigation, to target hazardous driving behaviors that increase risk to public safety. As traffic collisions are the leading cause of criminal deaths in Canada, the enforcement of traffic legislation (criminal, provincial and municipal) is the Unit’s primary responsibility.

The SPS partners locally, provincially and nationally on coordinated strategies to reduce collisions, injuries and fatalities. Research literature shows that distracted driving, and cellphone use in particular, is a significant causal factor in many serious and preventable collisions. Organized, thematic enforcement efforts from police agencies is a primary strategy to address this particular hazard.

The SPS recognizes that impaired driving, distracted driving, speeding, and not wearing a seatbelt are leading causes of collisions and aggravating factors in injury severity. These offences are the primary focus of daily enforcement. The Unit also has a monthly focus (which follows the SGI traffic safety calendar) that targets specific driving concerns each month such as impaired driving, school and work zones, occupant safety, and licensing/registration compliance. The Service also realizes that education can introduce the public to, and remind them of, infractions that may be seasonal or sporadic in nature. The SPS Traffic Unit also carries out roadside checks throughout the entire year with the focus on impaired driving. This is done with the assistance of the newly acquired alcohol and drug testing vehicle. This Unit allows officers the ability to be mobile and conduct alcohol and drug impaired testing without having to return

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to Headquarters. This increases efficiency and the capacity to screen and examine potential violators.

Combined Traffic Services Saskatchewan

The Saskatoon Police Combined Traffic Services Saskatchewan Section (CTSS) has 10 provincially funded positions comprised of:

- 1 Sergeant
- 9 Constables
- 4 marked police vehicles equipped w/mobile radar, Light Detection and Ranging Radar (LIDAR), and Automated License Plate Readers (ALPR)
- 1 unmarked unit mobile radar and LIDAR

The Unit's 10 members operate in conjunction with the Province's Central District RCMP Traffic Unit.

The SPS CTSS members conduct roughly one third of their traffic safety enforcement activity within the boundaries of the city of Saskatoon. 2020 marked their seventh year of operation.

The CTSS database where daily statistics were collected changed slightly from 2019 to include roadside breath tests. The categories of offences that are reported on have numbers attached to them wherever statistics were available to report.

CTSS was created in 2014 from the recommendations of the provincial government's Special Committee on Traffic Safety. It recommended a greater police presence on our highways in order to provide enhanced traffic enforcement. The program's main objective is to help reduce serious injury and fatal collisions in Saskatchewan.

In 2020, CTSS provided traffic enforcement inside Saskatoon city boundaries approximately 27% of the time. Members issued over 3800 summary offence tickets within Saskatoon which accounts for just over 27% of the overall CTSS total. The purpose of enforcement is to deter dangerous and problematic driving while promoting safe driving habits. Other public safety initiatives targeted offences for impaired driving, distracted driving, speed and seatbelt use. Members executed 67 outstanding warrants and impounded 87 vehicles.

CTSS augmented the staffing of the Saskatoon Police Service's Traffic Unit when conducting back-to-school education and enforcement programs, impaired driving blitzes and assisted with two provincial STEP programs (Selective Traffic Enforcement Projects). STEP programs are comprised of police officers from various agencies throughout the province who meet in mutually agreed cities to conduct enforcement of specific offences. "The STEP initiative is a partnership between law enforcement agencies and SGI. The Project is aimed at awareness, improving road safety and reducing injuries and fatalities on Saskatchewan Roads".

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CTSS has been a positive addition to our road safety strategy in and around Saskatoon. When members of the SPS CTSS team are able to leverage staffing and resources from our CTSS/RCMP partners, there is an improved effect on the public's driving habits.

Part of the education and communication goals of the Unit is the use of social media. Again in 2020, Saskatoon CTSS posted tweets that educated drivers on various topics such as impaired driving, spot checks, cell phone use and construction zones.

Notably, the assignment of SPS members to the CTSS Unit does not deplete resources from any other section or function of the Service. Rather, the CTSS Unit is a net addition to SPS personnel, paid for by the Government of Saskatchewan. As part of the arrangement, the SPS expects and receives a percentage of traffic enforcement, within City of Saskatoon boundaries, from CTSS members. The return on SPS participation with CTSS is that Saskatoon enjoys the added benefit of more traffic policing at no additional cost.

CONCLUSION:

The year 2020 was challenging for our SPS Traffic Unit. The COVID Pandemic forced personnel to be redeployed to Patrol for an approximately 3 1/2 month period. This past year the SPS Traffic Unit was also faced with the matter of car “rallies”. These were gatherings of sports car enthusiasts that often took place on private parking lots. Frequently associated to these gatherings were contests of speed, stunting and noise violations. The Traffic Unit will consider developing operational plans, including the use of the Air Support Unit, CTSS and Patrol staff, in marked and unmarked Units to disrupt these types of dangerous activities from continuing in 2021.

High collision intersection offences will also be a focus of attention for our traffic personnel in 2021. We will identify five major intersections and/or areas where collisions are a problem then use a combination of education and enforcement to attempt to lower the number of offences/accidents.

CTSS was also affected by the COVID 19 Pandemic in 2020 with members temporarily redeployed to Patrol. Statistics show that CTSS was still very effective with respect to traffic education and enforcement. The CTSS personnel continue to work towards their goal of road safety within the city and throughout the province of Saskatchewan.

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One of the main focuses for 2021 is an increased usage of social media to advertise the CTSS Unit to provide further education with respect to why and how the Unit was formed, as well as successes that they encounter throughout the year.

ATTACHMENTS:

Attachment 1 – 2020 Saskatoon Police Service Annual Report

Attachment 2 – 2020 CTSS Annual Report

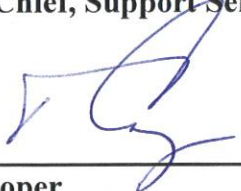
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Troy Cooper
Chief of Police

Dated:

February 9, 2021

Saskatoon Police Traffic Unit 2020 Annual Report



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5 Year Comparison Summary of Traffic Offence Charges:

Speed Offences

Year	2016	2017	2018	2019	2020
Speed in a school zone	1598	2234	1987	2567	1002
Speed (Traffic Safety Act)	36	43	7276	10138	5559
Speed (Saskatoon bylaw)	13479	13989	4932	55	317
Speed, exceeding 35 km/h over limit	396	424	332	260	157
Speed, exceeding 50 km/h over limit	62	65	42	36	59
Total speed violations	15571	16755	14569	13056	7094

Distracted Driving Offences

Year	2016	2017	2018	2019	2020
Drive without due care and attention	628	565	427	468	367
Use/hold/view cellphone	900	1698	2806	2391	1403
Total distracted driving violations	1528	2263	3233	2859	1770

Other Offences

Year	2016	2017	2018	2019	2020
Disobey red traffic light	1043	713	722	621	684
Drive unregistered motor vehicle	2259	2437	2205	1901	1178
Seatbelt	869	953	1200	1040	700
Racing	13	12	12	14	45
U-turn (including school zones)	208	188	330	311	110
Disqualified/suspended driver	1337	1808	1484	1080	882
Cause loud/unnecessary noise	11	13	27	26	40
Stunting	67	118	79	86	109

5 Year Totals

Year	2016	2017	2018	2019	2020
SOTs by SPS as a whole	30997	32659	31849	28614	19303
SOTs by Traffic unit	24296	25817	25841	23809	15285
SOTs by CTSS (in-city)	4339	3537	2912	4262	3817

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5 Year Totals of Automated Speed Enforcement (ASE), including on Circle Drive and in school zones throughout the city.

Year	2016	2017	2018	2019	2020
ASE on Circle Drive	35,716	31,322	22,430	16,192	25,361
ASE in school zones	8,281	9,038	10,124	8,894	5,964
Total Automated Speed Enforcement	43997	40,360	32,554	25,086	31,325

While roadway safety can be credited to a variety of factors, including policing, Saskatoon residents enjoyed a reduction in overall collisions 2016 – 2020.

Year	2016	2017	2018	2019	2020	Year 2019-20 +/-
Property damage	6227	6212	5543	5027	3260	35.2% decrease
Personal injury	934	727	596	607	405	33.3% decrease
Fatality	6	8	4	4	5	25.0% increase
Total	7167	6947	6143	5638	3670	34.9% decrease

The SPS continues to see a reduction in vehicle collisions and the resulting decrease in personal injury, however we were one fatality higher than the previous 2 years. This overall reduction is due, in large part, to the enforcement initiatives employed by the SPS Traffic Unit. The SPS response to the COVID-19 pandemic was responsible for our traffic units being redeployed for approximately a three and a half month period, where they continued to apply their knowledge working in the patrol area.

Combined Traffic Services Saskatchewan 2020 Annual Report



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2020 Yearly Summary (for 10 SPS members):

	2016	2017	2018	2019	2020
All activity (incl. warnings, warrants, SOTs, etc.)	13,959	12,700	14,264	18,607	17,331

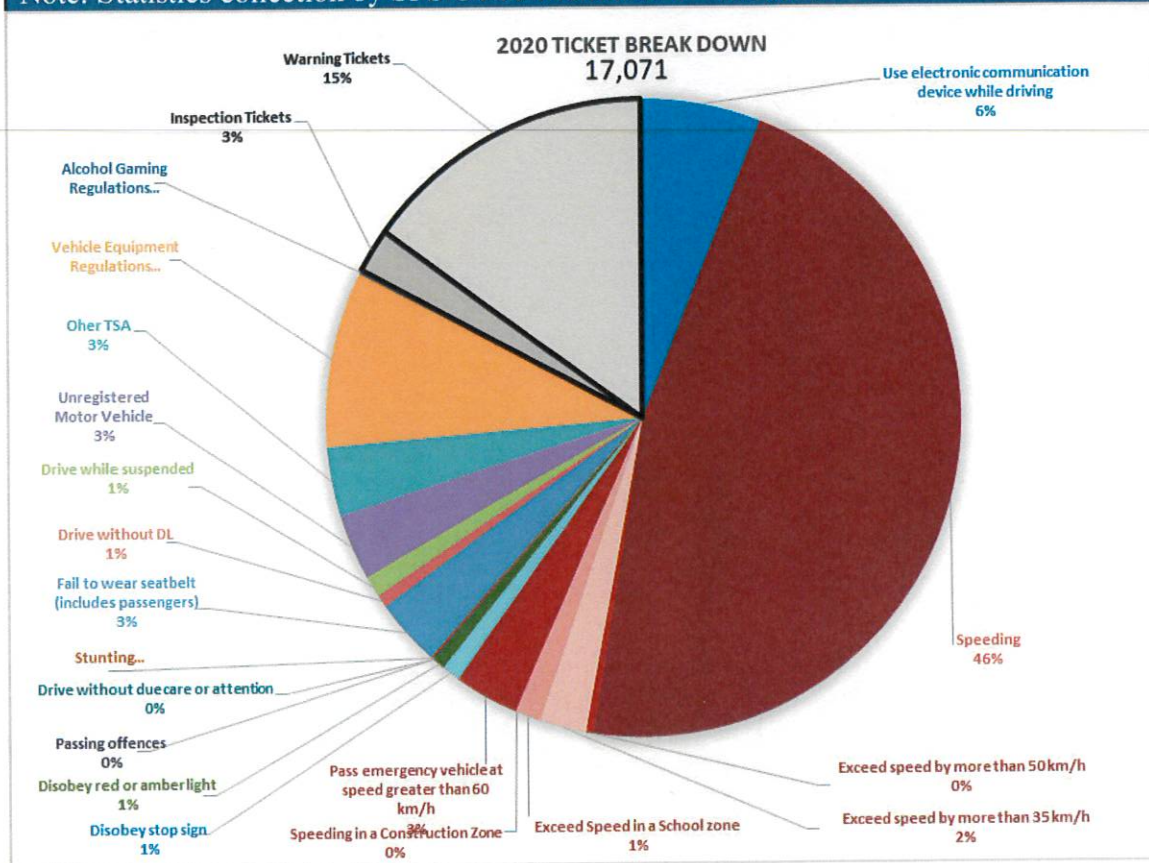
	2016	2017	2018	2019	2020
Summary Offence Tickets	10,577	9,699	11,477	14,949	13,984
Warning & Inspections	2,334	2,075	2,367	3,228	3,087
All Impounded Vehicles	245	242	148	145	87
Road Side Breath Test					65
Warrants Executed	150	144	127	92	67
Alcohol/Drug related driving offences (C.C. & Provincial)	40	24	25	41	21
Other Criminal Code	167	192	34	64	20
Assist RCMP (not included in All Activity)				88	51

Summary Offence Ticket breakdown:

	2016	2017	2018	2019	2020
Use Electronic Communication Device While Driving	467	770	653	1,241	1,021
Speeding	5,883	5,151	7,137	8,318	7,854
Exceed Speed by more than 50 km/h	94	75	63	87	61
Exceed Speed by more than 35 km/h	696	550	535	490	396
Exceed Speed in a School zone	310	100	330	196	209
Exceed Speed in a Construction Zone	44	41	32	55	14
Pass emergency vehicle at speed greater than 60 km/h	235	256	385	467	556
Disobey stop sign	129	111	95	183	160
Disobey red or amber light	99	89	57	52	106
Passing offences	16	5	5	6	4
Drive without due care or attention	21	22	24	17	9
Stunting	12	5	3	17	19
Fail to wear seatbelt (includes passengers)	403	397	418	928	580
Drive without DL				108	112
Drive while suspended	402	354	292	271	179
Unregistered Motor Vehicle	1,071	911	800	843	569
Oher TSA	667	838	382	571	591
Vehicle Equipment Regulations			255	1,073	1,512
Alcohol Gaming Regulations	28	24	11	26	32
Inspection Tickets				411	469

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Warning Tickets	2,334	2,075	2,367	2,817	2,618
Total SOT, Inspection and Warning Tickets	12,911	11,774	13,844	18,177	17,071
Note: Statistics collection by SPS CTSS Members +/- variance					



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Activity in Saskatoon

Summary Offence Tickets issued within Saskatoon: **3,817**

Percentage of all SOTs issued: **27.3%**

Month	2016	2017	2018	2019	2020
January	207	454	228	371	493
February	241	202	190	107	370
March	420	470	346	347	230
April (Re-deployed to Patrol)	546	321	296	323	0
May (Re-deployed to Patrol)	461	301	345	423	0
June	370	354	354	435	215
July	263	222	123	398	349
August	490	221	225	448	447
September	500	312	191	512	480
October	373	299	300	382	454
November	248	213	277	300	486
December	220	168	37	209	293
Total	4,339	3,537	2,912	4,262	3,817
	41.0%	36.5%	25.4%	28.5%	27.3%

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2020 Provincial Perspective

		Distract ed Driving	Speed	Seatb elt	Warn / inspect ion	DL Suspend ion	Dru g & Oth er CC	All other CHgs	Total
Central Division	Saskatoon PS CTSS	1041 (+20)	9107 (+17)	610 (+30)	3087	20	22 (+1)	3307 (-566)	17194 (-137)
	Saskatoon RCMP	396	1008	84	1541	2	5	421	3457
	Lanigan RCMP	289	1646	249	1647	9	7	344	4191
	Maidstone RCMP	86	835	72	2668	11	31	675	4378
	Rosetown RCMP	126	2905	174	4412	11	29	1165	8822
South West Division	MJPS CTSS	38	733	31	1315	8	1	288	2414
	Moose Jaw RCMP	14	1282	66	1452	10	39	755	3618
	Regina PS CTSS	87	4009	344	10740	6	57	3428	18671
	Regina RCMP	87	2730	115	3670	16	30	911	7559
	Swift Current RCMP	151	1104	110	1533	3	16	447	3364

Note: These Statistics were compiled by RCMP Traffic Crimes Statistical Analyst (+/- Variance may be due to human manual recording error &/or due to hand-written tickets by 4 New SPS CTSS members with no PROS access – Tickets processed thru SPS).

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		Distracted Driving	Speed	Seatbelt	Warn / inspection	DL Suspension	Drug & Other CC	All other CHgs	Total
South East Division	Broadview	25	593	78	648	16	22	262	1644
	Carlyle	20	279	120	1853	19	38	456	2785
	Estevan Police CTSS	9	672	11	72	3	37	458	1262
	Estevan RCMP	28	1023	174	1831	12	16	437	3521
	Fort Qu'Appelle	13	731	40	1362	9	21	275	2451
	Weyburn Police CTSS	10	100	5	31	5	26	81	258
	Weyburn RCMP	18	821	37	1897	9	6	400	3188
	Yorkton	54	883	139	1434	8	11	507	3036
North Division	Meadow Lake	56	1054	92	2178	26	274	833	4513
	Melfort	128	1697	178	2799	9	107	870	5788
	North Battleford	44	452	39	1135	15	39	368	2092
	Prince Albert PS CTSS	279	3845	231	739	10	19	1837	6960
	Prince Albert RCMP	42	1797	75	2910	1	25	587	5437

Special Projects

Maidstone/Lloydminster, Meadow Lake, Yorkton, and Swift Current Area Blitzes: CTSS members conduct a number of overnight enforcements in areas that are a greater distance from Traffic Unit hubs. Our members conducted combined blitzes for the purpose of Check-Stops and Focused Traffic Enforcement.

Selective Traffic Enforcement Program (STEP): SPS/CTSS members attended STEP Joint Forces Operations in North Battleford, Prince Albert, other locations were postponed due to COVID restrictions.

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Check stops and Traffic Projects: SPS/CTSS members participated in all Combined SPS Traffic - CTSS check stops conducted within Saskatoon. CTSS members also worked with municipal and RCMP members conducting check-stops and traffic projects in the areas of Corman Park, Craik, Kindersly, Maidstone/Lloydminster, Prince Albert, Rosetown, and Shellbrook.

Project Slow to 60: The SPS/CTSS combined with Corman Park PS, RCMP, and Saskatchewan Highway Patrol to enhance road safety when passing emergency vehicles and road construction.

Social Media

CTSS members are supply photos and data to the Traffic Staff Sergeant on a regular basis to disseminate via social media.

A large percentage of drivers on our highways are either Saskatoon residents or will be driving through Saskatoon, therefore the preventative presence of CTSS on our highways is a benefit for traffic safety within the city of Saskatoon.