

Report to / Rapport au:

**OTTAWA POLICE SERVICES BOARD
LA COMMISSION DE SERVICES POLICIERS D'OTTAWA**

24 January 2022 / 24 janvier 2022

Submitted by / Soumis par:

Chief of Police, Ottawa Police Service / Chef de police, Service de police d'Ottawa

Contact Person / Personne ressource:

**Superintendent of Specialized Policing / surintendant de la police spécialisée
*RheaumeC@ottawapolice.ca***

**SUBJECT: RESPONSE TO INQUIRY I-21-24: TRAFFIC ENFORCEMENT
RESOURCES/SERVICES WITHIN THE OPS**

**OBJET: RÉPONSE À LA DEMANDE DE RENSEIGNEMENTS I-21-24 :
RESSOURCES ET SERVICES D'APPLICATION DU CODE DE LA
ROUTE DU SPO**

REPORT RECOMMENDATIONS

That the Ottawa Police Services Board receives this report for information.

RECOMMANDATIONS DU RAPPORT

**Que la Commission de services policiers d'Ottawa prenne connaissance du
présent rapport à titre d'information.**

INQUIRY

Traffic Enforcement Resources/Services within the OPS – The Board has repeatedly heard concerns regarding traffic enforcement within Ottawa, including during 2022 budget deliberations, discussions with the Chief, and a Finance and Audit Committee Working Group briefing.

- 1) What strengths are allocated to traffic services, and do they meet the needs of a city with over 1 million residents?
- 2) What additional key responsibilities does the division hold beyond traffic speed enforcement and VIP escorts?

3) In a report to the Board, the Service indicated having received just over \$5 million in revenue between July 2020 and July 2021 from speed cameras. Does the revenue go to the OPS? If so, how is it used?

4) Please describe the limitations of speed enforcement cameras to address stunt driving, distracted driving, and impaired driving. Does increasing our reliance on photo radar raise concerns?

5) Are there any planned changes either in mandate or capability to the Traffic Section given the revised 2022 OPS Budget?

RESPONSE

One of the top priorities for the Ottawa Police Service (OPS) is road safety. We are committed to ensuring that all motorists, cyclists and pedestrians share the road safely. Ongoing initiatives like Project Noisemaker to curb issues like speeding and stunt driving city-wide in 2020 resulted in stopping 78 stunt drivers, issuing 2,300 tickets, including approximately 1,400 for speeding.

We relaunched Noisemaker on May 1, 2021, concluding the project in September. During that time, Traffic Services officers issued 2,206 charges, including 1,172 for speeding, 175 for a noisy muffler or excessive noise, and 77 for distracted driving. Stunt driving charges doubled from 2020 to 2021 to 157.

On average, the OPS receives about 5,000 traffic complaints each year, and the section is responsible not only for traffic enforcement and VIP escort, but also is instrumental in assisting frontline officers and other Service requirements on-demand with road closures and collisions, public demonstrations, as well as provides any requested assistance from external agencies like the Ontario Provincial Police (OPP), the Ministry of Transportation, and the Royal Canadian Mounted Police (RCMP). Outside of regular duties, the section is active in engaging residents online and out in the community to help further education about dangerous driving; including monthly road project safety measures under the STEP program, RIDE programs and community outreach with presentations and demonstrations. Additionally, the section is responsible for training members Service-wide on things like LIDAR and RADAR.

The OPS' complement of Traffic Services officers include 32 constables and five sergeants, which includes three commercial vehicle inspection officers. That number can be impacted by things like extended vacancies due to attrition, or long-term sick leave and accommodations. Currently the section is operating at 53% capacity. Other police services covering a similar population are as follows:

- Gatineau Police; 24 traffic service officers serving a population of 284,000

- York Regional Police Service; 45 traffic service officers serving a population of 1.2 million
- Peel Regional Police Service: 60 traffic service officers serving a population of 1.5 million
- Edmonton Police Service: 39 traffic service officers serving a population of 1 million
- Calgary Police Service: 120 traffic service officers serving a population of 1.37 million; and
- Toronto Police Service: 64 traffic services officers serving a population of 2.7 million

Red Light Traffic Cameras

Ottawa City Council recently approved a report in October 2021 that recommended that all revenues from Automated Speed Enforcement (ASE) cameras be allocated to the Road Safety Reserve Fund, which funds road safety initiatives identified in the Road Safety Action Plan. Funding helps to provide for staff to handle ASE charges with the provincial court and process payments, as well as help with education campaigns, among other city-driven initiatives. No revenue generated from these cameras are sent to the OPS.

While these cameras are great at creating awareness for drivers, it still does not address impaired, stunt or distracted driving offences. Our Traffic Services Officers are focused on identifying these types of drivers to ensure they are removed from our roads which enhances the safety of all road users.

Education is key to reducing the number of dangerous drivers on our roads. We rely on reports from residents about the dangerous driving they are seeing in their neighbourhoods. Information from those reports are used to identify problem areas of the city and make the best use of our resources for targeted proactive campaigns like Project Noisemaker.

The Traffic Services team provides a vital role in the safety of the residents of Ottawa. Based on the success of the OPS' Neighbourhood Resource Teams (NRTs) model, Traffic Services will move towards developing a more community-based approach to reducing the number of collisions, injuries and death on our roadways. The goal is to have two Traffic Service officers embedded within each of Ottawa's 19 sectors, so that they are able to identify trends and problem drivers over time and develop a best-practices approach to road safety, unique to each sector. This, in turn, will address any

immediate or growing traffic complaints for each sector, aligning our resources with the neighbourhood's unique needs and enhancing community and safety well-being.