



# VPD TRAFFIC





*Traffic then* The first photo on record of the Traffic Section (circa 1921)



COLLISION INVESTIGATION UNIT

HIT & RUN TEAM

SCHOOL SAFETY PATROL TEAM

COMMERCIAL VEHICLE TEAM



TARGETED ENFORCEMENT TEAM

TRAFFIC SUPPORT TEAM

CIVILIAN SUPPORT

TRAFFIC ENFORCEMENT UNIT

**VPD TRAFFIC**

*This is us, today.*



# SUMMARY

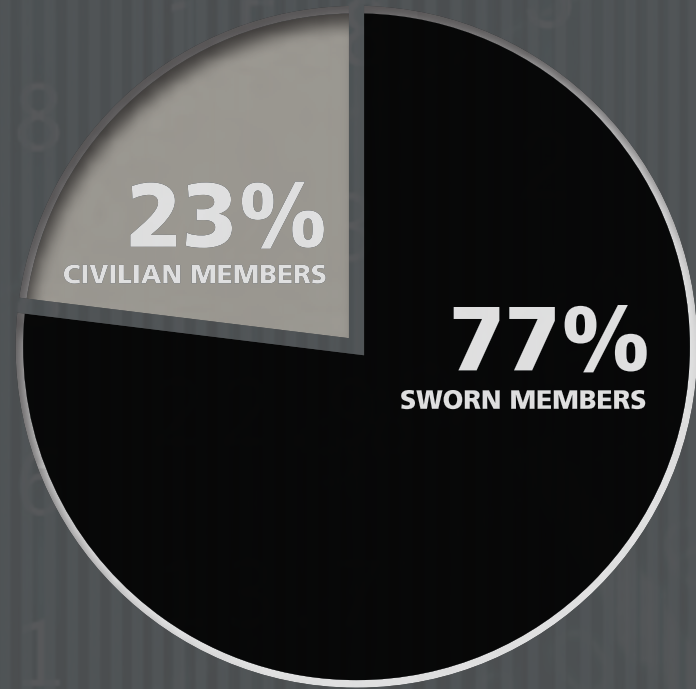
FINANCIAL SUMMARY	2016 (\$1,000)	2017 (\$1,000)	% CHANGE
Budget	\$265,652	\$273,817	3.1%
Cost	\$265,584	\$273,772	3.1%
UNDERBUDGET	\$68	\$45	

This is the 13<sup>th</sup> consecutive year the VPD has finished the year within budget.

Results for 2016 have been included for comparison.

For more details, visit:  
<http://vancouver.ca/police/policeboard/financial.htm>.

AUTHORIZED STRENGTH	2016	2017	% CHANGE
VPD Sworn Members	1,327	1,327	0%
VPD Civilian Members	388.5	388.5	0%
TOTAL POSITIONS	1,715.5	1,715.5	0%



# FINANCIAL

# CRIME

CRIMINAL OFFENCES	NUMBER OF INCIDENTS 2016	NUMBER OF INCIDENTS 2017¹	2016 RATE /1,000 POP	2017 RATE /1,000 POP	% CHANGE (RATE)
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VIOLENT CRIME	4,875	5,004	7.5	7.6	1.9%
Culpable Homicide	12	19	0.0	0.0	57.2%
Attempted Murder	20	18	0.0	0.0	-10.6%
Sexual Offences	454	463	0.7	0.7	1.3%
Assault	3,712	3,916	5.7	6.0	4.8%
Robbery	677	588	1.0	0.9	-13.7%

PROPERTY CRIME	40,322	39,825	61.9	60.7	-1.9%
Break-and-Enter	5,579	4,603	8.6	7.0	-18.1%
Theft of Auto	1,473	1,495	2.3	2.3	0.8%
Theft from Auto	12,289	12,489	18.9	19.0	0.9%
Theft (Over / Under \$5K)	13,403	12,732	20.6	19.4	-5.7%
Possession of Property Obtained by Crime	447	670	0.7	1.0	48.8%
Fraud	2,926	2,884	4.5	4.4	-2.1%
Arson	228	200	0.3	0.3	-12.9%
Mischief (Over / Under \$5K)	3,977	4,752	6.1	7.2	18.7%

OTHER CRIME	6,021	6,039	9.2	9.2	-0.4%
Offensive Weapons	506	622	0.8	0.9	22.1%
Other Criminal Code	5,515	5,417	8.5	8.3	-2.5%

TOTAL CRIME			78.6	77.5	-1.5%
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DRUGS	1,556	1,629	2.4	2.5	4.0%
Cannabis	663	641	1.0	1.0	-4.0%
Cocaine	478	466	0.7	0.7	-3.2%
Heroin	300	358	0.5	0.5	18.5%
Other	115	164	0.2	0.2	41.6%

TRAFFIC	2,002	2,097	3.1	3.2	4.0%
Dangerous Operation of a Motor Vehicle	90	73	0.1	0.1	-19.5%
Impaired Operation of a Motor Vehicle	683	771	1.1	1.2	9.1%
Fail / Refuse Breath / Blood Sample	18	23	0.0	0.0	26.9%
Fail to Stop / Remain at Scene	688	591	1.1	0.9	0.0%
Driving while Prohibited	172	236	0.3	0.4	36.3%

# BY THE

	NUMBER OF INCIDENTS 2016	NUMBER OF INCIDENTS 2017¹	2016 RATE /1,000 POP	2017 RATE /1,000 POP	% CHANGE
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TRAFFIC FATALITIES	15	13	0.0	0.0	-13.9%
CALLS FOR SERVICE	257,622	267,937	378.5	394.5	4.2%

POPULATION	651,619	656,164			0.7%
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¹ 2016 and 2017 data run on 2018/02/22.

These statistics are produced using the “most serious offence method.”

Note: Small baseline offence numbers make large percentage changes.

Numbers are subject to change due to ongoing investigations or reclassifications of incidents.

For more information on our data disclaimers and limitations, please refer to:  
<http://vancouver.ca/police/planning/info.htm>.

# SERIES

# 2017

# VANCOUVER POLICE BOARD



*From left to right: Johnny Cheung, Claire Marshall, Barj Dhahan, Dr. Sherri Magee, Mayor Gregor Robertson, Carolyn Askew, Dr. Peter Wong, Thomas Tam, and Mark James.*

**THE VANCOUVER POLICE BOARD** is the VPD's governing body. The Board provides strategic oversight and direction, and promotes police services that reflect the needs, values, and diversity of Vancouver's many communities.

As the employer of all civilian and sworn VPD members, one of the Board's top priorities is to support a healthy workforce. Giving our employees access to appropriate health and wellness services ensures that our workforce remains healthy and effective.

The Board also strives to improve the safety, care, and quality of life for those living with mental illness and addiction in the community. By partnering with local health authorities, the Board promotes innovative treatment initiatives which help the community.

The VPD has one of the most diverse workforces of any major Canadian police agency. The Board is committed to maintaining this diversity by encouraging police programs, services, and recruiting efforts that are accessible to everyone.

The VPD is widely recognized as one of the best police agencies in North America. The Board takes great pride in the work of the VPD, and particularly in the respect and trust it has earned with Vancouver citizens.





# MESSAGE *from the chief*

This year we celebrate the 100th anniversary of the Vancouver Police Department's Traffic Section. Although the people and technology have changed over the years, the primary goal remains the same: to keep Vancouver's road users safe.

It is a section that is rich in tradition, but at the same time, is constantly required to change and adapt based on developments in the world. For example, over the years, new technology has brought with it new challenges. A perfect and most obvious illustration is the proliferation of smart phones and the use of electronic devices while operating a motor vehicle. Through education, awareness, and enforcement, our Traffic Section is helping people understand the dangers of using electronic devices while driving. We will continue to work with our partners, including all levels of government, to try to get people to leave their devices alone when they drive.

This behaviour shift is not impossible; in fact, it is something we have seen before. Changing driver behaviour is something our Traffic Section has played a big role in over the past century. You will remember educational and enforcement campaigns from decades ago that encouraged people to wear seatbelts. Now, thankfully, we are at a place in time where the first thing people do when they get into a car is fasten their seatbelts.

The hard work and dedication of our members in the Traffic Section over the years has yielded results. Through consistent and effective enforcement techniques, for things like speeding, driving too fast for conditions, and impaired driving, the Traffic Section has played a key role in helping to reduce the number of fatal collisions on Vancouver's roads. Ten years ago, we recorded 23 traffic fatalities, and in 2017, there were 13.

This year will bring even more change and challenges for the Traffic Section. We are piloting electronic tickets to make traffic enforcement more efficient for our officers. We are also contributing to the discussions on ride-sharing and how to increase user safety. At the same time, we are preparing for the legalization of cannabis – a big priority for our Traffic Section will be to help keep drivers impaired by marijuana off our roads.

In this report, we commemorate our Traffic Section, but also review the public safety numbers for Vancouver for last year. In 2017, the VPD received 267,937 calls for service, up more than 10,000 calls over 2016. In fact, over the last five years, the total for calls for service has increased by 24 per cent. In 2017, the overall crime rate decreased by 1.5 per cent over the previous year. This includes a 1.9 per cent decrease in property crime, but a 1.9 per cent increase in violent crime.

The violent crime numbers were partly driven by a significant increase in the number of homicides over the previous year – there were 19 in 2017 and 12 in 2016. The additional calls for service and the increased number of homicides have put a strain on resources, however, we finished 2017 within budget for the 13th consecutive year. Starting in 2018, and over a five-year period, we will be looking to help reduce this strain on our resources by adding an additional 172 positions in sworn and civilian roles.

**CHIEF ADAM PALMER**  
VANCOUVER POLICE DEPARTMENT





## *100 Years of Improving Road Safety*

*The Vancouver Police Department was formed in the spring of 1886, when Vancouver was just a small village known as Granville. The five members of the department, including Chief John M. Stewart, were dedicated to the safety of the community's 500 residents.*

*By 1909, Vancouver had grown to more than 100,000 residents, with multiple streetcar lines and an increasing number of automobiles. Police officers began directing traffic at busy intersections.*

*Traffic officially became a section in 1918, when Inspector George Hood was put in charge of coordinating traffic enforcement. Officers used three Indian motorcycles.*

*Over the past century, the VPD's Traffic Section has come a long way from a lone police officer standing in an intersection directing traffic. Education and enforcement remain a priority, and the officers dedicated to ensuring safety on our roadways are highly skilled and trained, and are performing complex work.*



*Here is a look at the VPD Traffic Section and how it has evolved over the last 100 years:*

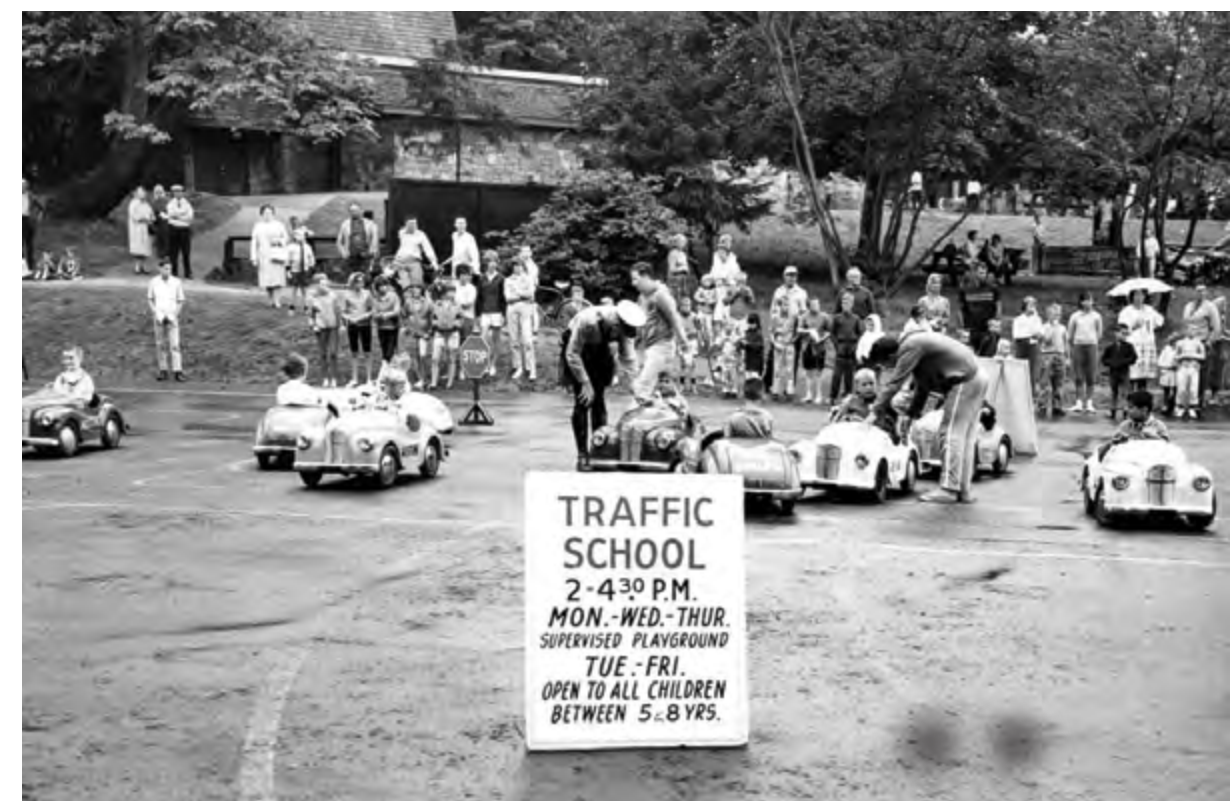


# EDUCATING *the public*

Keeping Vancouver's citizens safe on the road requires education and awareness, which has been a priority for the Traffic Section since the beginning. The first safety campaign – "I'm Policing My Car, Are You?" – was launched in 1921. The campaign was aimed at getting drivers to take responsibility for their own driving behaviour, and the safety of themselves and others. It was the first of many safety campaigns to come.

Educating the youngest members in the community about road safety has also been a priority for the Traffic Section. Their events like, Traffic Safety School and bike rodeos in Stanley Park, made learning fun. The first school patrols began in the 1940s, and today you will still find VPD Traffic officers training, monitoring, and supporting the participants in this student-based program.

In recent years, the number of senior pedestrians involved in collisions has risen. In addition to campaigns aimed at drivers and cyclists, officers use face-to-face safety presentations to educate seniors on better protecting themselves. In 2017, officers gave 154 presentations to students and seniors on road safety.







# ROADS SAFE

# KEEP

The 1950s brought the introduction of two key tools: the “Drunkometer” – a device used to detect a driver’s level of impairment – and radar guns – to determine a vehicle’s speed of travel. These tools enabled police officers to save countless lives, as they reduced the number of impaired and dangerous drivers on our roads. Today, Traffic officers use both LASER and radar to determine vehicle speed, and have hand-held devices to measure the blood alcohol levels of impaired drivers. They use creativity and unconventional tools, like long-range cameras and plainclothes officers, to catch distracted drivers using their cell phones.



Vancouver is a port city, and truck transport can be heavy. Since 1992, the Commercial Vehicle Unit has been working with community and industry partners to improve road safety through roadside inspections and enforcing laws related to commercial transport. Team members have extensive training in air-brake system operations, and are designated Commercial Vehicle Safety Alliance inspectors. This gives them the authority to remove vehicles from the road if they are unsafe.

Officers in the Taxi Unit are tasked with screening taxi license applicants, doing background checks, giving general knowledge tests, and handling complaints about drivers. Inspections of taxis and limousines ensure good mechanical condition and cleanliness. The team works closely with the City of Vancouver’s Licensing Department.

The VPD Motorcycle Drill Team was formed in 1954, and continues to be a crowd-pleaser at parades throughout the year. They are rated as Canada’s foremost escort team, and escort visiting dignitaries from around the world, such as heads-of-state and royalty.





# CONDUCTING *investigations*

For day-to-day traffic enforcement, the section relies on the public to report problem areas, and on observations officers make while on patrol. They also rely on data provided by an analyst who works behind the scenes tracking and analyzing information. The data is used to identify trends so the Traffic Section can set priorities and determine their best response, which may include resource allocation, enforcement techniques, education and awareness, and consulting with the City of Vancouver on engineering changes.

Perhaps some of the greatest advancements in the Traffic Section have been in the area of investigation. Highly skilled and trained officers from the Collision Investigation Unit and the Hit & Run Team investigate serious and fatal collisions. They have moved from tape measures, notebooks, and hand-sketched maps, to electronically mapping scenes and uploading data to drawing software. Information learned from tire marks, like speed and other contributing factors, was once measured by hand. Now, it is obtained from the onboard safety and monitoring systems of today's cars. Forensic scientists analyzing evidence, like DNA, and video footage, provide critical information to help investigate collisions.







# PLANNING *for the future*

The VPD Traffic Section works closely with City of Vancouver Engineering Services, providing input for planning and changes to roadways, construction diversions, and bike lanes. With the growth in the number of bike lanes throughout the city, and an increase in cyclists and pedestrians on the road, the section now has a team dedicated to improving safety for these two groups of road users.

In 1995, police officers began specialized training in drug recognition to learn how to detect and help prosecute drug-impaired drivers. With the legalization of cannabis now on the horizon, the VPD has expanded this training and front line officers have been involved in testing new devices for detecting drug impairment.

Enforcement and ticketing for things like speeding, driving too fast for conditions, and not wearing a seatbelt,

coupled with CounterAttack and roadside checks for impaired drivers, have played a major part in the reduction of fatal collisions over the years. Over time, behaviour and habits can change, which leads to safer roads for us all.

The officers working in the VPD Traffic Section will adapt to meet any new challenge the future presents. Their ultimate goal is to keep traffic moving throughout the city, and have everyone arrive safely at their destination.



# VANCOUVER POLICE FOUNDATION

Over

40 YEARS OF BUILDING

40<sup>+</sup>

SAFER COMMUNITIES

The Vancouver Police Foundation was created over 40 years ago with a clear purpose: to fund crime prevention programs that are above and beyond the annual operating budget of the Vancouver Police Department.

Since then, thanks to generous individuals and corporate support, the Foundation has granted over \$7.5 million towards more than 150 innovative programs – initiatives that have helped the VPD save lives, prevent crime, and increase the overall well-being of the communities we live in.

The Foundation focuses on four pillars of support:

- Youth Programs
- Community Outreach & Engagement
- Special Technology & Equipment
- Mental Health & Addictions

This year, the Foundation is proud to join in the celebration of the 100th Anniversary of the VPD Traffic Section - comprising of Traffic Enforcement, the Motorcycle Drill Team, Collision Investigation Unit, Hit & Run Team, and Traffic safety programs. These programs are vital to the safety of our citizens and communities, and include the PEDWATCH safety campaign and Vancouver Speed Watch.

In 2017, the Foundation donated over \$30,000 to the Collision Investigation Unit towards the purchase of a new GPS-based survey set. This equipment has greatly reduced the amount of time required for scene processing, and has been used in the investigation of numerous motor vehicle collisions. The Foundation's funding of this equipment has allowed the unit to upgrade their crime/collision scene survey capabilities to the highest level.

In recognition and appreciation of the VPD Traffic Section's Centennial, the Foundation also contributed \$15,000 towards a Traffic Section exhibit at the Vancouver Police Museum. The purpose of this exhibit is to feature the growth and development of the Vancouver Police Department's Traffic Section through its 100-year history. It explores the early history of transportation in Vancouver and the need for the VPD to create a Traffic Section in 1918.

**FROM ALL OF US AT THE FOUNDATION...HAPPY 100<sup>TH</sup> TRAFFIC SECTION!**



The GPS-based survey set being used to investigate a motor vehicle collision.





## The traffic fleet

In 2017, the VPD became one of the first police agencies in Canada to add two fully electric motorcycles to their fleet. Since 2013, the Harley Davidsons have been sporting a new look that pays tribute to the section's history: each one is black and white, with a different historical image on their top box. The Traffic Section, which began with three Indian motorcycles, has used BMW, Yamaha, and Kawasaki motorcycles in the past.

Rounding out the fleet are Ford 150 pick-up trucks, and unmarked vehicles used for enforcement – a long way from the Cushman scooters used back in the 1950s (pictured bottom left on next page).





