

Topic: Report- Enhanced Gravel Enforcement Initiative

**Introduction:**

On June 25, 2013 Council directed Administration to enhance the Gravel Enforcement Program; by seconding the two Community Peace Officer 1, (CPO1) Municipal Officer Positions from Bylaw. To backfill their respective vacancies in Bylaw, with two 1 year term Community Peace Officer 2 (CPO2 – Bylaw Enforcement Officers) positions.

**Facts (Background Information):**

Parkland County's Gravel Enforcement Program began in 2005 with the creation of a Gravel Point Officer. This position is basically one stop shopping for any gravel related issues or concerns from both residents and industry alike. The enforcement activities include, but not limited to:

- Monitoring of haul agreements ensuring that the operators are following the rules set out in the agreement including things like using the approved haul routes, hauling only during the approved hours and maintaining the roadways used, to name a few
- Responding to and investigating all gravel related complaints
- Enforcing Council's approved Administrative Penalties when necessary
- Providing Planning & Development Department with data gathered by Enforcement Services to be used as part of the Development Permit renewal process
- Conduct truck checks & CVSA (Commercial Vehicle Safety Alliance) Inspections
- Patrols to ensure roads/highways are used in a safe and appropriate manner by the industry
- Providing safety talks to industry drivers when companies provide those opportunities
- Liaises with the Alberta Sand and Gravel Association and assist them with their activities where possible.

In June 2013 Council directed Administration to enhance the Gravel Enforcement Program. This was done by seconding two Community Peace Officer 1's from Bylaw to assist the Gravel Point Officer with the program. In order to maintain Bylaw operations the two vacancies left by the secondment were filled by two Temporary CPO2 staff positions. In addition contract support was sought from the RCMP as well.

The enhancement of the Gravel Enforcement Program did not see a change in the types of activities used in enforcement but rather brought more resources to bear on the area. The hope

was to see more enforcement activities occurring in a more timely, track able fashion with the intent to reduce the number of gravel related issues occurring in the County.

### **Analysis:**

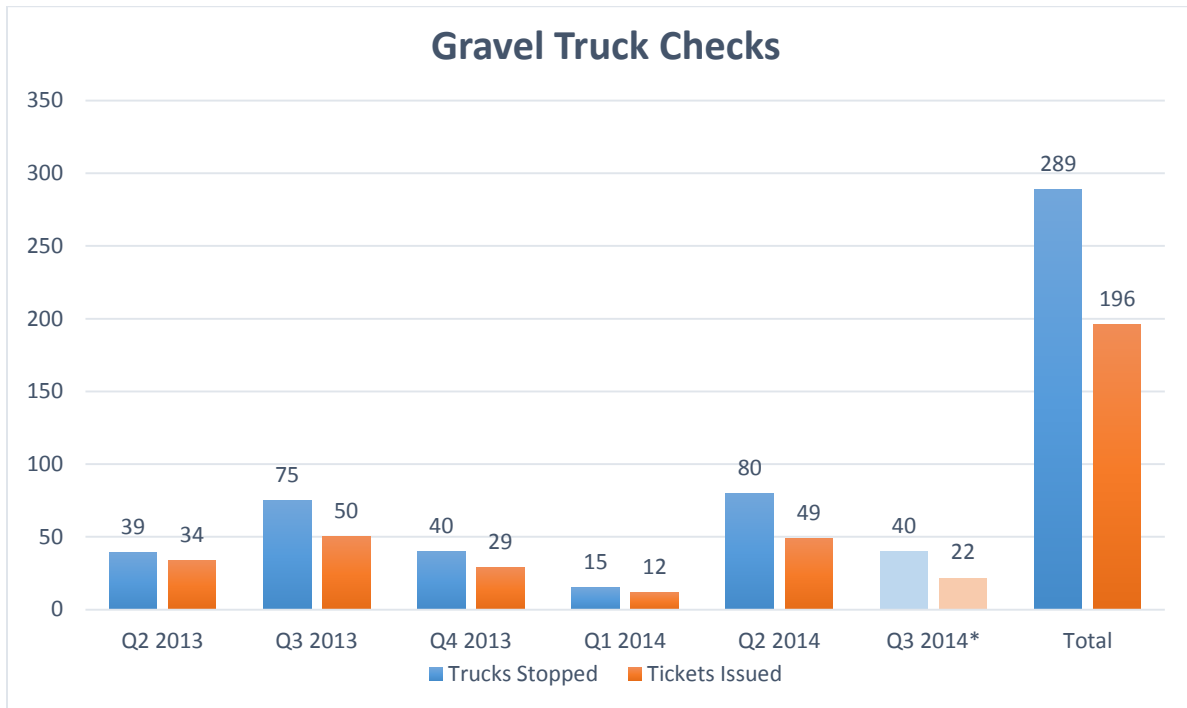
Enforcement Services set out a Gravel Enforcement Action Plan for 2014 to identify some special areas of focus for enforcement that would supplement and support the ongoing gravel enforcement work done by our Officers. This is attached in the report and results are captured within the analysis.

The following provides further information regarding activities and results of the Enhanced Gravel Enforcement Program.

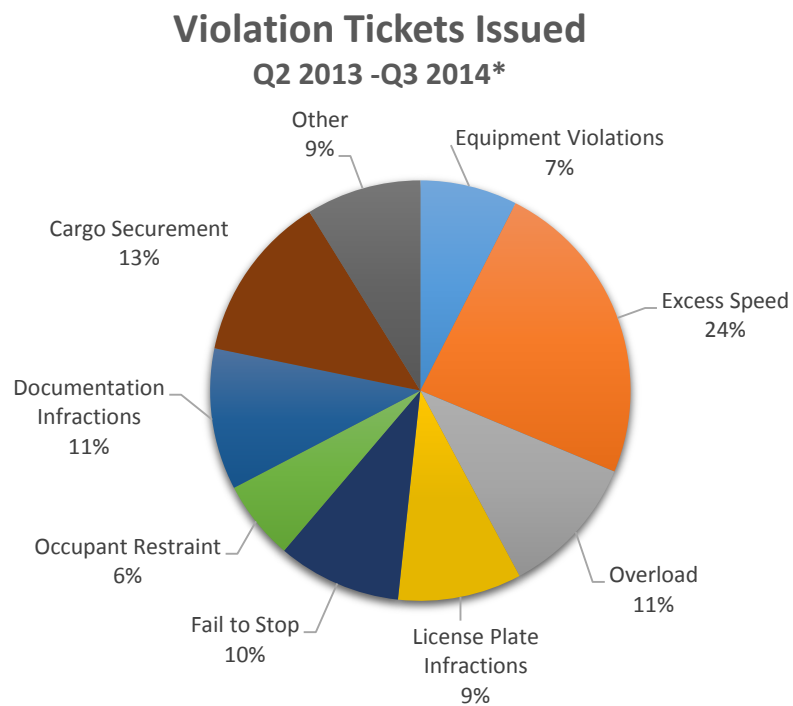
### **Trucks checks:**

- Trucks checks occur as a result of a traffic stop,
- In addition to the original reason for the stop, a quick walk around (visual inspection) of the truck is conducted
- Prior to the secondment the Gravel Point Officer was usually the only officer performing this activity,
- An in-house form was developed to assist officers in obtaining the applicable information, tracking the ASGA #, which gravel pit in Parkland County it the truck is associated with and other pertinent information.
- This form is used to provide the officer with a document to capture all pertinent information, plus an easy traffic offence guide, a copy is attached for your information,
- It also provides the Operations supervisor with hardcopy data on the numbers of trucks being checked, by who, location & companies.

Information provided in the next graph and chart identify the number of trucks checked, number of tickets issued, as well as a general breakdown of what those tickets were issued for.



\*To July 2014



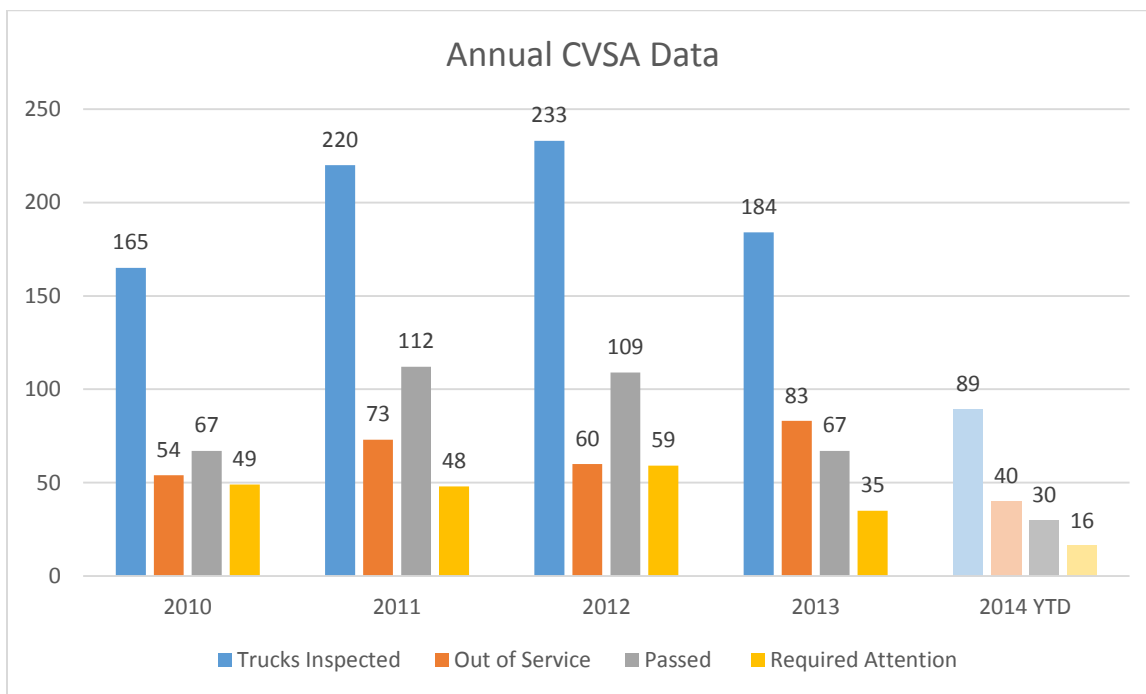
\*To July 2014

The Enhanced program has enabled the County to be much more proactive in terms of truck checks with Officers doubling the numbers they were able to carry out in comparison to before the enhanced initiative began.

### **Commercial Vehicle Safety Alliance (CVSA):**

The Commercial Vehicle Safety Alliance Program (CVSA) is a North American standard for commercial vehicle inspections. Parkland County has five officers trained by the Alberta Commercial Vehicle Enforcement Branch. Inspections are more in-depth and more time consuming. Our officers must complete 32 level 1 inspections in each calendar year, plus successfully complete annual re-certification training provided by Alberta Commercial Vehicle Enforcement Branch.

The CVSA data since 2010 is identified in the following chart.

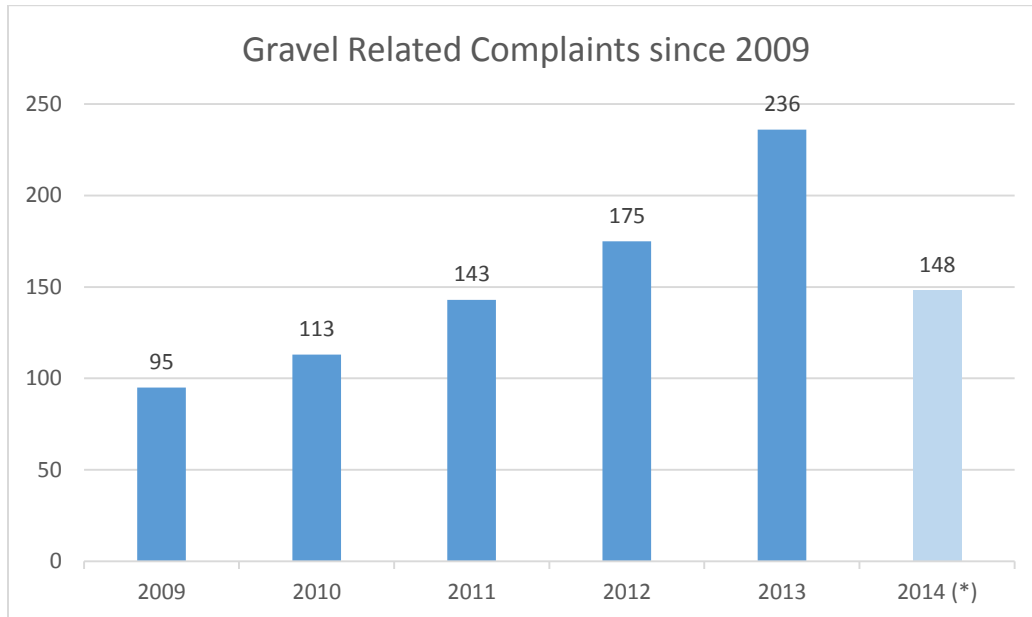


\* To August 27, 2014

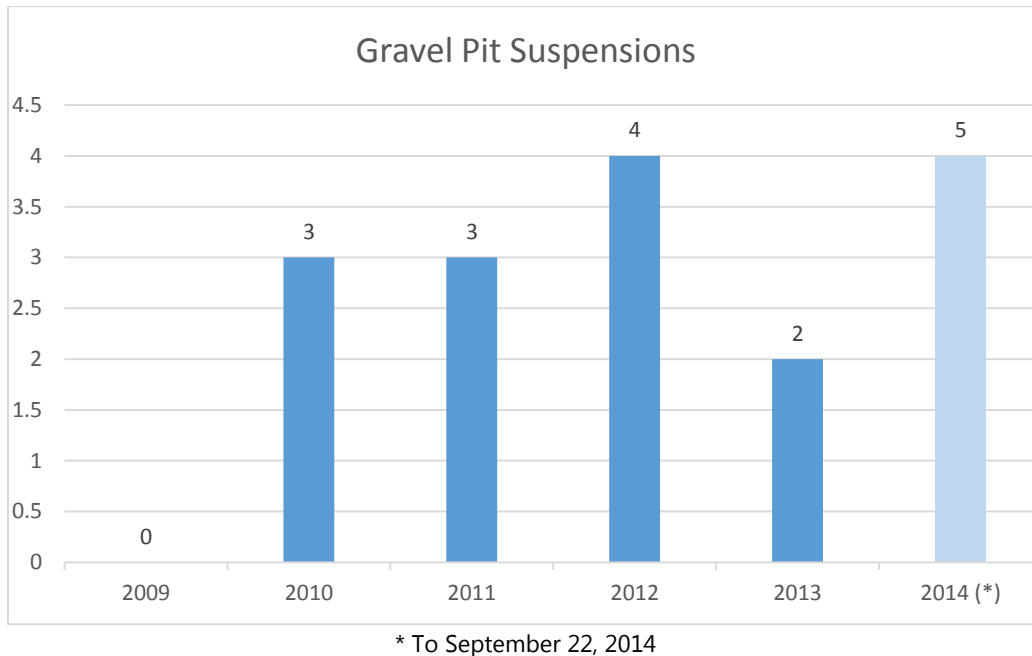
We will continue to perform CVSA inspections September through to November, which will see this year's number increase. A negative impact on our CVSA numbers to date resulted from two joint multi day operations with Alberta Sheriffs planned were cancelled, once by weather and once by roadwork occurring at the planned inspection spot. As a general rule, Mother Nature curtails inspections during the winter months.

## **Gravel Complaints:**

The County receives gravel industry related complaints from County residents regarding a number of things. These are normally related to things like noise, hauling outside of approved hours, traffic related, conditions of the roadway and dust issues and rock chips to name a few. The graphs below highlight the numbers of complaints and suspensions issued. It should be noted that suspensions are not the only outcome for complaints. If they are traffic related and infractions are found they are captured within our patrol results. In the cases of road conditions, dust or noise related complaints the Officers bring the issue to the Operators attention and allow them time to address the issue. In most cases the Operators are very compliant and will take steps to immediately address these issues; if so no suspension is issued if they do not address the issue then Officers will issue a suspension. In regards to rock chips Officers will work to connect the complainant with the appropriate Operator.



\* As of August 31, 2014



The additional Gravel Focus resources is having the positive effect County Council had hoped for; reduced complaints from the public, more proactive work by Enforcement Services in the areas of patrols, trucks inspections, & traffic stops related to the gravel industry.

One special note of interest is that we have had two self-imposed suspensions by Operators who have come across an infraction and voluntarily taken responsibility for it. We feel this is a positive indication on the County's ability to be more proactive in this area; we are more visible on a more regular basis and folks have taken note. We also believe that we are strengthening the relationships we have with Operators as well.

### **Enhanced RCMP Gravel Enforcement Initiative:**

Council directed Administration to enter into this enhanced agreement June 25, 2013. This agreement with the RCMP Spruce Grove/Stony Plain Detachment was approved by the RCMP "K" Division and the Alberta Justice & Solicitor General, on July 25, 2013 and expires December 31, 2013 or when \$10,000 is used, whichever occurs first.

- The information in this report is for September to December 2013
  - Patrols made
    - Sept 10, 14, 15, 16 & 26 and
    - October 1.
  - Patrol dates requested by Parkland County:
    - October 15, 17, 18, 21, 24 & 30
    - November 5, 13, 18 & 26 and
    - December 2, 2013.

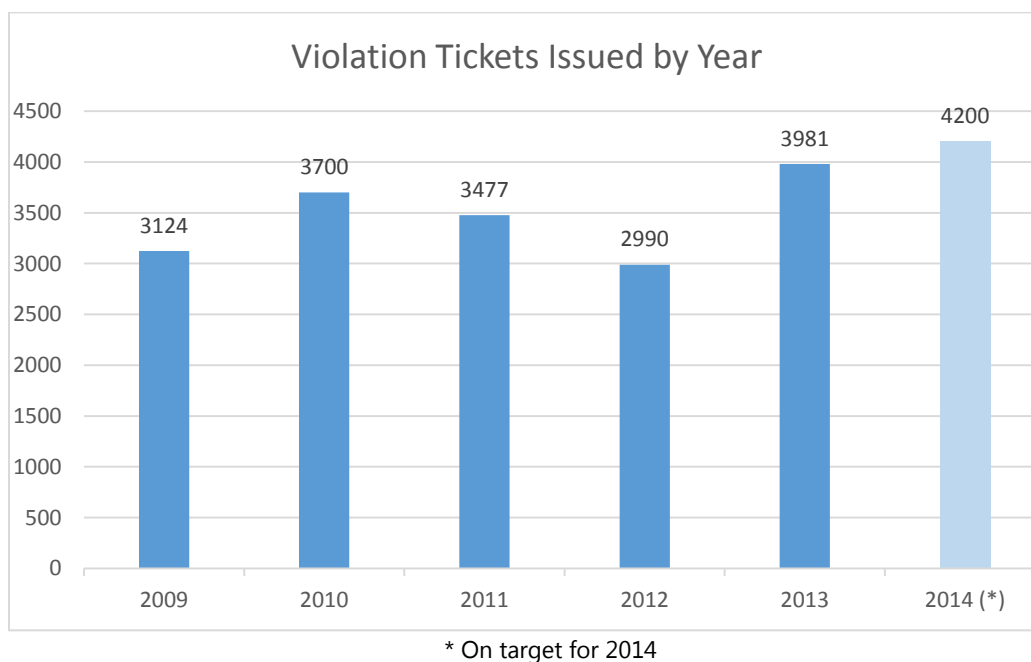
RCMP "K" Division invoiced Parkland County \$5,778.12.

Unused funding for the Enhanced RCMP Gravel Initiative in the amount of \$4,222 was carried forwarded into 2014. This will allow for about four more RCMP patrols. Supervisor Heritage is working with Constable Buck, the RCMP Spruce Grove/Stony Plain Detachment for the completion of these patrols.

### **Traffic Patrols:**

Traffic enforcement is conducted by CPO1s throughout Parkland County; local roads, subdivisions, hamlets, industrial parks and the 3 digit highways. Parkland County Enforcement Services Traffic Safety Plan is approved by the Alberta Justice and Solicitor General and is aligned with the Alberta Traffic Safety Plan.

We recognized that gravel industry makes up a significant part of our county road traffic so with the additional resources we have been able to focus more on traffic, noting the busy area utilized by the gravel industry. At the same time our officers do not ignore traffic violations by non-gravel truck traffic.

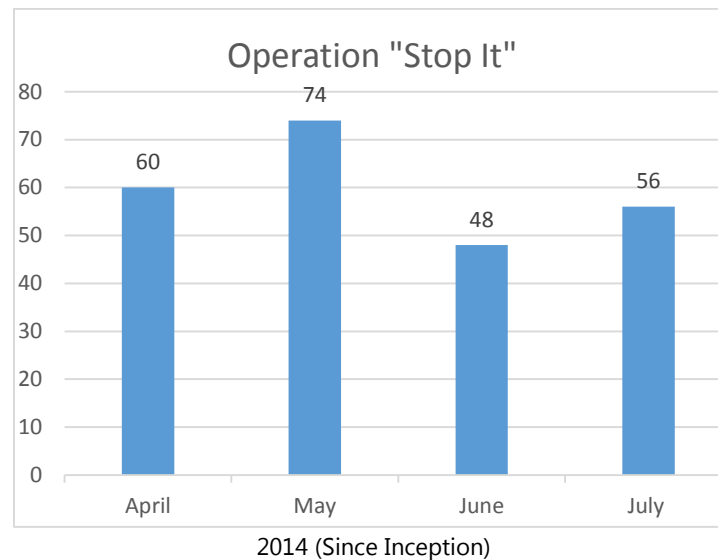


Enforcement Services have also been able to conduct specialized traffic initiatives such as:

### **Operation "Stop It"**

Operation Stop It utilized two to three officers. One officer, the "observer" video tapes vehicle not stopping at the stop sign, and radios the "interceptors", who in turn stop and ticket the driver. This intersection safety initiative started last summer after the fatal motor vehicle collision on Highway

770 & Highway 627. Nine other intersections have been added to this Operation. Its purpose to targeting drivers who fail to stop at the stop signs.



The focused enforcement is having a positive impact in the County as we have been able to address local issues in a more timely fashion such as our focus on the Highway 627/770 intersection, as well as an increased presence on our roadways as indicated by the number of violation tickets issued.

The benefits of a strong traffic program saves lives, reduces human suffering and financial loss due to motor vehicle collisions. A few notable statistics related to motor vehicle collisions:

- Each Fatal Motor Vehicle Collision has a direct cost of \$181,335
- Each Injury Motor Vehicle Collision has a direct cost of \$39,524 and
- Each Property Damage Motor Vehicle Collision has a direct cost of \$10,902.
- Source – Capital Region Intersection Safety Program, (CRISP), Collision Cost Study released February 2010.
- Eighty-eight percent of Motor Vehicle Collision can be attributed to driver error. (Source – Alberta Transportation 2012 Collision Statistics).

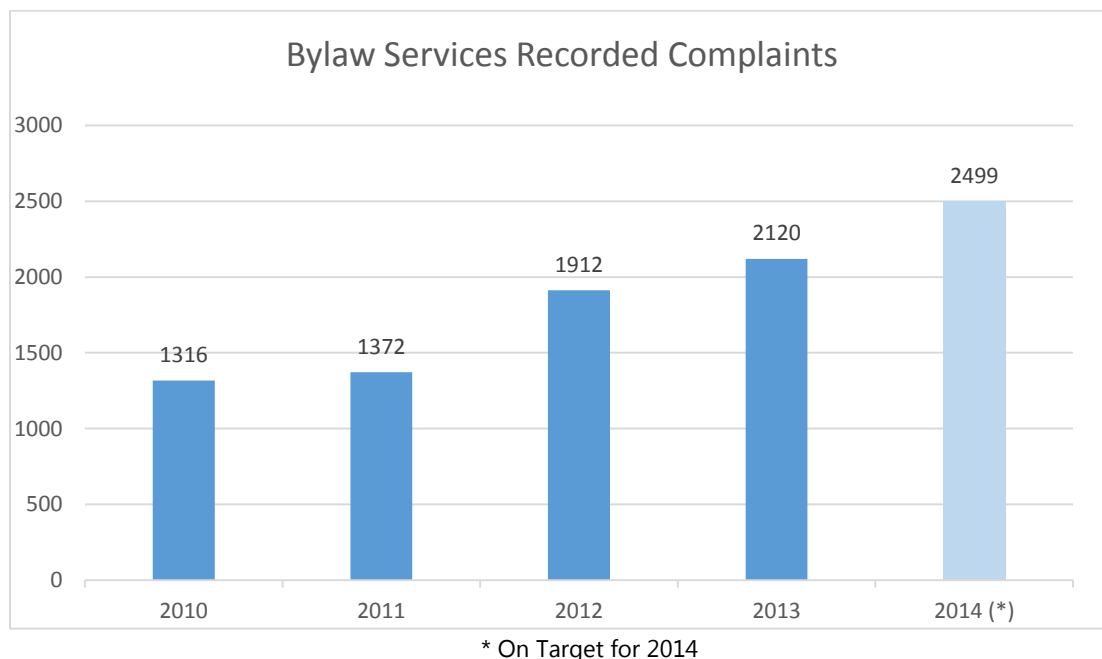
### **Bylaw Services Impacts:**

The term positions which were approved by Council June 25, 2013, did not increase staffing, just ensured the same level of service was maintained. After the recruiting and hiring process, they started Sept 3, 2013. Training was completed by November 30, 2013. On December 1, 2013 the new CPO2s were able to work on their own. Unfortunately a CPO2 resigned Dec 26, 2013 and another January 31, 2014. This left Bylaw short staffed and Parkland County recruiting and hiring again. The new hires started in April, after training, etc. means the new officers were not be operational until around early June. The terms positions are set to terminate October 15, 2014.



CPO2s (Bylaw Enforcement Officers) deal with these types of complaints:

- Animal Control Bylaw
  - Dog at large
  - Excessive Barking
  - Too many animal units
- Community Standard Bylaw,
  - Unsightly properties
  - Noise
  - Littering
  - Improper use of Municipal & Environmental Reserves.



It had been difficult for Bylaw Services to maintain minimal levels of service to the public with chronic staffing shortages. It is believed, making the two term positions permanent, will help to address the recurring cycle of recruiting, hiring, training & resignation process which has plagued Bylaw, (formerly Animal Control), for the last 14 years. In addition to responding to & investigating bylaw complaints, the Bylaw Enforcement Officers, (CPO2s), are required to perform the Pound keeper duties, when the Pound keeper is not on duty, This takes the CPO2s from their investigative duties an average of 80 hours per month. Eighty hours spread between 5 FTE Bylaw Enforcement Officers has less operational impact on the public than spread between three FTE (CPO1s were not part of this rotation when they were in Bylaw). Case management has also increased. In previous years the CPO2s often carry a caseload of 25- 30 files per officer just in Animal related issues. This summer these has been shared between 5 CPO2s, making the average caseload about 12, as such

our officers have been able to provide a more timely response and resolution to residents' concerns.

The two CPO1 positions that were seconded from Bylaw for this initiative only spent approximately half a year focusing on Bylaw related issues, primarily on ER/MR related issues. The non-summer months were spent focusing on traffic related activities. Bylaw greatly benefits from having the two staff year round to help better manage the ever increasing numbers of complaints we receive.

Council's decision to enhance the Gravel Enforcement Program by seconding the two Municipal CPO1's and strengthening Bylaw with the two term CPO2 positions is showing some of the benefits hoped for. However hiring, classroom training and field training all take time, as such we have not seen the full impact of these changes, which we believe will only benefit Parkland County more than it already has.

#### **Alternatives:**

1. Return to service levels prior to June 25, 2013.

#### **Conclusion/Summary:**

Administration feels that the Enhanced Gravel Enforcement Initiative has had a positive impact on the community. The County has had a much more proactive presence with our enforcement activities including truck checks, CVSA checks, Patrols and complaint management. We have been able to do more and the result thus far has been a reduction in the number of complaints we have been receiving.

Administration supports the secondment of the two CPO1 Municipal Officers becoming a permanent enhancement of the Gravel Enforcement Program, funding for one of the CPO 1's salaries and wages from restricted surplus, and making the two 1-year term CPO2 (Bylaw Enforcement), positions permanent, funded from tax levy. Budget impact to the tax levy is the cost of the two CPO2 positions, offset to a small extent by moving the funding of one CPO1 salary from tax levy to Restricted Surplus. The additional tax levy funding required in the Enforcement Services budget to fund this alternative is \$50,000.

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