

ENHANCED TRAFFIC ENFORCEMENT PROGRAM



Ministry of Public Safety
and Solicitor General



2016 ANNUAL REPORT

A partnership between the Insurance Corporation of British Columbia, the Royal Canadian Mounted Police "E" Division, and the Ministry of Public Safety and Solicitor General, Policing and Security Branch

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LIST OF ACRONYMS

ACEM	Auto Crime Enforcement Month
ADP	Administrative Driving Prohibition
ALPR	Automated Licence Plate Recognition
BAC	Blood Alcohol Content
BC	British Columbia
BCACP	British Columbia Association of Chiefs of Police
BCAMCP	British Columbia Association of Municipal Chiefs of Police
BCP	BaitCar Program
CCC	<i>Criminal Code of Canada</i>
CCMTA	Canadian Council of Motor Transportation Administrators
DRE	Drug Recognition Expert
EE	Enhanced Enforcement
ERSEI	Enhanced Road Safety Enforcement Initiative
ET	Enforcement Team
ETEP	Enhanced Traffic Enforcement Program
HOV	High Occupancy Vehicle
ICBC	Insurance Corporation of British Columbia
IMPACT	Integrated Municipal Provincial Auto Crime Team
IRP	Immediate Roadside Prohibition
IRSU	Integrated Road Safety Unit
ISC	Intersection Safety Camera
ISCO	Intersection Safety Camera Officer
IT	Investigative Team
JIBC	Justice Institute of British Columbia
LMD	Lower Mainland
MOU	Memorandum of Understanding
MoTI	Ministry of Transportation and Infrastructure
MPSSG	Ministry of Public Safety and Solicitor General
MVA	<i>Motor Vehicle Act</i>
PRTC	Pacific Regional Training Centre
RCMP	Royal Canadian Mounted Police
RSU	Road Safety Unit
TSC	Traffic Safety Committee (BC Association of Chiefs of Police)
TSH	Traffic Safety Helicopter
UBCM	Union of British Columbia Municipalities
VSLs	Variable Speed Limit System
VT	Violation Ticket

MINISTER'S MESSAGE



It is my pleasure to present the 2016 Enhanced Traffic Enforcement Program Annual Report.

This report highlights another important year of achievement as enhanced enforcement initiatives targeted the province's priority traffic enforcement issues.

In 2016, the Enhanced Traffic Enforcement Program (ETEP) continued to examine and improve data-driven, intelligence-led strategies to support enforcement operations and program efficiencies, while focusing on the following provincial enhanced traffic safety enforcement goals:

- Reducing incidents of high risk driving and road user behaviours, including distracted driving, and alcohol and drug impaired driving,
- Minimizing the impact of vehicle crimes,
- Supporting road user behavioural change, and
- Fostering communication and collaboration.

The Enhanced Traffic Enforcement Program uses its multi-year strategic plan to help guide allocation of the program's human and financial resources, while ensuring that program efforts are well-aligned with BC's provincial *Road Safety Strategy: Moving to Vision Zero*.


The completion of the Enhanced Traffic Enforcement Program Forward-Looking Review in 2016 helped provide ETEP partners with insights as well as opportunities to examine new improvement measures for the program. In the year ahead, we will take further action in support of the goals of the provincial Road Safety Strategy.

I want to sincerely acknowledge the tremendous efforts that BC traffic enforcement officers and partners dedicate every day to saving lives and reducing traffic injuries.

I look forward to renewed collaboration with the road safety community and building on our shared vision of zero traffic fatalities. Together, we can work to make BC roads the safest in North America.

Mike Farnworth
Minister of Public Safety and Solicitor General

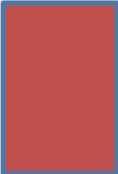
2016 PROGRAM HIGHLIGHTS



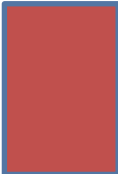
The total number of violation tickets issued by Enhanced Enforcement increased by six percent in 2016 compared to 2015 with the number of speed-related violation tickets increasing by about 13 percent in 2016 compared to 2015.



The recovery of stolen vehicles by the Integrated Municipal Provincial Auto Crime Team (IMPACT) increased by 27 percent in 2016 compared to 2015.




The total number of arrests with the participation of traffic safety helicopters Air 1 and Air 2 increased by 26 percent in 2016 compared to 2015.



A specialized nine- week Prolific Prohibited Driver Project was conducted by RCMP "E" Division Traffic Services, which resulted in 41 arrests, 41 charges under the *Criminal Code*, 22 charges under the *Motor Vehicle Act* and execution of 11 arrest warrants.



A Forward-Looking review assessing the integrated service delivery model of enhanced traffic enforcement in BC was successfully completed.



The Road Safety Unit partnered with the Ministry of Transportation and Infrastructure to support a Variable Speed Limit System Pilot Project which introduced a new speed management and enforcement approach.

ENHANCED ENFORCEMENT PROGRAM MANDATE

To reduce harm on roads and vehicle crimes in BC through targeted enhanced enforcement and awareness efforts

Program Overview

British Columbia's Enhanced Traffic Enforcement Program (ETEP) has been in place for over a decade¹. ETEP is the only program of its kind in Canada and is a collaborative effort between Policing and Security Branch, Ministry of Public Safety and Solicitor General (MPSSG; formerly Ministry of Justice), the Insurance Corporation of British Columbia (ICBC), and the Royal Canadian Mounted Police (RCMP) "E" Division. Independent municipal police departments are represented as key partners through ETEP's Governance Council, Joint Management Teams and front-line police officers.

Under the *Traffic and Road Safety Law Enforcement Funding Memorandum of Understanding* (MOU), ETEP annual funding is provided by ICBC with additional funds to operational enforcement through the Provincial Police Service Agreement for police resources.

Policing and Security Branch's Road Safety Unit (RSU) is responsible for administration and oversight of BC's ETEP. The RSU works closely with its funding partner ICBC and its primary program delivery partner RCMP "E" Division Traffic Services. Program funding supports: dedicated traffic enforcement units; road safety research, policy and oversight; evaluation, consultation and collaboration; communications coordination and advertising; data-driven, evidence-led policing; and advancing the use of traffic enforcement technologies.

The RSU's responsibilities consist of: administrative and financial oversight of the program, including the Integrated Road Safety Units (IRSUs), the Integrated Municipal Provincial Auto Crime Team (IMPACT) and BaitCar; operation of the Intersection Safety Camera (ISC) Program; direct funding to municipal police departments for CounterAttack targeted impaired driving enforcement; funding for enhanced traffic training; and secretariat support for the BC Association of Chiefs of Police Traffic Safety Committee (BCACP TSC).

Enhanced enforcement resources and efforts are aligned to support provincial road safety goals and priorities while reflecting unique characteristics of BC's diverse regions. RCMP "E" Division Traffic Services manages the police operations portion of the budget on behalf of the program. Under the Provincial Police Service Agreement, provincial policing costs are shared 70 percent by the Province and 30 percent by the federal government. The 2016/17 annual gross program budget contribution by ICBC through the MOU was \$25,843,338. The federal government contributed \$10,040,751 for operational

¹ The first MOU was signed in December 2003. Please refer to the [Traffic and Road Safety Law Enforcement Funding Memorandum of Understanding](#) between ICBC and the Minister of Public Safety and Solicitor General.

policing, resulting in a total ETEP budget of \$35,884,089 for enhanced traffic enforcement and road safety programming in BC.

Program Strategic Goals and Principles

In 2016, ETEP continued to focus efforts and resources on priorities aligned with the program's strategic goals set out in the Program's Strategic Plan 2012-2017²:

- Support enforcement efforts to reduce high risk road user behaviours
- Minimize the impact of vehicle crime
- Affect and support road user behavioural change
- Foster communication and collaboration

The strategic principles governing ETEP are:

- Evidence-based enforcement strategies
- Sustainable and accountable program delivery
- Effective monitoring, measurement and evaluation
- Support for road safety systems improvements, integrated policing and partnerships
- Promoting public awareness of road safety enforcement activities

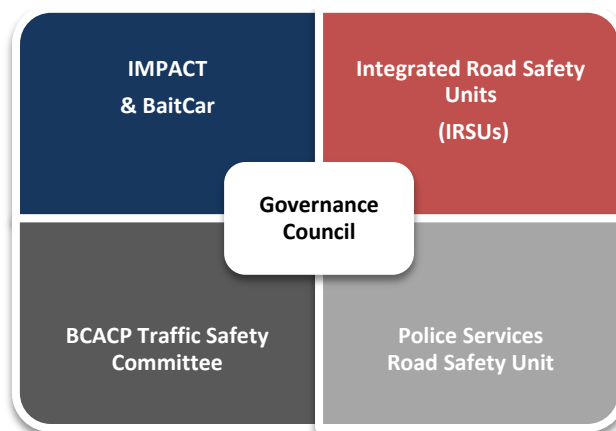
These principles guide the development, delivery and evaluation of enhanced road safety enforcement initiatives with the aim of making BC roads the safest roads in North America by 2020.

Program Governance

The governance and accountability processes of the ETEP are transparent, reflect the responsibilities of the key partners, and ensure that obligations are upheld and objectives are achieved. Membership on the Governance Council is comprised of four executive representatives or their delegates from the following organizations:

- Executive Director and Deputy Director of Police Services (Chair), MPSSG
- ICBC Director of Communications, Stakeholder Engagement and Road Safety
- BC Association of Municipal Chiefs of Police (BCAMCP) representative
- RCMP Assistant Commissioner Criminal Operations - CORE Policing

Figure 1: Governance Model



² 2012-2017 Enhanced Traffic Enforcement Program Strategic Plan <http://www2.gov.bc.ca/assets/gov/law-crime-and-justice/criminal-justice/police/publications/road-safety/enhanced-traffic-enforcement-strategic-plan-2012-17.pdf>

The duties and responsibilities of the Governance Council are: to provide advice to Policing and Security Branch (Road Safety Unit) on the development and implementation of the strategic plan for ETEP; to review and endorse ETEP Operations Plans, including annual program budgets, and Annual Reports. As well, the Governance Council monitors the performance of ETEP towards the approved strategic objectives and the Operations Plan and, where appropriate, reviews and recommends any significant changes to the structure and delivery ETEP. There is also an Advisory Committee to the Governance Council that is called upon as required. The Advisory Committee includes representation from government, police agencies and ICBC and acts as a consultative body by providing stakeholder input and feedback on the ETEP, including activities, policies and emerging issues.

The Integrated Municipal Provincial Auto Crime Team (IMPACT) Policy Board is comprised of senior representatives from “E” Division Major Crimes, BCAMCP, as well as ICBC, Criminal Justice Branch, and Policing and Security Branch. The Policy Board meets regularly to review IMPACT strategies and provide policy guidance to the provincial integrated auto crime program.

GOAL 1: TARGET AND REDUCE HIGH RISK ROAD USER BEHAVIOURS

Supporting enforcement efforts to reduce high risk user behaviours

Integrated Road Safety Units (IRSUs)

IRSUs are comprised of officers from both the RCMP and independent municipal police departments. IRSUs are located in each district across BC: Lower Mainland District (which includes the Fraser Valley and Greater Vancouver regions), Southeast District, North District and Vancouver Island District. IRSU officers enhance existing baseline traffic resources across BC by providing resources above and beyond the traffic services funded through the RCMP “E” Division and independent municipal police departments. In addition to the IRSUs, the MOU provides funding for IRSU overtime and a separate, dedicated initiative referred to as the Enhanced Road Safety Enforcement Initiative (ERSEI). ERSEI funding is provided to the RCMP and is usually applied towards CounterAttack and other targeted campaigns.

Enhanced Traffic Enforcement Contribution to Provincial Violation Ticket Output



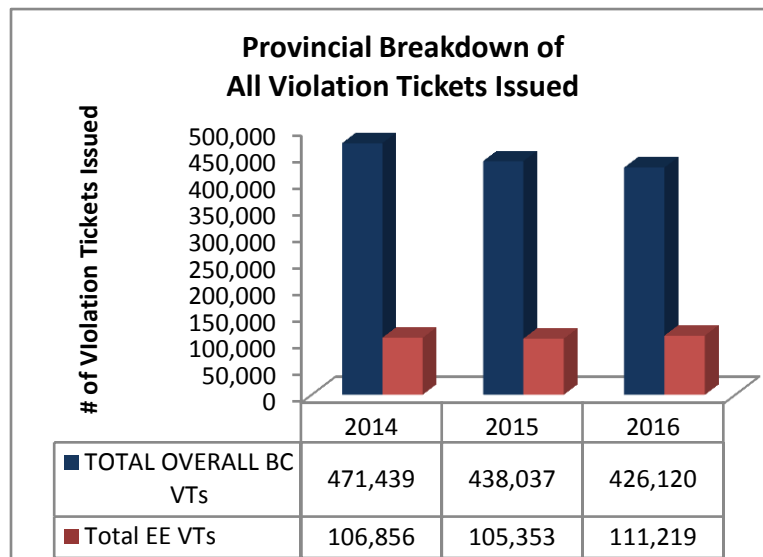
The combination of IRSU, IRSU overtime and ERSEI outputs is referred to collectively as ‘enhanced enforcement’ (EE). The contribution of EE³ is typically measured in comparison to the overall provincial output⁴ or the number of violation tickets (VTs) that are issued by baseline traffic services. EE targets the dangerous driving behaviours that most frequently contribute to the majority of traffic collisions resulting in

³ EE data is retrieved from RCMP Enhanced Enforcement Quarterly Statistics.

⁴ Provincial data is retrieved from ICBC’s Business Information Warehouse (“Contraventions Report”) and is current as of March 31, 2017.

fatalities and serious injuries. Targeted enforcement priorities include speeding, distracted driving, intersections, unrestrained occupants and impaired driving.

Figure 2: Provincial Violation Tickets (2014-2016)

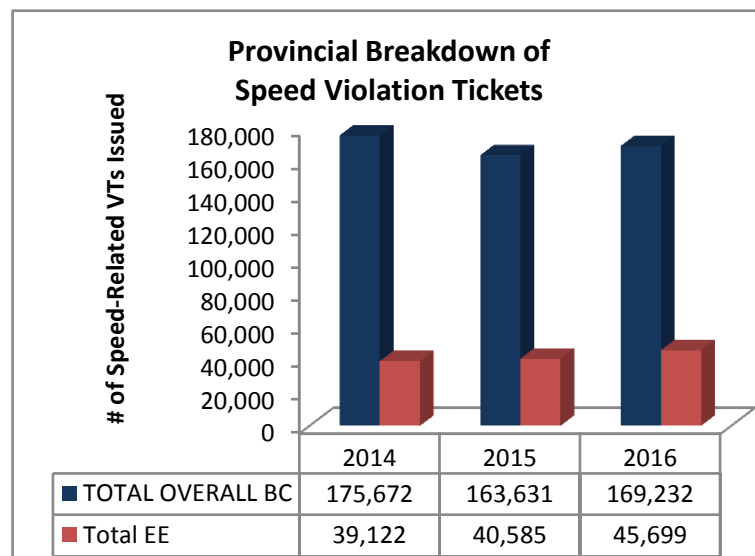


EE outputs accounted for approximately 26 percent of total provincial violation tickets outputs in 2016. The three-year average (2014-2016) EE contribution to the provincial violation ticket output was 24 percent. The number of violation tickets issued by EE increased by about six percent in 2016 compared to 2015.

Speed Enforcement

The BCACP Provincial Enforcement Campaign Calendar supports provincial enforcement efforts to target speed- related infractions during the months of May and October. In May, enforcement focuses on speed violations, as such violations constitute 'high risk driving' behaviour. October efforts are dedicated towards speeding relative to conditions; this campaign encourages drivers to operate motor vehicles safely in adverse or changing weather and road conditions. EE efforts for targeted speed

Figure 3: Provincial Violation Tickets - Speed (2014-2016)



enforcement include issuing violation tickets for exceeding the posted speed limit, unsafe speed and excessive speed, which also includes vehicle impoundment.

EE contributed approximately 27 percent of speed violation ticket outputs to the provincial total in 2016. On average, from 2014 to 2016, EE contributed 25 percent to the total violation tickets issued for speeding in the province. The number of speed-related violation tickets, issued by EE increased by about 13 percent in 2016 compared to 2015.

Distracted Driving Enforcement

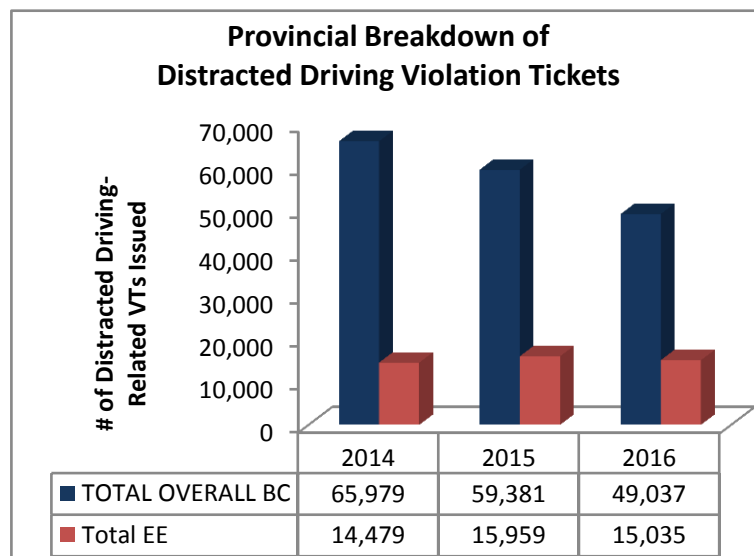


Photo Credit ICBC

The BCACP Provincial Enforcement Campaign Calendar dedicated the months of March and September to target distracted drivers across BC and to remind people to not use handheld electronic devices while operating a motor vehicle. EE distracted driving efforts target drivers who talk or text using handheld devices, such as cellular phones and tablets, while driving.

EE contributed approximately 31 percent of distracted driving violation ticket outputs to the provincial total in 2016. On average, from 2014 to 2016, EE contributed 26 percent to the total provincial distracted driving violation tickets. The number of distracted driving violation tickets issued by EE decreased by about six percent in 2016 compared to 2015.

Figure 4: Provincial Violation Tickets - Distracted Driving (2014-2016)



From the Districts –May Long Weekend Distracted Driving Enforcement – Southeast



Great numbers of distracted and speeding drivers were pulled over by provincial

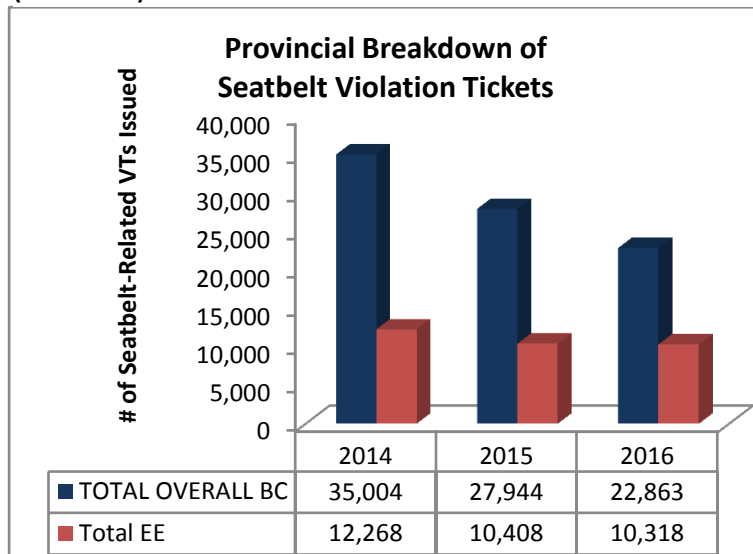
Integrated Road Safety Units during May long weekend in the Southeast District.

The May long weekend marks the traditional start of summer holidays, and it is also the start of BC RCMP Traffic Services summer enforcement efforts. In the Southeast District, during May long weekend in 2016, 30 tickets were issued for distracted driving, 67 for no seatbelts, 898 for speeding, of which 71 were for excessive speed, and 68 impaired driving investigations were started.

Unrestrained Occupant Enforcement

In addition to year-round enforcement, officers across the province target unrestrained occupants during the months of March and September following the BCACP Provincial Enforcement Campaign Calendar. The term ‘unrestrained occupants’ typically refers to individuals who are not wearing seatbelts and also includes infant and/or child restraint systems and booster seats violations. EE contributed approximately 45 percent of unrestrained occupant violation ticket outputs to the provincial total in 2016. On average, from 2014 to 2016, EE contributed 38 percent to the total provincial unrestrained occupant violation tickets. The number of unrestrained occupant violation tickets issued by EE decreased by less than one percent in 2016 compared to 2015.

Figure 5: Provincial Violation Tickets - Unrestrained Occupants (2014-2016)

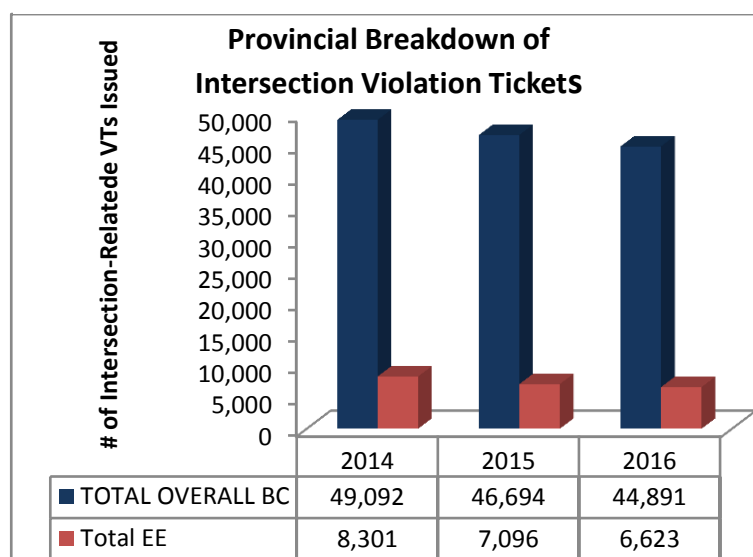


Intersection Enforcement

Intersection enforcement is not specifically included as a campaign in the BCACP Provincial Enforcement Campaign Calendar. However, intersection offences are targeted during the month of May, which is a ‘high risk driving month’ in the BCACP Provincial Enforcement Campaign Calendar.

Intersection safety is also reinforced year-round through automated enforcement provided by the Intersection Safety Camera Program. Violation tickets issued by this program are reported out separately and are not included in the outputs. Police-issued intersection-related violations include disobeying a traffic light, failure to stop and improper turning.

Figure 6: Provincial Violation Tickets - Intersections (2014-2016)



EE contributed approximately 15 percent of intersection-related violation ticket outputs to the provincial total in 2016. On average from 2014 to 2016, EE contributed 16 percent to the total provincial intersection-related tickets. The number of intersection-related violation tickets issued by EE decreased by about seven percent in 2016 compared to 2015.

Intersection Safety Camera Program



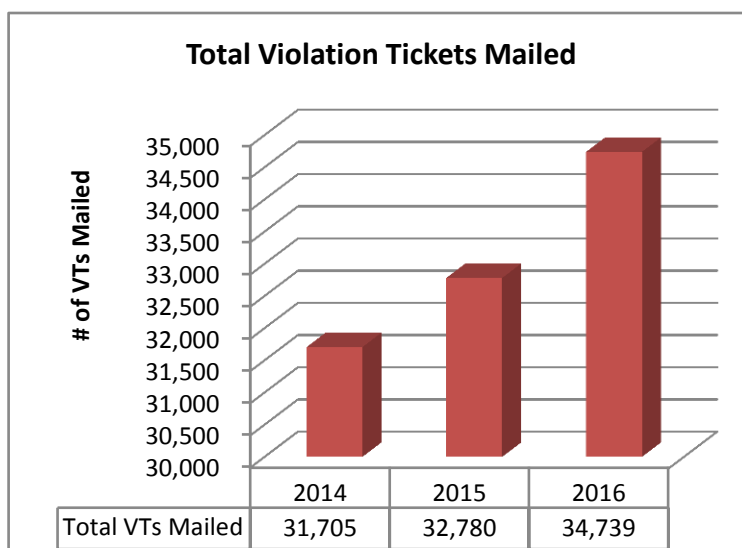
Photo Credit ISC program

BC's Intersection Safety Camera (ISC) program is an automated enforcement initiative designed to reduce motor vehicle crashes at intersections and the subsequent injuries and fatalities. This program is a partnership between MPSSG, ICBC, and RCMP and has been in operation since 1999. The program operates 140 digital cameras installed at high-risk intersections throughout BC at an activation rate of 25%.

MPSSG Intersection Safety Camera Officers (ISCOs) are responsible for charging all red light camera offences. The ISCOs are appointed as Special Provincial Constables pursuant to Section 9 of the *Police Act*. Officers are trained on the Prescribed Technology and further represent the program in Provincial Traffic Court. The ISCO verifies the authenticity of image evidence and offence data, and reviews the images to determine if a charge may be laid. Images that are deemed chargeable fall under Section 129(1) of the *Motor Vehicle Act (MVA)* — 'disobey red light at intersection' and are issued to the registered owner of the vehicle. The ISCOs are responsible for prosecuting the violation tickets in traffic courts around the province.

In 2016, the program continued to deliver a high level of efficiency and effectiveness. A total of 34,739 ISC VTs⁵ were mailed in 2016, resulting in a six percent increase over 2015. The higher number of VTs in part was a result of resumed operation of higher volume sites following long-term construction projects, such as the Port Moody Evergreen Line Station as well as Vancouver, Delta and Surrey road projects. The number of out-of-province tickets increased as well. This may be explained in part by the exchange rate of the Canadian dollar attracting more visitors during the peak summer travel period. In 2016, the charge rate⁶ was 46 percent, on target with the 2015 rate – the highest since the program upgrade in 2011.

Figure 7: ISC Violation Tickets (2014-2016)



Violation ticket volumes have increased slightly since 2011 due to ongoing camera lens upgrades and other improvements to image quality which contribute to a steady rise in the charge rate. Payment rate for violation tickets was 89 percent in 2016, a three percent decrease compared to the 2015 rate.

⁵ Data obtained from ICBC ISC Activity Overviews and Court Disposition Summaries

⁶ Charge rate is the rate of total violation tickets mailed vs. total incidents reviewed

Table 1: ISC Prosecutions Statistics 2016

Summary of ISC Prosecution Statistics			
Outcome	2014	2015	2016
No Show	655	655	519
Guilty Plea	606	690	523
Trial Guilty	114	154	116
Trial Not Guilty	11	11	10
Other ⁷	188	260	155
Total Disputes	1574	1,770	1323

According to 2016 prosecution statistics, a total of 1,323 disputes were scheduled to be heard in court. Of these 1,323 disputes, 39 percent (519 people) didn't show up to their court date and 40 percent (523 people) pleaded guilty in Traffic Court. Based on the defendants who elected to take the stand, another nine percent (116 people) were found guilty by the Judicial Justice, compared to less than one percent (ten people) who were found not guilty. In addition to image review and time spent in court prosecuting VTs, the

ISCOs responded to approximately 3,300 telephone inquiries in 2016.

An evaluation of the effect of increased active enforcement levels on red light running rates was completed in 2016. Program partners continue to work together to explore ways to further optimize program and public safety benefits.

BCACP Provincial Enforcement Campaign Calendar

Table 2: BCACP Provincial Enforcement Campaign Calendar 2016

2016	Campaign
March 1 - 31	Distracted Drivers Campaign Occupant Restraint Campaign
May 1 - 31	High Risk Driving Campaign
July 1 - 31	Summer Impaired Driving Campaign (Alcohol/Drugs)
September 1 - 30	Distracted Drivers Campaign Occupants Restraint Campaign
November 1 - 30	Speed Relative to Conditions Campaign (Speed/Pedestrian)
December 1– December 31	Winter Impaired Driving Campaign (Alcohol/Drugs)

ETEP's main focus in 2016 supports efforts of traffic enforcement to reduce high risk road user behaviour. The provincial enforcement campaign calendar is planned, endorsed and implemented through the BCACP TSC membership and all BC police agencies following the endorsement of the BC Chiefs of Police. Enhanced traffic enforcement is delivered

primarily through IRSUs, dedicated to targeting dangerous driving behaviours which most frequently cause injuries and deaths

⁷ Other category consists mostly of withdrawn tickets

Impaired Driving Enforcement

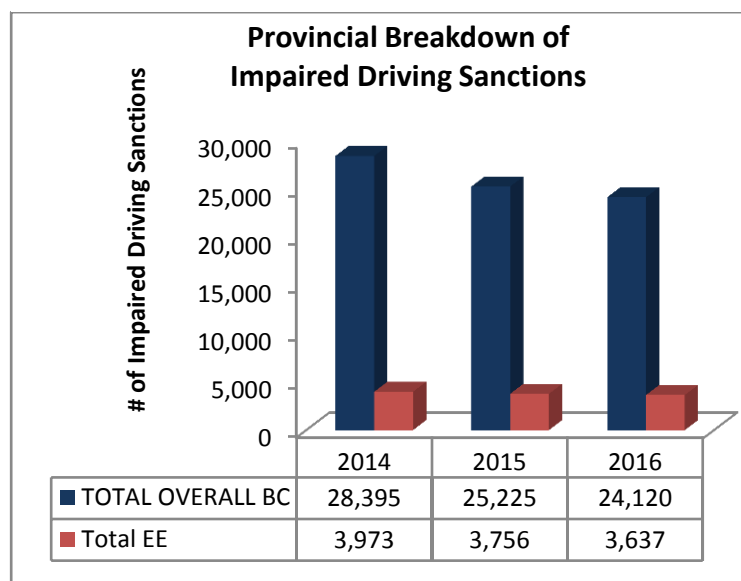
The ETEP supports alcohol and drug impaired driving enforcement through year-round enforcement conducted by IRSUs, which is enhanced by Summer and Winter CounterAttack campaigns during the months of July and December. The RSU provides additional dedicated overtime MOU funds to support independent municipal police department CounterAttack campaigns; ERSEI funding supports parallel campaigns through the RCMP.

Dedicated overtime funds are also available for the Drug Recognition Expert (DRE) call-out initiative. When a suspected drug-impaired driver is identified by police, police can request the assistance of a trained DRE to conduct a specialized investigation. Funding for DRE call-out is available to all police agencies through ETEP in support of enforcement of drug impaired driving.

Alcohol and drug impaired driving outputs consist of the following sanctions, notices and charges:

- *Motor Vehicle Act (MVA)* sanctions for impaired contraventions:
 - Immediate Roadside Prohibitions (IRP)
 - 24 hour alcohol and 24 hour drug suspensions
 - 12 hour alcohol-related suspensions
 - Notices of Administrative Driving Prohibitions (ADP)
- *Criminal Code of Canada (CCC)* charges for alcohol and drug impaired driving

Figure 8: Provincial Impaired Driving Sanctions (2014-2016)



EE contributed approximately 15 percent of impaired driving outputs to the provincial total in 2016⁸. On average, from 2014 to 2016, EE contributed 15 percent to the total provincial alcohol and drug impaired driving outputs. The number of impaired driving outputs issued by EE decreased by about three percent in 2016 compared to 2015.

⁸ Data include sanctions under the MVA, charges under the CCC and ADP notices issued under the MVA.

Motor Vehicle Act Sanctions	Criminal Code of Canada Charges
MVA sanctions include impaired driving-related provisions associated with alcohol and drugs. The impaired provisions that are used most often in the MVA are the IRP sections. IRP targets drivers who have a level of impairment in the 'warn' range of 0.05-0.08 blood alcohol content (BAC); drivers who exceed the legal limit of 0.08 BAC; and drivers who refuse to provide a breath sample for testing. IRP sanctions include 3 day, 7 day, 30 day and 90 day immediate roadside prohibitions. A 90 day Administrative Driving Prohibition (ADP) may be issued in addition to MVA sanctions or CCC charges to drivers who fail a breath test, drivers who exceed the legal limit of 0.08 BAC, or to drivers who are sanctioned for 24 hour suspension for breath sample refusal. ADP is not considered a contravention but a notice, and it is issued together with either a MVA sanction or a CCC charge.	CCC charges include charges against drivers for operating a motor vehicle while impaired by alcohol or drugs. Since 2010 when IRP provisions were introduced, CCC impaired charges have decreased.

Figure 9: Provincial Impaired Sanctions - MVA (2014-2016)

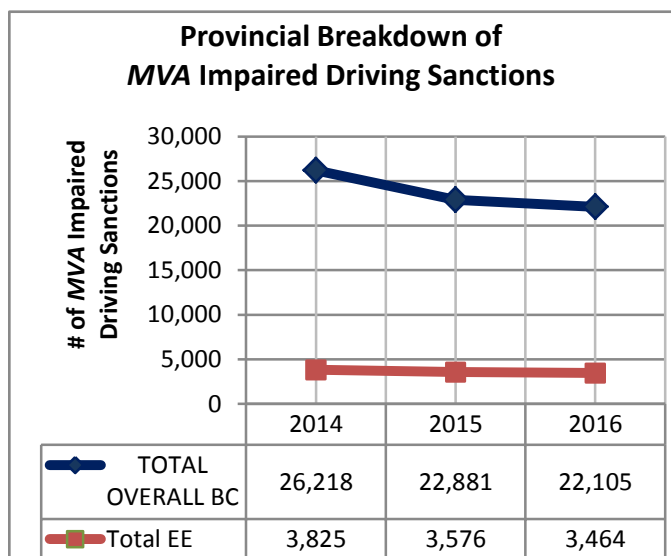
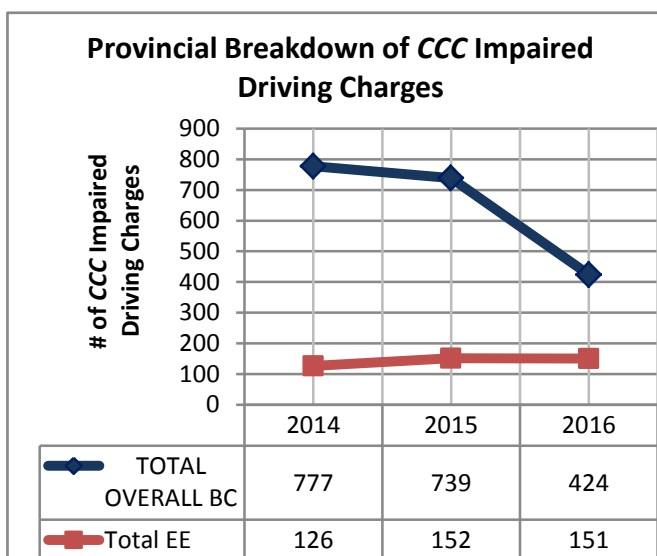


Figure 10: Provincial Impaired Charges - CCC (2014-2016)



EE contributed approximately 16 percent of impaired driving sanctions to the provincial MVA impaired driving total sanctions in 2016⁹ and 36 percent of impaired driving charges to the provincial CCC impaired driving total in 2016¹⁰. The number of MVA impaired driving sanctions issued by EE decreased

⁹ ADP notices are excluded.

¹⁰ ADP notices are excluded.

by about three percent in 2016 as compared to 2015. The number of CCC impaired charges, issued by EE decreased by less than one percent in 2016 as compared to 2015.

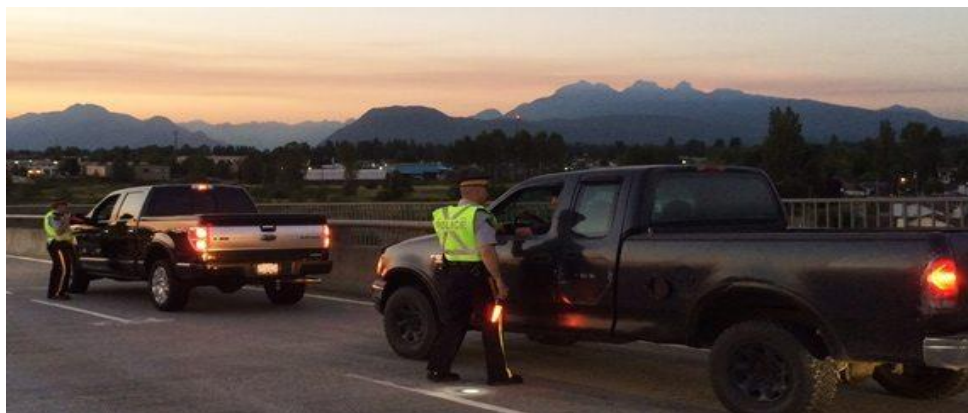
CounterAttack

Every year, ETEP makes funding available to police in support of overtime for CounterAttack impaired driving enforcement campaigns (Summer and Winter), accompanied by public awareness and enforcement advertising. In 2016/17, a total of \$599,970 was provided to eleven independent municipal police departments who delivered 5,714 hours of additional impairment-related enforcement during the Summer and Winter campaigns.

Eleven independent municipal police departments use dedicated CounterAttack funds to mount impaired driving roadblocks and targeted enforcement. The RCMP participates in Summer and Winter CounterAttack campaigns by dispersing its overtime funds through the Enhanced Road Safety Enforcement Initiative (ERSEI) directly to RCMP detachments and units through “E” Division Traffic Services. Together, ETEP funded enforcement makes important contributions to the provincial alcohol-related driving reduction target.

CounterAttack statistics are collected from the municipal police departments based on the CounterAttack funding agreements. Out of all the breath tests administered to drivers by independent municipal police during 2016 Summer and Winter campaigns, an average of:

- 86% passed the roadside screening test on a roadside screening device
- 8% blew warnings
- 6% failed the breath test
- 192 drivers received 90-day prohibitions for failing or refusing the breath test



Visible police enforcement, including CounterAttack road checks, keeps the issue of impaired driving in the public consciousness and supports an increased risk of apprehension.

Photo credit: ICBC

From the Districts – “Light up the Highway Campaign” - Island



On December 2nd, 2016, the South, Central, and North Vancouver Island RCMP Traffic Services, as well as the Capital Regional District and Nanaimo Integrated Road Safety Units, coordinated a night of impaired driving enforcement during the annual “Light up the Highway” campaign. The campaign involved traffic

officers from across the island, including those from municipal police and RCMP units. This program is in its tenth year and stretches the length of Vancouver Island with the aim of removing impaired drivers from the road during the holiday season. This was the third year that the campaign coincided with the Winter CounterAttack campaign, where police and ICBC urged drivers to plan ahead and make smart decisions to get home safely during the holiday season.

From the Districts – Enforcement Action against Unsafe Driving – North



Between November 17-19, 2016 Prince George officers with the Integrated Road Safety Unit joined Dawson Creek and Fort St. John RCMP on a traffic enforcement ramp-up. The officers teamed up with Alexa's Bus, a mobile road safety unit founded in memory of Alexa Middelaer, a four-year old girl killed by a drunk driver in 2008. The campaign targeted impaired, distracted and aggressive drivers in the Peace Region. Police issued: eight 90 day immediate roadside prohibitions, seven 3 day immediate roadside prohibitions, two 24 hour prohibitions, 23 speeding violations, four distracted driving violations, and eight seatbelt violations. In addition, four *Liquor Control and Licensing Act* violations were issued and 39 Notices and Orders to repair motor vehicle defects. Officers also removed 18 vehicles from the road until owners fix identified issues.

Automated Licence Plate Recognition

ETEP supports the deployment of Automated Licence Plate Recognition (ALPR) technology in police vehicles for traffic enforcement across the province. ALPR technology has been used since 2006 to make BC roads safer by rapidly identifying licence plates associated with stolen vehicles, prohibited and suspended drivers, unlicensed drivers, uninsured vehicles, stolen vehicles and vehicles linked to persons subject to a *Criminal Code of Canada* arrest warrant.

RCMP "E" Division Traffic Services is responsible for the management and delivery of the ALPR program for all police agencies using this technology for traffic enforcement in BC. ALPR technology consists of cameras mounted in or on police vehicles that capture images of vehicle licence plates and instantly check the licence plates against a secure police database. When a scanned license plate matches a licence plate in the police database, the system issues an alarm indicating a 'hit'; this confirms that the licence plate is associated with someone wanted by police, suspended/prohibited from driving, driving without insurance, and/or driving without a licence. When the hit is confirmed the officer will respond, if appropriate to do so. Forty nine ALPR systems were in use in BC in 2016¹¹.

In 2016, just over than three million licence plates were read, registering just under 40,000 hits. Of these 40,000 hits police officers responded to just under 10,000 hits and over 4,300 responses resulted in a charge or an enforcement action by a police officer. On average about one percent of all licence plates read result in a 'hit' with an average of 25 percent of the hits resulting in an officer's response,

¹¹ For more information on the use of ALPR by traffic enforcement in BC see <http://www2.gov.bc.ca/gov/content/justice/criminal-justice/policing-in-bc/road-safety-auto-crime/auto-licence-place-recognition>

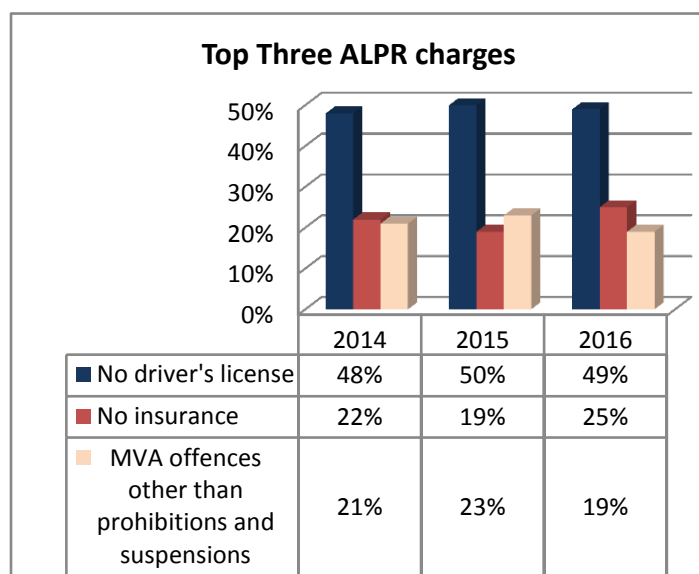
such as pulling a vehicle over for an additional check; 31 percent of responses resulting in charges being laid, such as driving without a valid license and 12 percent of officers' responses resulted in an enforcement action other than a CCC or MVA charge, such as serving a notice of driving prohibition.

Table 3: ALPR Statistics (2014-2016)

Summary of ALPR Statistics			
Outcome	2014	2015	2016
Number of plates read	3,673,206	3,469,558	3,126,925
Number of hits	40,401	39,326	39,948
Number of hits responded to ¹²	12,609	10,953	9,974
Number of charges ¹³ and enforcement actions ¹⁴	5,035	4,525	4,314

The reduction in the program's total outputs in 2016 is a result of a number of factors, such as an increase in maintenance and repair as the ALPR systems age; fleet refresh; and the environmental conditions in 2016 where road maintenance with salt, chemicals and various aggregates impacted ALPR cameras. RCMP "E" Division Traffic Services has undertaken a review with the probable relocation of some ALPR systems among traffic units.

Figure 11: ALPR Charges - Top Three



The same three charge categories were the top three categories for the period of 2014 to 2016: no driver's license, no insurance and MVA offences other than prohibitions or suspensions.

The top three enforcement actions categories were:

Serving Notice of Driving Prohibitions - 32 percent

Vehicle Impounds - 25 percent

Recovery of stolen vehicles, licence plates and tags - 23 percent

¹² Officer's 'response' includes any activity by a police officer ranging from a vehicle stop for the purpose of a licence check to a possible enforcement action, such as a vehicle impound, or a charge laid pursuant to the *Criminal Code* and/or *Motor Vehicle Act*. Not every response results in an enforcement action or a charge being laid

¹³ A 'charge' is laid pursuant to the *Criminal Code* and/or the *Motor Vehicle Act*

¹⁴ An 'enforcement action' is an action other than a charge pursuant to the *Criminal Code* and/or *Motor Vehicle Act*, such as property recovery/seizure, vehicle impound and also includes MVA sanctions such as Immediate Roadside Prohibition or Administrative Driving Prohibition

From the Districts – ALPR Prolific Prohibited Driver Pilot Project – Lower Mainland



In 2016, RCMP “E” Division Traffic Services conducted a specialized nine-week Prolific Prohibited Driver Pilot Project. There are over 2,500 prohibited drivers in the Greater Vancouver area and many of them have high number of negative contacts with police beyond traffic offences. The objective of the project was to target prohibited and high-risk drivers and remove them from the roadways, making the communities and roads safer. The project was conducted in partnership by “E” Division Lower Mainland municipal traffic detachments and LMD IRSU, along with Air One Traffic Safety Helicopter, the BC Civil Forfeiture Office, local probation offices, as well as municipal police departments. Target subjects and associated vehicles were identified through police data analysis.

A two-person team in unmarked ALPR-equipped police vehicles was deployed utilizing a targeted shifting model. In the course of 135 hours of deployment there were:

- 46,016 plates read
- 688 hits registered
- 41 arrests conducted
- 41 charges under the *Criminal Code* and 22 charges under the *Motor Vehicle Act* laid
- 11 arrest warrants executed
- Seized: vehicles, cash, drugs and stolen property

Initial assessment of pilot project statistics confirms that many prohibited drivers continue to drive; further, that many prohibited high-risk drivers are active criminals and continue to offend while suspended. Ongoing analysis of ALPR data continues to demonstrate how ALPR is a valuable technology assisting police in removing suspended, prohibited and other unlawful drivers from our roadways. It supports both the likelihood of a suspended driver being caught

while driving and the perceived likelihood of being caught by the police for driving while suspended and may contribute to reducing the incidence of such behaviours in future.



Photo credit: ICBC

GOAL 2: MINIMIZE THE IMPACT OF VEHICLE CRIME

Integrated Municipal Provincial Auto Crime Team

The Integrated Municipal Provincial Auto Crime Team’s (IMPACT) mandate is to develop and deploy strategies to reduce auto crime throughout the province. The unit has been operational since 2003 and consists of specialized auto theft investigators from seven



police agencies in the Greater Vancouver area. IMPACT serves all RCMP and independent municipal police jurisdictions in BC. IMPACT enforcement consists of the Enforcement Team (ET), Investigative Team (IT) and the BaitCar Program (BCP). The IT was introduced as part of the larger implementation of recommendations outlined in the *IMPACT Review* (2012).

Since the inception of IMPACT's Strategic Plan 2007 to 2016, the ET has apprehended and arrested 724 auto thieves and recovered 2,054 stolen vehicles throughout BC. Additionally, the BCP has led to the arrest of 670 auto thieves. Between the two successful IMPACT programs, a total of 1,394 arrests relating to auto theft have been made over the last ten years. IMPACT increased vehicle recoveries despite a decrease in the incidents of motor vehicle thefts from 15,009 in 2014 to 14,006 in 2016.¹⁵

Table 4: IMPACT Arrests and Recovery of Stolen Vehicles (2014-2016)¹⁶

Summary of IMPACT Arrests and Stolen Vehicle Recovery			
Outcome	2014	2015	2016
Enforcement Team Arrests	80	79	59
BaitCar Program Arrests	82	56	63
Total IMPACT Arrests	162	135	122
Stolen Vehicle Recovery	183	214	271

Since 2013, IMPACT has been implementing the recommended actions of a forward-looking review. These include: analyzing IMPACT's operational structure with the goal of supporting a new five-year Strategic Plan; increasing involvement in long-term, integrated investigations of chronic auto crime offenders; expanding operational reporting; ensuring that BC's BaitCar fleet is kept current with vehicle crime trends; and fulfilling IMPACT's role as a provincial unit by providing expertise, training and assistance to jurisdictions across BC.

A long-term investigative team was established at IMPACT with a primary focus of investigating more complicated auto crime offences, assisting in the background research of prolific auto crime offenders in BC and working more closely with policing to deploy the ET in a strategic manner.

In 2016, the IMPACT IT continued investigation, following the 2015 dismantling of the largest scale chop shop in IMPACT's history. The IT discovered that the accused were starting a new chop shop operation in the Lower Mainland and assisted in dismantling it. In addition, the IT assisted and provided expertise to the detachments in the dismantling of large scale chop shop operations in the Okanagan, Interior and North Districts of BC. IT also assisted Airdrie RCMP and Edmonton Police Service in executing a Search Warrant in the Lower Mainland, and the vehicle identification recovery of vehicles stolen from Alberta.

The ET has continued to use its strategic targeting model to identify areas of significant crime activity by focusing on those responsible for auto crime related offences. The program relies on collaboration with

¹⁵ BC Data from Statistics Canada

¹⁶ Data from IMPACT program

partner agencies and auto crime and street enforcement teams across the province. In addition to 59 arrests made by the ET, the ET provided assistance to other police detachments across BC, which resulted in an additional 21 arrests by those police detachments.



Photo credit: ICBC

In 2016, IMPACT continued to focus media and public attention on prevention of vehicle crimes through Auto Crime Enforcement Month (ACEM). April ACEM was launched on March 24, 2016 with the key message: “Don’t leave your keys for thieves”.

BaitCar Program

The BaitCar Program (BCP) continued to catch auto thieves across the province in 2016. Bait vehicles and bait property were provided to various detachments across BC to deploy in “hot spots” identified through intelligence-led policing. In 2016, there were 195 bait car activations¹⁷ in BC. Out of 63 arrests made by the BCP, 26 were for theft of auto and 37 were for theft from auto.

The BCP provides training to every new BaitCar liaison¹⁸ that joins the BCP. A total of 18 BaitCar liaison training sessions were completed in 15 BC jurisdictions in 2016.

The BCP is in the process of upgrading the hardware and software for the Bait fleet to ensure that it will continue to be highly successful for years to come. The technology upgrade has included new tracking equipment and a Graphics User Interface for the BaitCar service providers. The BCP continued to expand their enforcement and operations data collection in 2016.



Photo credit: ICBC

Traffic Safety Helicopters

ETEP also provides funding for tactical flight officers deployed in BC’s two traffic safety helicopters to help target and reduce dangerous driving behaviours. BC’s Traffic Safety Helicopters (TSHs), also known as Air 1 and Air 2, support traffic units by focusing on ‘aggressive’ drivers, impaired drivers and auto crime-related activity. Air 1 and 2 also provide enforcement support for patrol vehicles responding to other types of public safety emergencies.

¹⁷ Bait Car activation is the instance when someone interferes with the vehicle, therefore, a police response is required to check the status of the vehicle. Activation may happen when a concerned citizen or a security guard opens a door to look for registration or to check if the vehicle has been stolen.

¹⁸ Bait Car liaison is the person in a municipal or RCMP jurisdiction responsible for determining a “hot spot” and deploying a bait vehicle. Liaison is a local “expert” responsible for evidence continuity, vehicle maintenance and assistance to the General Duty members with their Report to Crown Counsel in case of an arrest.

The TSHs were purchased in 2004 (Air 1) and 2009 (Air 2) through a partnership between the RCMP, ICBC and the province. The TSHs serve over 17 communities in the Lower Mainland where they assist in locating and monitoring suspects and vehicles that may be avoiding or have fled from ground units. The TSHs provide assistance to general patrol units as well as specialized units, such as traffic, border patrol, emergency response team, search and rescue, K-9 and marine units.

Out of total 1,547 calls attended by TSH in 2016, 143 calls (approximately nine percent) were to provide assistance to traffic units. Stolen vehicles were a primary offence in 195 calls; impaired driving was a primary offence in 18 calls; and offences under the MVA were a primary offence in 21 calls. Other types of calls such as flight from police (134 calls) and hit and run (17 calls) also involve traffic-related offences.

In 2014, the TSHs expanded their operational reporting procedure, and this reporting system has now been in place for three years. Thus, the 2016 Annual Report is able to compare traffic-related outputs from 2014 to 2016.

Table 5: Traffic Safety Helicopter Summary (2014-2016)¹⁹

Summary of Traffic Safety Helicopter Outputs			
Outputs	2014	2015	2016
Total TSH Arrests	380	335	421
Stolen Vehicle Arrests	123	75	90
Stolen Vehicle Recoveries	80	58	92
Pursuit/Flight Arrests	39	45	50
MVA Violation Tickets	70	17	21
MVA Sanctions for Impaired Driving	16	25	18

GOAL 3: SUPPORT ROAD USER BEHAVIORAL CHANGE

Providing leadership on road safety enforcement research and policy

Justice Institute of British Columbia

Equipping police with current, relevant knowledge enhances the quality of enforcement and increases the potential for officers to affect road user behavioural change through enforcement tactics and in their encounters with drivers. ETEP provides funding to the



JUSTICE
INSTITUTE
of
BRITISH
COLUMBIA

¹⁹ Data from TSC program

Justice Institute of British Columbia (JIBC) principally for municipal police officers to receive specialized traffic-related training.

The JIBC and the RCMP Pacific Regional Training Centre (PRTC) work together to maximize traffic training efficiencies, including offering more timely access to enhanced training courses. This has resulted in some RCMP IRSU officers accessing JIBC courses and some municipal officers attending PRTC courses to enhance specific traffic enforcement skills.

The JIBC program provides advanced traffic training on areas such as:

- Impaired driving detection and Standardized Field Sobriety Testing
- Blood Alcohol Content (BAC) testing certification
- On scene collision investigation
- Crime scenes diagramming
- Forensic mapping
- Commercial Vehicle Police Enforcement
- Drug Recognition Expert
- Collision analysis
- Pedestrian collision

Participating in the Ministry of Transportation and Infrastructure Working Group to Implement a Variable Speed Pilot Project in BC



Photo credit: MoTI

In 2016, MoTI implemented a Variable Speed Limit System (VSL) pilot project along three provincial highway corridors with the goal of improving driver safety during unfavourable weather conditions, reducing serious crashes on these sections of highways, and yielding road safety benefits through changes in driver behaviour.

One of the objectives of ETEP's Goal 3: Support Road User Behavioral Change was RSU's participation in the MoTI working group to implement a Variable Speed Limit Systems (VSL) Pilot Project. RSU was supportive of the opportunity to partner and pilot new speed management and enforcement approaches. As part of the working group, RSU was engaged in discussions regarding regulatory/legislative considerations pertaining to certificate evidence; assisted MoTI with advice regarding logistical, enforcement, and evidentiary considerations; discussed needs around real-time notification of police to speed limit changes within VSL corridors; connected MoTI staff with key police, IT and emergency communications stakeholders; and consulted with Legal Services contacts to contribute to the success of their project.

Media and Public Awareness Efforts

In 2016, the RSU supported public awareness of the BCACP Provincial Enforcement Calendar through: targeted radio advertising, coordinating MPSSG's ministerial and police leadership messaging, and

participating in campaign events. Enforcement advertising was aligned with ongoing campaigns to provide positive public awareness messaging.

In addition to paid media, the RSU worked with ICBC to achieve and surpass its 2016 goal of generating six earned media activities by three times. A total of 22 proactive earned media activities promoted enhanced enforcements efforts and the actions of BCACP Traffic Safety Committee members.

GOAL 4: FOSTER COMMUNICATION AND COLLABORATION

Working with partners to identify opportunities for collaboration to improve efficiencies

BC Association of Chiefs of Police Traffic Safety Committee

The RSU provides funding and secretariat support for executive and general meetings of the BC Association of Chiefs of Police Traffic Safety Committee (BCACP TSC). The BCACP TSC general membership, which is comprised of traffic police and road safety partners, met twice a year in 2016. In its role as secretariat, the RSU is responsible for:

- Planning and coordinating regular meeting of the executive and general membership
- Supporting communications on behalf of the Chair
- Preparing and distributing minutes and formal motions from all Committee meetings
- Managing the business and financial affairs of the Committee



The TSC's work is supported by three sub-committees: Enforcement; Administration, Training and Recognition; and Legal, Procedural and Technical. Additionally, a special working group, the Impaired Driving Advisory Committee, addresses matters related to impaired driving enforcement and reports through the Legal, Procedural and Technical Sub-Committee. Together, these working forums serve to study, advance and address road safety enforcement issues.

In 2016, the following five motions of the BCACP TSC were submitted to the BC Association of Chiefs of Police for consideration:

- Requesting that the provincial government amend legislation within the *Motor Vehicle Act* to include tobacco, marijuana and vapour products that result in second hand smoke or vapours in a vehicle, when a person under the age of 16 is present.
- Requesting that the Union of British Columbia Municipalities (UBCM) encourage their member municipalities to follow the Manual of Uniform Traffic Control Devices for Canada when installing bike lanes and other infrastructure used by vulnerable road users to enhance safety through consistency.

- Requesting that the government of British Columbia update the *Motor Vehicle Act* and *Motor Vehicle Act Regulations* to reflect the changes to roadway infrastructure, technology, and traffic control devices used to protect vulnerable road users such as cyclists, pedestrians, and users of devices that carry persons with limited mobility.
- Recommending that the exemption from wearing a seat belt for taxi drivers while operating a taxi on a highway at a speed of less than 70 kilometers per hour be repealed.
- Endorsing the 2017 provincial enforcement campaign schedule.

During 2016, the general membership met in March and October. Membership identified the themes of drug impaired driving and distracted driving as their enforcement focus for the year. The officer safety theme identified by membership was: “Tactical Common Sense: Saving Lives with Seat Belts and Traffic Safety Vests”.

General membership meetings support ongoing information and knowledge exchange, professional engagement and advancing policy positions.

The RSU supports the work of BCACP TSC members and executive in arranging opportunities for technical presentations, networking, and sharing innovative solutions and strategies.

Forward-Looking Review



Photo credit: RCMP

With ongoing developments in road safety, transportation policy, technologies and enforcement approaches, a review of BCs enhanced traffic enforcement program model and identification of opportunities to improve future delivery was endorsed by the Ministry of Public Safety and Solicitor General, ICBC and BC police in 2016.

The project objective was to identify efficiencies, delivery model options and make recommendations regarding structural and organizational changes to improve the future delivery of enhanced traffic enforcement in BC.

A working group of individuals representing MPSSG, ICBC, RCMP and the BC Association of Municipal Police was established by the MOU Governance Council and tasked with contracting and project oversight. An independent contractor was selected by the working group to conduct the review.

As part of the process, program data and documents were analyzed; leading practices in traffic law enforcement and road safety were reviewed; and ETEP partners engaged in a series of individual and

group consultations. Together with the working group, the information helped create a fuller picture of the current state of ETEP operations and identify areas of opportunity for possible future delivery of enhanced traffic enforcement in BC.

Upon completion of the analysis, the review noted that ETEP supported effective practices in traffic enforcement, as well as in its governance and funding model. The review found that partnerships are important supporting the integrated, dedicated approach to delivering enhanced traffic enforcement across BC's large and diverse geographic area.

The review concluded that an integrated delivery model is recommended as the best option for future delivery of ETEP in BC.

The following features were identified by the contractor for future considerations:

- developing an intelligence-led demand management approach
- implementing a performance tracking and reporting system
- enhancing resources management controls, and
- aligning/improving partnership and stakeholder relations.

The Governance Council accepted the findings of the review.

Road Safety Partnerships and Stakeholder Relations

The Enhanced Traffic Enforcement Program is supported by a network of road safety professionals, partnerships and stakeholders. The RSU is actively engaged with groups and agencies in support of improved road safety, including:

- Data and Measurement Committee – an inter-ministerial working group responsible for addressing road safety data quality issues, including ongoing traffic fatality reconciliation and the production of the *2006 – 2015 Motor Vehicle Fatalities in British Columbia: Statistics Report*. Fatality data are regularly used by the Province to evaluate road safety initiatives and identify possible future actions. The data are also used by police agencies and stakeholders to inform enforcement strategies and awareness campaigns.
- BC Injury Prevention Alliance – a provincial multi-disciplinary group focussed on injury prevention. The RSU participates in those meetings focussing on road safety issues which in 2016 included urban speed limits, driving too fast for conditions, creating a more visible policing presence on highways and improved road markings/signage to help prevent major crashes.



- BC Road Safety Strategy – supported through the efforts of five inter-disciplinary working committees, led by a Steering Committee which the Executive Director of Policing and Security Branch is a member. RSU also participated in the provincial Road Safety Strategy Conference in December 2016, including break out groups exploring road safety research priorities, innovations and strategies to improve road user compliance.
- Canadian Council of Motor Transport Administrators (CCMTA) – national non-profit organization that coordinates administration, and regulation of motor vehicle transportation and highway safety. In 2016, the RSU participated in the CCMTA's Annual General Meeting in Halifax, Nova Scotia, actively contributing to the Road Safety Research and Policy Standing Committee, as well as seminars on research and leading practices in cannabis impaired driving. The RSU also continued to advance research from CCMTA's national study on Automated Licence Plate Recognition (ALPR) which featured BC's use and experience with ALPR technology in traffic enforcement.
- Ministry of Transportation and Infrastructure, RoadSafetyBC and Policing and Security Branch Road Safety Unit leadership regularly coordinate on policy, stakeholder issues and program areas of shared interest. In 2016, the RSU engaged with MoTI staff on: proposed amendments allowing electric vehicles to use High Occupancy Vehicles (HOV) lanes; consultation on a pilot project to permit the use of low speed vehicles on roadways in identified rural residential communities; enforcement of best practices regarding motorcycle noise; increasing fines for failing to stop for school buses; and coordination of police operational testing of new 'Discover BC Parks' licence plates.