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## KINGSTON POLICE

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### Via E-mail

Ms Valerie Todd  
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Canadian Council of  
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2323 St Laurent Boulevard  
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### Re: 2012 CCMTA–Police Partnership Award

We are pleased to nominate Sergeant Stephen Saunders, Traffic Unit Supervisor for the Kingston Police, for the CCMTA–Police Partnership Award.

The Kingston Police core values define who we are and what we are all about. These values—practise the Golden Rule, listen to both sides of a dispute, demand excellence, and care about people—are expected to be emulated by employees not only within the community but also within the organization. Dedication to these values and to the principles of crime prevention and community policing and mobilization has led to the assignment of specific officers such as Stephen Saunders to the Traffic Enforcement Unit. In public surveys, road safety has continually been identified as a priority for the Kingston community, and Sergeant Saunders has had a significant impact in enhancing road safety initiatives undertaken by the Kingston Police.

### Defined Period of Commitment to Traffic Safety

Sergeant Saunders started his policing career in 1988 and has been a member of the Kingston Police since May 1999. He embraces the Kingston Police core values, and his dedication to the law enforcement profession and his pride in being a police officer are evident in his daily interactions with the public, as well as with fellow officers.

Sergeant Saunders has been assigned in various front-line community policing positions within the force but has particularly dedicated much effort in the area of road safety and traffic enforcement. With the reinstatement of a dedicated Traffic Unit in 2002, Sergeant Saunders was frequently chosen for this assignment because of his aptitude for the many facets of road safety and traffic enforcement and his eagerness to implement additional initiatives to improve road safety. Upon his promotion to the rank of sergeant in 2012, he assumed the role of Traffic Unit supervisor.

Sergeant Saunders is recognized as a court expert in Level 4 Accident Reconstruction, as well as in commercial and motor vehicle inspections. He is known for his strong work ethic and expects the same high calibre of work from his fellow team members. Sergeant Saunders is also very generous with his off-duty time, whether to answer questions from fellow officers or to facilitate training sessions to meet other operational demands.

### **Enhancing Enforcement**

One of Sergeant Saunders' biggest assets is his ability to adapt to change. His capable response to organizational change and his desire for positive change were apparent when our Traffic Unit was expanded and he undertook the following initiatives:

- implementing a monthly educational piece within the community called the “Selective Targeted Enforcement Program”;
- managing and reviewing the follow-up investigations from the Kingston Collision Reporting Centre;
- developing a quarterly newsletter, “The Lug Nut,” for fellow officers containing valuable traffic enforcement information;
- developing an approved business case for obtaining state-of-the-art robotic equipment for accident reconstruction investigations;
- managing the overall financial and personnel aspects of the yearly RIDE Program, including the special Kingston Police Festive RIDE Program over the Christmas holiday season;
- radar/lidar training for new recruits and departmental requalification training;
- organizing and instructing Level 1 and Level 2 Motor Vehicle Collision training for officers of the Kingston Police and neighbouring police services;
- training Kingston Police employees on the inspection of commercial motor vehicles and training City of Kingston employees who operate such vehicles;
- conducting commercial motor vehicle inspections within the city of Kingston and assisting with the organization of joint commercial motor vehicle inspections across the province; and
- organizing Truck Rodeos, in which private trucking companies across Ontario participate and compete in a safety driving course.

### **Mentoring and Teaching**

Sergeant Saunders is viewed as our force's expert in traffic investigations and inspections. He is constantly approached by his peers and superiors for his advice and recommendations, and, whether approached on or off duty, he is always willing to share his knowledge. Sergeant Saunders has conducted initial radar training for new recruits, as well as radar requalifications. He has also provided training to Kingston Police personnel and City employees on commercial vehicle inspections. In addition, he attends area high schools to provide educational pieces concerning traffic law and safety. In instructing his peers or other members of the community, Sergeant Saunders shows remarkable flexibility in his instruction of adult learners, constantly adapting his teaching style for his audience. Sergeant Saunders has had many opportunities to coach and assist members, and he has always used a variety of options to motivate them to reach their full potential. Sergeant Saunders also writes and disseminates a quarterly traffic newsletter for officers that he calls “The Lug Nut,” a copy of which is attached.

## **Raising Public Awareness and Commitment to Road Safety**

Sergeant Saunders has designed and implemented a monthly strategic traffic enforcement initiative, the Selective Targeted Enforcement Program, which includes the Traffic Unit and traffic officers within Uniformed Patrol. It includes a monthly public education component in print media, on television, and on the radio. Each month he outlines a focus for education and enforcement. These have ranged from distracted driving (with particular emphasis on talking on a cell phone without a hands-free device and/or texting and driving) to seat belts.

To provide our community with valuable information surrounding road safety—as well as notifications of upcoming targeted enforcement—Sergeant Saunders has appeared on our local television station, CKWS; been featured in an educational pieces in the *Kingston Whig-Standard*; and has appeared on morning radio stations, including 103.7 FM. His educational information was also disseminated through our social media sites. Sergeant Saunders has been able to build relations and partnerships within our community so that these educational pieces are distributed in a variety of ways.

## **Improving Communication, Cooperation, and Collaboration Among All Stakeholders**

Sergeant Saunders effectively liaises with the community. Over the last three years he has represented the Kingston Police on three committees, two of which are provincial. These committees include the City of Kingston Traffic Planning Committee, the Eastern Ontario Traffic Investigators Society, and the Ontario Police Commercial Vehicle Association. All are focussed on identifying problems, developing solutions, and implementing action plans.

Sergeant Saunders works to facilitate a coordinated response to traffic issues within the city of Kingston and across the province. He works closely with the Kingston Police Media Relations Officer, who has implemented social media as a policing tool and keeps Sergeant Saunders apprised of any traffic concerns that come to his attention. Sergeant Saunders is mindful of these concerns, as well as other community complaints made to the Kingston Police, and, depending on need, he has changed the planned monthly focus of the Selective Targeted Enforcement Program to accommodate emerging concerns. Sergeant Saunders is quick to implement traffic initiatives, an example of which was “Operation Light Switch” (red light education and enforcement campaign), a project run over a two-day period at high-risk intersections.

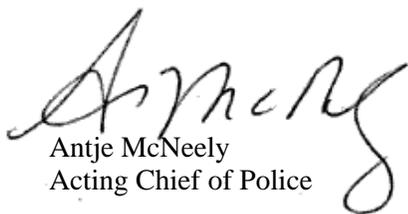
## **Holistic Approach to Road Safety**

Sergeant Saunders has shown incredible dedication to public safety through traffic enforcement and education. His passion for ensuring public safety on our highways has made a tremendous impact in the city of Kingston, as well as across the province, due to his joint forces projects with the Ministry of Transportation. He is a certified commercial vehicle inspector and has been designated by the Minister of Transportation as an Inspector pursuant to the *Dangerous Goods Transportation Act*. On average, Sergeant Saunders inspects 450 commercial motor vehicles each year, many of which he finds unsafe. In this respect, included in this submission is an article from the June 20, 2012, edition of the *Kingston Whig-Standard*.

Sergeant Saunders has greatly contributed to traffic safety within our community through the use of proactive measures and collaboration with our partners. He approaches accident reconstruction investigations with integrity, compassion, and respect for all involved. Sergeant Saunders has always shown a keen interest in traffic and is very well regarded by his fellow officers and his community for his in-depth knowledge of traffic laws.

Although Sergeant Saunders has entered his 25th year in policing, he isn't showing any signs of slowing down. He continues to give 100 percent to his vocation to the betterment of the community. As an example of his true commitment to public service, in 2007 he undertook a three-month tour of duty as a Reservist in the Canadian Forces Reserve Force as part of Canada's peacekeeping and humanitarian efforts in Afghanistan. As Information Officer at the Kandahar Airport he was involved in dangerous missions, and he readily admits that this was a life-changing experience that has left him even more appreciative of what we have as citizens of Canada. He told a local reporter that he chose to go to Afghanistan for the same reason that he became a police officer: to help people.

Sergeant Saunders' tireless efforts in the area of traffic safety have significantly helped to make the roads safer for the Kingston community, and we believe that he would be a worthy recipient of the 2012 CCMTA-Police Partnership Award.

  
Antje McNeely  
Acting Chief of Police

**Following is an excerpt from the *Kingston Whig-Standard* "Inspections All About Public Safety" by Michael Lea, June 20, 2012.**



Sgt. Steve Saunders checks underneath a truck for safety violations during a traffic enforcement blitz Wednesday afternoon. Michael Lea  
The Whig-Standard.

KINGSTON—Rudi Jones figures he dodged a \$600 bullet Wednesday afternoon. That's about how much the potential fines added up to after Sgt. Steve Saunders finished giving his dump truck the once-over at a traffic enforcement blitz set up behind the Ministry of Transportation offices on John Counter Boulevard.

Jones, from R.V. Jones Landscaping, was on the road in a dump truck his company had just bought when he was directed to the traffic blitz site. The truck itself was in decent shape but it was the paperwork that caused Jones some problems.

"So far we just had little half-tons so this is the first dump truck we've had," Jones said as he waited for Sgt. Saunders to deliver his verdict after checking pretty well everything there was to check on the truck. Following every regulation to the letter of the law can be a little difficult, said Jones. "It's hard to know. The MTO websites are a little confusing. There are just so many regulations it's good to hear from a police officer just telling you straight: This is what it's got to be and this is what you've got to do."

The only mechanical defect in the truck was a plank lining the side of the bed that wasn't held in place properly and could have bounced loose. So Sgt. Saunders was willing to cut him some slack on the paperwork violations and let him off with a warning instead of levying the possible fines. He even loaned him the tools to fix the loose plank.

"You've just met the friendliest cop in Kingston," said Saunders as he gave Jones back his licence and ownership and sent him on his way with an admonition to straighten out the paperwork ASAP. "I do appreciate it," said Jones as he drove off.

Saunders, with the city police traffic unit, said he understands the demands placed on drivers and companies when it comes to rules and regulations governing their vehicles. "When they are first starting out they tend to get misled by other people in the industry. They tell them they don't have to worry about that stuff."

But they do. "When they start out it gets confusing. It is overwhelming but they should just call the police or the Ministry of Transportation and get the facts straight on what is required for the vehicle." He said drivers have to be aware of the "magic number" of 4,500 kilograms. If your vehicle weighs that much and you use it for business there are a series of inspections you have to document.

He isn't quite as accommodating with vehicles that show up with some major mechanical issues. "The vehicle before, he had all his paperwork right, but then just signed off on his inspection that morning. When I crawled underneath I found he had 50% of his brakes out of adjustment. They weren't even working."

It's up to the individual officer and individual situation, he explained. "What we are trying to do is avert the tragedies on the road. It's not just about driver action. It's about the 3,000 to 10,000 lbs of steel you are pushing down the road."

Saunders figures he has pretty well seen it all when it comes to unfit vehicles. "It's amazing what people will drive," he said. "No floor—you can see through to the ground. Knowing full well your brakes aren't working. Bald tires, lug nuts missing, trailers not attached properly, no lights working, steering wheel falling off the dashboard. And people still drive. It's not just about running a red light. It's not just about speeding. It's about the safety of your vehicle also."

Wednesday's blitz concentrated on vehicles in the inner city and will continue on Thursday. The city police are getting some help from the Ontario Provincial Police, Belleville Police, the Ministry of the Environment and the Ministry of Transportation to check as many vehicles as possible. Saunders expected to check between 70 and 80 vehicles over the two days.

Next week they will all head down Hwy. 401 to Belleville and set up shop there. And they always seem to find plenty of vehicles that simply shouldn't be on the road. "Fifty per cent of the vehicles that we pull in, half of them don't leave because they are unfit," he said. "It's a scary number. That's the whole idea. We want to keep the unsafe vehicles off the road. It's not the inconvenience to the companies or the drivers. It's about keeping the road safe and this is how to do it."

"If your vehicle is unsafe you're not leaving here unless it is on a tow truck."

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# THE LUGNUT



Vol 1 Ed 2 2012

## KINGSTON POLICE TRAFFIC NEWSLETTER

Happy 2012! Well, here it is the second edition. This is the first volume of four for 2012. Through this newsletter, your Traffic Management Unit will pass on important updates in traffic law, traffic unit capabilities and current traffic initiatives. In addition, there will be points on current case law, radar refresher topics, obscure HTA requirements to be mindful of, court and evidence issues and commercial vehicle safety topics. Watch for the next issue in April 2012.

### **Court Evidence:**

In regards to stop sign violations, a driver shall stop at a marked stop line, or if none immediately before entering the nearest crosswalk, or if none, then immediately before entering the intersection. When gathering your evidence for the charge, note the following: 1) The road conditions; 2) That you drove through the intersection yourself and that there were no obstructions of the sign; 3) That it was a regulation stop sign; 4) Whether there was a stop line; 5) That you could see the vehicle and wheels continually moving and that at no time did you observe a stop; and 6) That there was no snow, gravel or debris approaching the sign and that you were able to slow and stop without any difficulty.

### **Graduated Drivers Licences:**

There seems to be some confusion in regards to graduated drivers licences as it relates to alcohol and passengers. A G1 driver must have a zero BAC, an accompanying driver in the front seat, (who has had a valid class G licence for at least 4 years) and a BAC less than 50 milligrams. All passengers must be in the rear seat and have a position that has a seatbelt assembly. A G1 driver cannot operate on 400 series highways or drive anywhere between the hours of midnight and 5 a.m. A G2 driver must also have a zero BAC. They do not require a licenced G driver to accompany them. The number of passengers in the vehicle cannot exceed the number of positions with seatbelt assemblies, and between midnight and 5 a.m., there must not be more than three passengers under the age of 20, unless they are family members.

**Traffic Unit Initiatives:** Kingston Police will continue the STEP ( Strategic Traffic Enforcement Program) initiatives this year. All officers will be advised of the monthly focus to assist when time permits. Remember to keep track of your stats for submission at the end of the month. The focus for January was School Bus Violations, February is Seatbelts and March is Cell Phones. Thanks to everyone who assisted last year in keeping our roads safe.

### **Radar Roundup:**

The Patrol Speed Verification test is important and easy to do. As soon as you start your patrols, note the speed on the patrol side of the unit and compare it to the speedometer. **Remember:** if the speeds do not match, that difference is either added to or subtracted from the target speed.

### **Commercial Vehicle Corner:**

Sec. 103 (1) of the HTA states that the name of the owner is required on both sides of the vehicle and must be clearly visible.

**Remember:** A commercial vehicle is a motor vehicle that is being used for other than personal use and has a registered gross weight or manufacturer's gross vehicle weight over 4500 kgs. This information is found on the plate portion of the registration or on the inside of the driver's door on the vehicle identification plate, the motor vehicle must also have a permanently attached truck or delivery body.

