



**PRINCE ALBERT BOARD OF POLICE COMMISSIONERS**  
**PUBLIC AGENDA**

**TUESDAY, APRIL 21, 2026**

**3:30 P.M.**

**MAIN BOARDROOM, 2<sup>ND</sup> FLOOR CITY HALL**

1. **LAND ACKNOWLEDGMENT:**

*“As we gather here today, we acknowledge we are on Treaty 6 Territory and Homeland of the Dakota and the Métis. We pay our respect to the First Nations and Métis ancestors of this place and reaffirm our relationship with one another.”*

2. **APPROVAL OF AGENDA:**

That the April 21, 2026 Board of Police Commissioners Public Meeting Agenda be approved as presented.

3. **ADOPTION OF MINUTES:**

3.1 Minutes of the Board of Police Commissioners Meeting held March 17, 2026.

**Page 1**

***Recommendation:***

***That the Minutes of the Board of Police Commissioners Public Meeting held on March 17, 2026, be taken as read and adopted; and, that the Board Chairperson and the Board Secretary be authorized to execute the minutes on behalf of the Board of Police Commissioners.***

4. **PRESENTATIONS:**

4.1 Signing of the Collective Bargaining Agreement dated July 1, 2024 to June 30, 2028.



**PRINCE ALBERT BOARD OF POLICE COMMISSIONERS**  
**PUBLIC AGENDA**

**TUESDAY, APRIL 21, 2026**

**3:30 P.M.**

**MAIN BOARDROOM, 2<sup>ND</sup> FLOOR CITY HALL**

**5. REPORTS:**

- 5.1 Evade Police Report – Year End (2025)

**Page 4**

***Recommendation:***

***The Board of Police Commissioners receive this report as information and file.***

- 5.2 Community Safety Officer Year End Report - 2025

**Page 17**

***Recommendation:***

***That the Board of Police Commissioners receive this report as information and file.***

- 5.3 Prince Albert Police Service Proactive Policing Strategy Costs for 2025

**Page 21**

***Recommendation:***

- 1. That the 2025 Police Special Tax Revenue, collected in the amount of \$577,126.01 as per Bylaw No. 11 of 2025, be credited to the Police Service Proactive Policing Reserve.***
- 2. That \$357,000.00 received from the Government of Saskatchewan to be used for the Police Service Proactive Policing Unit be credited to the Police Service Proactive Policing Reserve to offset 2025 costs.***
- 3. That \$775,589.21 be transferred from the Police Service Proactive Policing Reserve to the Prince Albert Police Service Operating Budget to fund the 2025 costs of the***



**PRINCE ALBERT BOARD OF POLICE COMMISSIONERS**  
**PUBLIC AGENDA**

**TUESDAY, APRIL 21, 2026**

**3:30 P.M.**

**MAIN BOARDROOM, 2<sup>ND</sup> FLOOR CITY HALL**

***Proactive Policing Unit, as part of the Multi-Year Proactive Policing Strategy.***

***4. That the remaining total surplus balance in the Proactive Policing Reserve in Year 2026 be transferred from the Police Service Proactive Policing Reserve to the Prince Albert Police Service Operating Budget to fund the 2026 costs of the Proactive Policing Unit and that the Reserve be closed ending in 2026.***

**6. CORRESPONDENCE:**

**7. DISCUSSION ITEMS:**

**8. NEXT MEETING:**

Tuesday, May 26<sup>th</sup>, 2026  
3:30 p.m.  
Main Boardroom, City Hall

**9. ADJOURNMENT - P.M.:**

That this Board do now adjourn the Public meeting.



**PRINCE ALBERT BOARD OF POLICE COMMISSIONERS**  
**PUBLIC MINUTES OF MEETING**

TUESDAY, MARCH 17, 2026

3:30 P.M.

MAIN BOARDROOM, 2<sup>ND</sup> FLOOR, CITY HALL

**PRESENT:**

Janet Carriere, Chairperson  
Cherise Arnesen, Vice Chairperson  
Mayor B. Powalinsky via phone conference  
Councillor B. Edwards  
Councillor T. Head  
Marlo Prichard

P. Nogier, Chief of Police  
F. Prince, Deputy Chief of Police  
C. Mushka, Inspector  
L. Simonson, Inspector  
A. Dumont, Human Resources Manager  
K. Toews, Finance Manager

K. Stumpf, Board Secretary

**MEDIA PRESENT:**

**PUBLIC PRESENT:**

**ABSENT:**

Linda Greyeyes-Highway

Meeting convened at 3:34 p.m.

**2. APPROVAL OF AGENDA:**

031. Moved by T Head, AND RESOLVED:

March 17, 2026

PAGE 1

**BOPC PUBLIC AGENDA - PAGE 1**

That the March 17, 2026 Board of Police Commissioners Public Meeting Agenda be approved as presented.

**3. ADOPTION OF MINUTES:**

**3.1 Minutes of the Board of Police Commissioners Meeting held February 24, 2026**

032. Moved by M. Pritchard, AND RESOLVED:

That the Minutes of the Board of Police Commissioners Public Meeting held on February 24, 2026, be taken as read and adopted; and, that the Board Chairperson and Board Secretary be authorized to execute the minutes on behalf of the Board of Police Commissioners.

**4. PRESENTATIONS:**

**5. REPORTS:**

**5.1 Control Tactics – 2025 Year End**

033. Moved by T. Head, AND RESOLVED:

That the Board of Police Commissioners receive this report as information and file.

**5.2 Public Complaints – 2025 Annual Report**

034. Moved by B. Edwards, AND RESOLVED:

That this report be received as information and filed.

**6. CORRESPONDENCE:**

7. **DISCUSSION ITEMS:**

7.1 **Board Vice Chairperson will provide feedback regarding their recent ride-along experience.**

- Board member Cherise Arnesen participated in a ride-along opportunity on March 5<sup>th</sup> with Cst Robillard where they attended multiple response calls. Cherise commended frontline members for their consistent degree of patience and professionalism while attending calls for service.
- Councillor Head expressed interest in participating in a ride-along.

8. **NEXT MEETING:**

Tuesday, April 21st, 2026  
3:30 p.m.  
Main Boardroom, City Hall

9. **ADJOURNMENT – 4:45 P.M.:**

035. **Moved by M. Pritchard, AND RESOLVED:**

That this Board do now adjourn the public meeting.

**CHAIRPERSON**

**BOARD SECRETARY**

**TITLE:** Evade Police Report – Year End (2025)

**DATE:** April 13, 2026

**TO:** Board of Police Commissioners

**PUBLIC**  **IN-CAMERA**

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## **RECOMMENDATION**

The Board of Police Commissioners receive this report as information and file.

## **STRATEGIC PLAN**

Pillar – Public Safety

- Goal 1 - Enhance core policing functions in the prevention, intervention, and suppression of illegal activity in Prince Albert
  - Tactic 1.1 – Deploy patrols based on analysis of calls for service, crime trends, criminal intelligence and community concerns
  - Tactic 1.3 - Partner with other law enforcement organizations in Saskatchewan to strategically address multi-jurisdictional criminal activity
  - Tactic 1.4 - Enhance enforcement tactics to improve road safety, with a focus on distracted, impaired, and aggressive driving, and seatbelt use
  - Tactic 1.12 – Plan and execute projects that are data driven and immediately enhance public safety in Prince Albert

## **TOPIC & PURPOSE**

To provide the Board of Police Commissioners with a year-end overview of Evade Police (Flight from Police) incidents in 2025, and to outline the Service’s ongoing, data-informed response to this public safety issue.

## **BACKGROUND**

The Prince Albert Police Service continues to monitor and respond to incidents involving vehicles failing to stop for police. These occurrences present inherent risks to public safety, including potential harm to community members, police officers, and vehicle occupants.

As previously reported, a comprehensive analytical review initiated in 2023 identified an emerging and concerning trend related to evade police incidents. This work informed both operational planning and multi-agency collaboration in 2024, including targeted enforcement initiatives and enhanced analytical support.

In 2025, the Prince Albert Police Service has continued to build on this foundation through sustained analytical monitoring, operational coordination, and a commitment to intelligence-led policing. The attached analytical report provides a detailed examination of evade police incidents over the reporting period.

## **REPORT**

The 2025 Evade Police Analytical Report identifies a total of 377 reported incidents, representing a 74% increase from 2024.

Analysis indicates that evade police incidents continue to present a complex public safety issue, influenced by both offender behavior and proactive policing efforts. Key observations include:

- Approximately 58% of incidents occurred during nighttime hours, indicating higher risk periods for both the public and police.
- Patrol members initiated the majority of traffic stops that resulted in evades, reflecting ongoing proactive enforcement.
- A significant proportion of incidents involved stolen, unidentified, or unverified vehicles, reinforcing the connection to broader criminal activity.

While the increase in reported occurrences is notable, it should be considered within the context of continued proactive policing, enhanced analytical capacity, and improved reporting practices.

Throughout 2025, the Prince Albert Police Service has continued to address this issue through intelligence-led policing and targeted enforcement strategies supported by ongoing analytical review.

The attached analytical report provides a comprehensive overview of trends, contributing factors, and enforcement outcomes related to evade police incidents in 2025.

## **ATTACHMENTS**

- Evade Police Analytical Report – 2025

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PRESENTATION: VERBAL  AUDIO/VISUAL  NONE

Written by: Inspector Mushka

Signature:



Approved by: Patrick Nogier  
Chief of Police

Signature:





*right* RESOURCE RESPONSE

# Flight from Police: Analysis Report

For Public Dissemination

Created by: Nadine Lavoie, PAPS Tactical Analyst  
Completed on: April 9, 2026

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## Overview

### **Purpose:**

The purpose of the *Flight from Police: Analysis Report* is to provide a better understanding on the issue of vehicle evades with the Prince Albert Police Service that have occurred from January to December of 2025.<sup>1</sup> Vehicles evading police will often engage in dangerous and reckless driving, creating unsafe and potentially harmful conditions for both the community and law enforcement. Additionally, there was a marked increase in flight incidents in 2023, which showed a sharp increase from previous years' reporting of flights, 141 flights reported in 2022, 196 reported in 2021, 91 reported in 2020, and 63 reported in 2019. Since 2023, the dramatic increase in the number of flight incidents has remained consistently high. In 2023 there was a record number of flight incidents with 437 and a 74% increase in flight incidents between 2024 and 2025. The current report is intended to provide an in-depth analysis of Flight from Police patterns to the PAPS administration and their community/provincial partners, to provide information that supports tactical, operational, and strategic planning considerations.

### **Method:**

Data was collected from Prince Albert Police Service records management system (RMS) through a query of incidents with Flight from Police. Data was collected from January 1 to December 31, 2025, as well as 2024 and 2023 for yearly comparison.

### **Considerations:**

The reported statistics can vary based on how and when data is collected, how it is coded, and changes in reporting and coding procedures. Therefore, findings in this report may differ from previous and future reports as a result.

The records of Flight from Police Occurrences can contain missing key information for accurately identifying repeated vehicle occurrences. There can also be differences in how information is documented, which can cause variations in analysis from previous and future reports. Therefore, the reported statistics are an estimate based on records and analysis.

Lastly, a **Glossary** of key terms are attached as a PDF to this document to provide readers with references of the key terms and definitions found throughout the report.

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<sup>1</sup> **Flight from Police:** is an occurrence where a motor vehicle fails to stop as soon as it is reasonable in the circumstances while being pursued by a Police Officer.



## Key Findings

- Annual total for Flight from Police reports in 2025 is **377** (pg. 3, Table 1).
- In **comparison to 2024 to 2025**, there was a **74% increase** of Flight from Police occurrences (pg. 3, Table 1).
- **March** reported the **highest** number for Flight from Police reports in **2024 and 2025** (pg.3, Table 1).
- **Nighttime (10PM to 4:59AM)** has the **highest** occurrences for Flight from Police in **2023, 2024, and 2025** (pg. 5, Table 3).
- In 2025, **nighttime** vehicle evades **make up 58%** of all Flight from Police reports in 2025 (pg. 5, Figure 3).
- **Out of 377 Flight from Police reports, the top reasons** Police conducted a **traffic stop** was for a stolen vehicle (14%), speeding (12%), and suspicious behaviour (10%) (pg. 5, Table 4).
- Out of 377 Flight from Police reports, **92% of traffic stops were initiated by Police**, and 8% were initiated by public complaint through calls for service (pg. 6, Figure 4)
- Highest reported zone for Flight from Police occurrences was Zone 10 (pg. 6, Table 5).
- Average age of drivers observed in vehicles involved in flights was male 29 and female 27 (pg. 6, Table 6).
- There was a total of **286 vehicles involved in Flight from Police** in 2025, **24% were stolen vehicles**, 7% had mismatched license plates, 32% were unknown, and **37% were non-stolen vehicles** (pg. 7, Table 5).
- Out of **377 reports, 40% involved a non-stolen vehicle, 29% involved a stolen vehicle**, 24% were from unknown vehicles, and 7% were from vehicles with mismatched license plate (pg. 7, Table 7).
- The top Criminal Code charges related to vehicle offences in Flight occurrences in 2025 are **Flight from Peace Officer (39 charges)** and **dangerous operation of motor vehicle (32 charges)**, (pg. 8, Table 9).
- Out of the sample of **48 Summary Offence Tickets** (handed out to registered owners of vehicles involved in flights), **31% failed to attend court** and were found **guilty, 33.2% withdrawn, 16.7% pending court, 14.6% paid, and 4.2% unknown** (pg. 8, Table 8).

### Monthly and Yearly Comparison

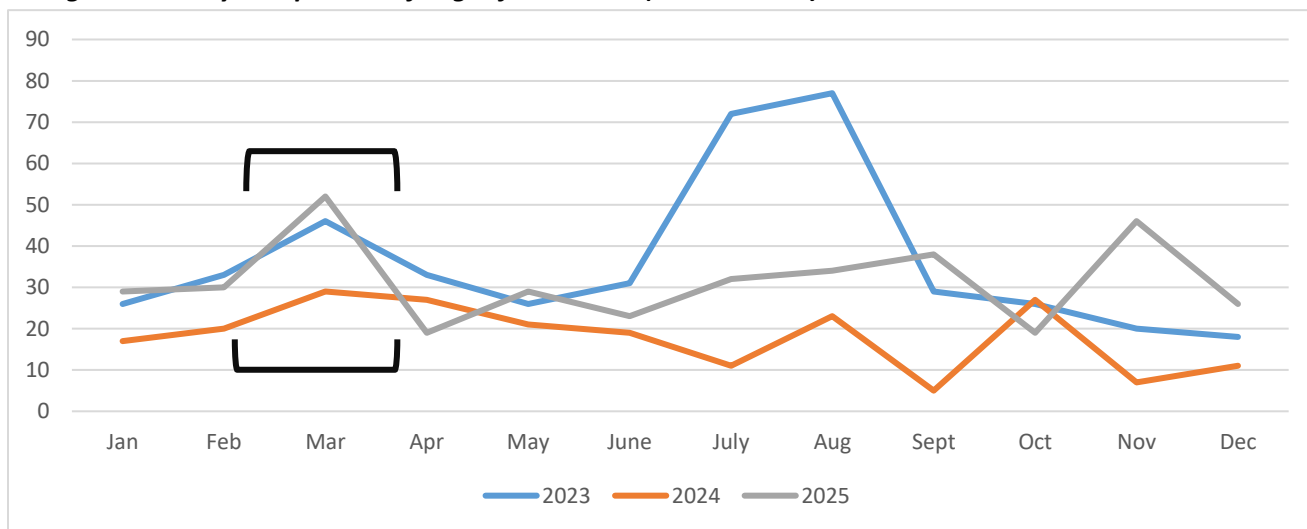
Monthly and yearly comparison of Flight reports can be viewed in **Table 1** and **Figure 1**.

**Findings:** March was the highest month reported for both 2025 at 52 occurrences, and 2024 with 29. August was the highest month reported for 2023 at 77 occurrences. Overall, there was a 74% increase from 2024 to 2025. The data also shows a trend between 2023 to 2025 of a common rise of occurrences in March, which is highlighted in brackets in Figure 1.

**Table 1: Monthly and Yearly Comparison of Flight from Police Occurrences.**

	2023	2024	2025	Comparison between 2024 - 2025
January	26	17	29	
February	33	20	30	
March	46	29	52	
<b>Q1 Total</b>	<b>105</b>	<b>66</b>	<b>111</b>	<b>68% Increase</b>
April	33	27	19	
May	26	21	29	
June	31	19	23	
<b>Q2 Total</b>	<b>90</b>	<b>67</b>	<b>71</b>	<b>6% Increase</b>
July	72	11	32	
August	77	23	34	
September	29	5	38	
<b>Q3 Total</b>	<b>178</b>	<b>39</b>	<b>104</b>	<b>166.6% Increase</b>
October	26	27	19	
November	20	7	46	
December	18	11	26	
<b>Q4 Total</b>	<b>64</b>	<b>45</b>	<b>91</b>	<b>102% Increase</b>
<b>Annual Total</b>	<b>437</b>	<b>217</b>	<b>377</b>	<b>74% Increase</b>

**Figure 1: Yearly Comparison of Flight from Police (2023 to 2025)**





### Comparison Between Municipal Police Services

**Table 2** provides a comparative analysis between municipal police services on Flight from Police incidents in 2025. A comparative analysis offers an examination of similarities, differences, and patterns between Police Services to provide a better understanding of Flight incidents happening within different communities.

**Findings:** Prince Albert Police Service highest month is March, and Regina Police Service is April and July. Despite Regina having 6.5x the population compared to Prince Albert; there are **triple the number of Flight from Police occurrences in Prince Albert** compared to what is occurring in Regina in 2025.

**Table 2: Municipal Police Services Flight from Police in 2025**

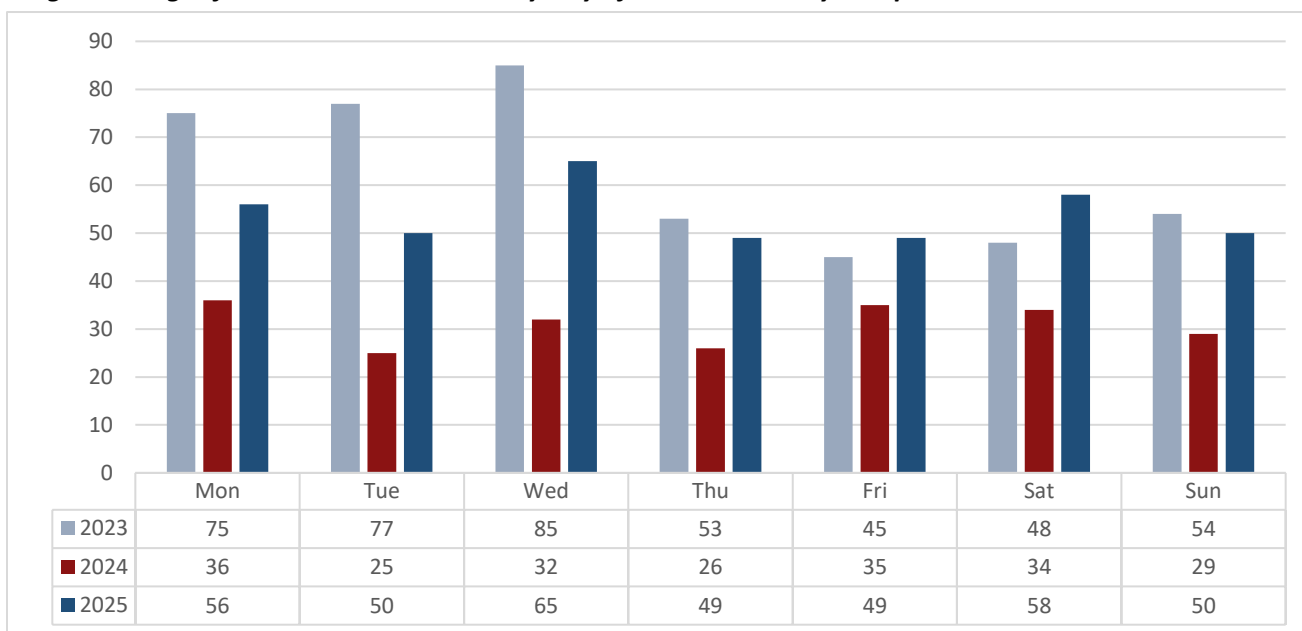
	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Oct	Nov	Total
<b>Prince Albert</b>	29	30	<b>52</b>	19	29	23	32	34	38	19	46	<b>351</b>
<b>Regina</b>	9	10	9	<b>14</b>	6	7	<b>14</b>	8	7	8	9	<b>101</b>

*Note: **December was not included** in the data set as the information was requested in December of 2025.*

### Day of the Week

**Figure 2** shows Flight from Police occurrences from 2023 to 2025 based on the day of the week. When examining Figure 2, Wednesday reports the highest number of occurrences for 2023 and 2025. Highest reported day for 2024 is Monday.

**Figure 2: Flight from Police Occurrences by Day of the Week Yearly Comparison**

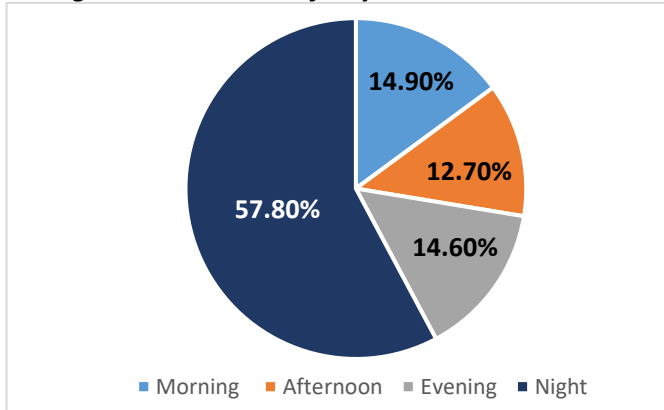


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### Time of Day

Time of day was examined through time periods of morning (5am to 11:59am), afternoon (12pm to 4:59pm), evening (5pm to 9:59pm) and night (10pm to 4:59am). The highest reported time of day in 2025 was **Night** with **218 Flight occurrences** (Table 3). Overall, nighttime occurrences make up 58% of all Flight reports in 2025 (Figure 3). In addition, nighttime is the highest time of day for occurrences in 2023 and 2024 (Table 3).

**Figure 3: 2025 Time of Day Occurrences**



**Table 3: Flight from Police Occurrences by Time of Day**

	2023	2024	2025
<b>Morning 5am - 11:59am</b>	70	46	56
<b>Afternoon 12pm - 4:59pm</b>	43	37	48
<b>Evening 5pm - 9:59pm</b>	51	29	55
<b>Night 10pm - 4:59am</b>	<b>273</b>	<b>105</b>	<b>218</b>

### Initial Reasons for Conducting a Traffic Stop

**Table 4** reports the top reasons police conducted a traffic stop based on Flight from Police reports.

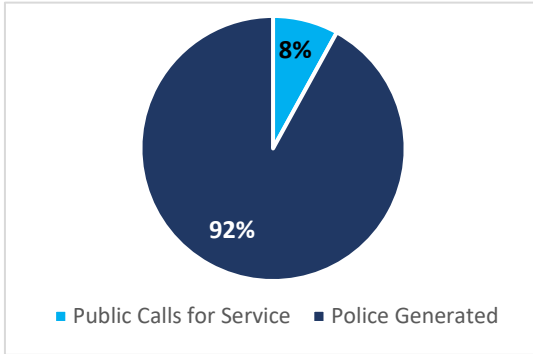
<b>Table 4: Top Reasons for Conducting a Traffic Stop in 2025</b>
- <b>Stolen Vehicle* (14%)</b>
- <b>Speeding* (12%)</b>
- <b>Suspicious Behaviour* (10%)</b>
- Vehicle Lights Not On* (8%), and Dangerous Driving* (8%)
- Previous Flight* (7%)
- Routine Check* (6%)
- Expired License Plate* (5%), and Disobey Traffic Signs* (5%)

**Note:** Observed vehicle may present more than one reason for Police to Initiate a traffic stop.

**\*View Appendix A: Initial Reasons for Traffic Stops** for definitions on reasons for conducting a traffic stop.

### Vehicle and Driver Complaints

Figure 4: Vehicle and Driver Complaints



Initial reasons for conducting a traffic stop can be generated by two methods, either by police or through calls for service from public complaints.

**Findings:** Out of the 377 Flight from Police occurrences, 92% of traffic stops are initiated by Police, and 8% are from calls for service.

### Locations of Flight from Police Incidents

Table 5 provides the zones where Flight from Police occurred in 2025. Results from the table show that **Zone 10 had the highest number of occurrences.**

Table 5: Flight from Police Occurrences by Zone (2025)

2025	Zone 7	Zone 8	Zone 9	Zone 10	Zone 12
Q1	19	13	26	31	22
Q2	13	14	9	24	11
Q3	28	12	15	34	15
Q4	21	7	11	37	15
<b>Total:</b>	<b>81</b>	<b>46</b>	<b>61</b>	<b>126</b>	<b>63</b>

### Demographics

Figure 5 reports the driver’s gender observed in vehicles involved in Flight from Police occurrences. Table 6 provides the average drivers age based on identified drivers.

Figure 5: Observed Sex of Drivers

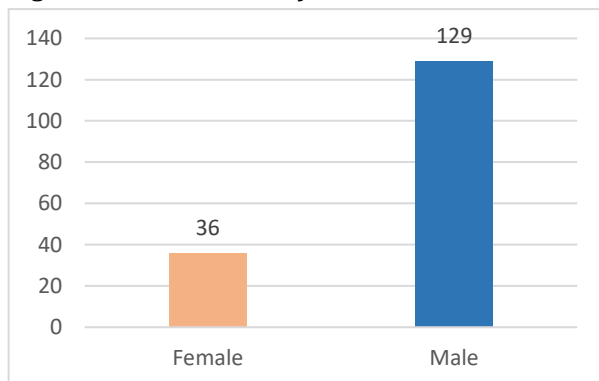


Table 6: Age of Identified Drivers

	Age
Female	27
Male	29



### Stolen Vehicle Occurrences

#### Table 7 Definitions:

**Stolen vehicle** is any license plate queried and recorded as stolen on CPIC.

**Mismatched LPN** (license plate number) is when a vehicle has a license plate that does not match the vehicle the license plate is registered to. When this occurs, it is a signal to officers the operator / passengers in the vehicle are deliberately hiding the identity of the vehicle, suggesting it is either stolen or unregistered.

**Non-Stolen Vehicle** is any vehicle license plate that is queried and not reported on CPIC as stolen.

**Unknown Vehicle:** Majority of unknown vehicles were due to Police being unable to obtain the full license plate on the vehicle (e.g., snow covered plate, plate was dirty, no plate on vehicle, distance between police car and vehicle, or weather conditions).

#### Table 7 Findings:

- There was a total of **286 vehicles** involved in **377 Flight from Police reports** in 2025.
- Out of the 286 vehicles, **32% were unknown** vehicles involved in flights. The **91 unknown vehicles** make up **24% of all Flight from Police** reports in 2025.
- **Stolen vehicles** make up **24% of all vehicles** involved in flights. The **70 stolen vehicles** make up **29%** of all Flight from Police reports in 2025.
- **Mismatched LPN** makes up **7% of all vehicles** involved in flights. The **20 mismatched LPN vehicles** make up **7% of all reports** in Flight from Police in 2025.
- Lastly, **non-stolen vehicles** make up **37% of all vehicles** involved in flights. The **105 non-stolen vehicles** make up **40%** of all Flight from Police reports in 2025.

**Table 7: Stolen Vehicles Involvement in Flight from Police for 2025**

Based on Vehicles in Flight from Police	Total	%	Based on Vehicle Occurrences in Flight from Police Reports	Total	%
<b>Stolen Vehicles</b>	70/286	<b>24%</b>	<b>Stolen Vehicles</b>	108/377	<b>29%</b>
<b>Mismatched LPN</b>	20/286	<b>7%</b>	<b>Mismatched LPN</b>	28/377	<b>7%</b>
<b>Unknown Vehicles</b>	91/286	<b>32%</b>	<b>Unknown Vehicles</b>	91/377	<b>24%</b>
<b>Non-Stolen Vehicles</b>	105/286	<b>37%</b>	<b>Non-Stolen Vehicles</b>	150/377	<b>40%</b>



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### Summary Offence Tickets

A small sample size of 48 Summary Offence Tickets (SOTI) was examined from 34 Flight from Police reports between August to December of 2025. Out of the 48 SOTI's, there were 22 individuals who received a ticket for a Flight from Police incident. **Table 8** provides the status summary of the 48 SOTI's.

Definitions for the ticket status are:

- **Withdrawn / Certificate of Service** - occurs when the certificate of service was completed incorrectly, if the Prince Albert Traffic Prosecutor does not receive the certificate of service, the ticket is withdrawn.
- **Withdrawn / Offence Relates to**- occurs when the offence relates to (Summons or Offence Notice) was incorrect.
- **FTA/ Def Con** - occurs when the individual fails to attend court and is found guilty and given 30 days to pay the fine.

**Table 8: Status Summary of the 48 SOTI's from August to December 2025.**

	Withdrawn / Certificate of Service	Withdrawn / Offence Relates To	FTA/ Def Con	Paid Tickets	Pending Court	Withdrawn at Officer Request	Unknown
<b>Total:</b>	13	2	15	7	8	1	2
<b>Percentage:</b>	27%	4.2%	31.2%	14.6%	16.7%	2%	4.2%

*Note: Data was collected on January 8, 2026.*

### Vehicle Offences

**Table 9** reports the number of Criminal Code charges related to vehicle offences in Flight from Police reports in 2025, and **Table 10** shows the charge statuses for these charges.

**Table 9: Charges Related to Flight from Police 2025**

Criminal Codes	Q1	Q2	Q3	Q4	Total:
<b>Dangerous Operation (S. 320. 13 c.c.)</b>	5	14	7	6	32
<b>Flight from Peace Officer (S. 320.17 c.c.)</b>	7	15	10	7	39
<b>Total:</b>	12	29	17	13	71

**Table 10: Status of Charges Related to Flight from Police 2025**

Criminal Codes	Pending	Withdrawn	Convicted	Stay of Proceedings	Total
<b>Dangerous Operation (S. 320. 13 c.c.)</b>	17	13	1	1	32
<b>Flight from Peace Officer (S. 320.17 c.c.)</b>	20	8	10	1	39
<b>Total:</b>	37	21	11	2	71
<b>Percentage:</b>	52%	30%	15%	3%	

Some of the common additional charges related to the Flight occurrences are Fail to Comply with Probation Order (S. 733 c.c.), Fail to Comply with Order (S. 145(5) c.c.), and Unauthorized Possession of a Firearm in a Motor Vehicle (S. 94 c.c.).



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### Appendix A: Initial Reasons for Traffic Stops

Appendix A was created based off common codes and phrases within calls for service and Flight from Police incident descriptions.

Initial Reasons	Definitions
<b>Dangerous Driving</b>	Driving in a reckless and dangerous manner (e.g., illegal U-turn, swerving, turning fast, driving at inconsistent speeds, or almost causing an MVA/MVC).
<b>Disobey Traffic Sign</b>	Vehicle was observed driving through a red light and/or failing to stop for stop sign.
<b>Expired Plate</b>	Plate on the vehicle is expired.
<b>Previous Flight</b>	Vehicle was recently involved in previous Flight from Police.
<b>Routine Check</b>	To check driver and vehicle for license, registration, and/or sobriety.
<b>Suspicious Behavior</b>	Suspicious activity from the vehicle or the driver.
<b>Stolen Vehicle</b>	Vehicle description and plate were a match to a stolen vehicle on CPIC.
<b>Speeding</b>	Observed vehicle driving noticeably higher or at a dangerous speed for the posted speed limit.
<b>Vehicle Lights Not On</b>	Vehicle was observed not having headlights and/or taillights on.



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**TITLE:** Community Safety Officer Year End Report - 2025

**DATE:** April 8, 2026

**TO:** Board of Police Commissioners

**PUBLIC**  **IN-CAMERA**

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## **RECOMMENDATION**

That the Board of Police Commissioners receive this report as information and file.

## **STRATEGIC PLAN**

Pillar – Public Safety

- Goal 1 – Enhance core policing functions in the prevention, intervention, and suppression of illegal activity in Prince Albert
  - Tactic 1.1 Deploy patrols based on analysis of calls for service, crime trends, criminal intelligence and community concerns
  - Tactic 1.2 – Increase the visibility of community patrols
  
- Goal 3 – Work with Community Partners to Ensure that High-Risk Populations in Prince Albert are Provided with the Best Service Possible
  - Tactic 3.4 – Partner with Community Safety and Well Being at CoPA
  - Tactic 3.5 – Share information with community about non-police resources that may be more appropriate for their needs

## **TOPIC & PURPOSE**

To provide the Board of Police Commissioners with a year-end overview of the Community Safety Officer (CSO) program in 2025, including operational activity, community impact, and program capacity.

## BACKGROUND

The Community Safety Officer (CSO) program supports frontline policing by addressing lower-complexity calls for service, engaging in proactive enforcement, and strengthening community partnerships. The program plays a key role in crime prevention, public safety education, and community engagement, while allowing sworn members to focus on higher-priority policing demands.

Throughout 2025, CSOs continued to support a wide range of initiatives, including property-related investigations, traffic and bylaw enforcement, Crime Prevention Through Environmental Design (CPTED) initiatives, and engagement with vulnerable populations.

## REPORT

### Staffing

Staffing levels had a significant impact on program capacity in 2025. For the majority of the year, the unit operated with one active Community Safety Officer, following a transition period and the eventual retirement of a long-serving member.

Despite these challenges, the CSO program continued to provide meaningful support to frontline operations and community safety initiatives.

In late 2025, two additional CSOs were hired and began training, positioning the program for increased capacity and enhanced service delivery moving into 2026.

### Statistics

<b>CSO REPORT - 2025 Totals</b>	
<b>Description</b>	<b>Calls/Reports/Tickets</b>
Crime Prevention Educational Programs & Public Events Attended	40-50 7 CPTED Files, average 2-3 Public Events per/month
SOTI's Issued	81
Bylaw Tickets Issued	9
Warnings Issued	2
Calls CSOs attended to support local police (Mischiefs, Theft Under 5000, Curfew Checks)	1,309 Average 109 Call/Month
Proactive Calls/Initiatives	1,297 including 303 Neighborhood Strengthening 5 Adopt a School

Number of Bylaws Calls/First Nation Laws Enforced	26
Court Days Attended	6
Vehicle Seizures	4
Assists to other Agencies (Social Services, Health)	24
Number of Times an ASD has been used	0
Traffic Stops	331 Combined Queries/Stops
Number of Transports (Public Safety and Youth Detox)	1
Investigative Reports Submitted	368

The reduction in overall activity compared to 2024 is attributed primarily to reduced staffing levels. The implementation of the Alternative Call Response (ACR) Unit and increased capacity within municipal bylaw services also enhance services designed to complement the front line.

### **Community Engagement & Operational Support**

CSOs continued to play an important role in community engagement and problem-solving initiatives throughout 2025. Their work included:

- Participation in community events and public safety initiatives
- Ongoing engagement with schools, senior populations, and local organizations
- Support for CPTED assessments at identified problem locations
- Collaboration with partner agencies to address social disorder and support vulnerable individuals

In addition, CSOs contributed to broader enforcement and public safety initiatives, including targeted projects and high-visibility deployments.

### **Mobile Complex Needs Initiative**

In 2025, the Community Safety Officer program continued to support the City of Prince Albert’s Mobile Complex Needs initiative, led through the Community Safety and Well-Being framework. CSOs participate in regular multi-agency engagement alongside public safety and social service partners, working collaboratively to identify and support individuals with complex needs.

Through this coordinated approach, CSOs assist in connecting vulnerable persons within the community to appropriate services, including housing, health, and social supports. This ongoing collaboration enhances information sharing, improves service coordination, and contributes to more effective, long-term community safety outcomes.

**Summary**

Despite operating with reduced staffing for much of 2025, the CSO program continued to deliver meaningful contributions to community safety, crime prevention, and frontline support.

The addition of two new CSOs in late 2025 positions the program for renewed capacity and continued growth. As staffing stabilizes in 2026, the program is expected to enhance its impact through increased visibility, proactive enforcement, and strengthened community partnerships.

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**PRESENTATION: VERBAL  AUDIO/VISUAL  NONE**

**Written by: Inspector Mushka**

**Signature:** 

**Approved by: Patrick Nogier  
Chief of Police**

**Signature:** 



# PRINCE ALBERT POLICE SERVICE Board Report

**TITLE: Prince Albert Police Service Proactive Policing Strategy Costs for 2025**

**DATE: April 13, 2026**

**TO: Chief of Police**

**Board of Police Commissioners**

**PUBLIC:**

**IN CAMERA:**

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## RECOMMENDATION:

1. That the 2025 Police Special Tax Revenue, collected in the amount of \$577,126.01 as per Bylaw No. 11 of 2025, be credited to the Police Service Proactive Policing Reserve.
2. That \$357,000.00 received from the Government of Saskatchewan to be used for the Police Service Proactive Policing Unit be credited to the Police Service Proactive Policing Reserve to offset 2025 costs.
3. That \$775,589.21 be transferred from the Police Service Proactive Policing Reserve to the Prince Albert Police Service Operating Budget to fund the 2025 costs of the Proactive Policing Unit, as part of the Multi-Year Proactive Policing Strategy.
4. That the remaining total surplus balance in the Proactive Policing Reserve in Year 2026 be transferred from the Police Service Proactive Policing Reserve to the Prince Albert Police Service Operating Budget to fund the 2026 costs of the Proactive Policing Unit and that the Reserve be closed ending in 2026.

## STRATEGIC PLAN:

2024 Operational Plan – Goal 9 – Accountable Financial Practices

**TOPIC & PURPOSE:**

To provide a breakdown of the 2025 Police Service Proactive Policing Unit spending.

**BACKGROUND:**

Multi-Year Proactive Policing Strategy – Prince Albert Police Service

City Council on May 3, 2021, approved the following motion:

*“That the City transfers to the Prince Albert Board of Police Commissioners the funding amount of \$554,000 annually to be directed to the Proactive Policing Strategy for the Prince Albert Police Service; and,*

*That the unspent funds from the City transfer of \$554,000 annually be forwarded to the Police Service Proactive Policing Reserve created specifically to fund the proposed six (6) year Multi-Year Proactive Policing Strategy for the Prince Albert Police Service.”*

Bylaw No. 10 of 2022

City Council approved Bylaw No. 10 of 2022, a bylaw of the City to raise the revenue for police services in 2022.

The Bylaw states that a Special Tax shall be levied against all properties listed in the Bylaw that benefit from policing services within the current year. The Bylaw states the estimated cost of the purpose or service is \$554,600, pursuant to the approved Budget.

The Police Special Tax is \$35.00 per door.

Special Tax

A municipality may pass a special tax bylaw to raise revenue for a specific service or purpose. Public notice is required. The service or purpose must be completed within the taxation year. Special taxes are added to the tax roll and collected with property taxes.

Subsection 278(1) of the *Cities Act* provides that the use of the revenue raised by a special tax **must be used for that specific service or purpose stated in the bylaw**. Subsection 278(2) of the *Cities Act* then states that when there is excess revenue generated from the special tax (i.e. actual expenses are less than the actual revenue from the special tax), the City shall give public notice of the use to which it proposes to put the excess revenue. This requirement in subsection 278(2) will allow for transparency between the City and residents as to what their tax dollars are being used for.

### 2026 POLICE Special Tax

Budget Committee, at its meeting of November 21, 2025 approved the following motion regarding the 2026 Police Special Tax:

*“That The City eliminate the collection of the Proactive Policing Levy as an additional taxation source.”*

As approved by Council, the Police Special Tax is eliminated in Year 2026.

### **PROPOSED APPROACH & RATIONALE:**

The evolution of crime and community challenges over the past few years has underscored the need to refine the mandate of the Proactive Policing Unit (PPU). Throughout 2025, PPU continued to provide substantial contributions through a dual focus on both proactive and reactive investigations. Not only has the PPU been instrumental in identifying and neutralizing emerging crime trends, but it has also provided critical investigative support to frontline officers during complex incidents. This combined approach has resulted in improved response times, enhanced intelligence sharing, and stronger collaboration with specialized task forces, all of which have reinforced public confidence in our service.

In light of these accomplishments, it is evident that the original outline of the unit no longer fully addresses the evolving needs of our community or the operational realities faced by the service. The report clearly demonstrates that while the proactive enforcement elements have been vital, there is an increasing demand for dedicated special investigations support to assist frontline personnel. By steering away from the initial mandate, our revised approach seeks to formalize the dual role of the PPU. This new direction will not only maintain its proactive enforcement initiatives but also establish a clear framework for specialized investigative functions, ensuring that emerging crime patterns and high-demand service calls are managed more effectively.

Adapting the PPU’s mandate in this manner will better allocate resources, enhance operational efficiency, and ultimately provide a more robust response to both ongoing and emergent criminal activities. This strategic reorientation aligns with our commitment to balancing workload among personnel, strengthening community safety, and sustaining proactive policing efforts that are responsive to the dynamic landscape of crime in our service area.

The actual operational costs for 2025 for the Proactive Policing Strategy were as follows:

<b>Proactive Policing Unit</b>	
<b>Operational Costs</b>	
Salaries and Benefits (includes 2024 Retro)	711,241.00
Fleet	56,673.00
Operating Supplies	7,675.00
<b>Total 2025 Cost</b>	<b>\$ 775,589.00</b>

#### **FINANCIAL IMPLICATIONS:**

Based on the recommendations, the 2025 ending balance of the Proactive Policing Reserve is as follows:

<b>Police Service Proactive Policing Reserve</b>	
<b>Year 2021</b>	
Council Approval for Multi Year Proactive Policing Strategy (Council Resolution #191 dated May 3,2021)	(554,000.00)
Proactive Police Strategy Spending for 2021 Capital Spending	90,222.95
<b>Reserve Ending Year 2021</b>	<b>\$ (463,777.05)</b>
<b>Year 2022</b>	
Police Special Tax -Bylaw No. 10 of 2022	(554,600.00)
Proactive Police Strategy Spending for 2022 Operational Spending	447,568.39
Capital Spending	214,672.87
<b>Reserve Ending Year 2022</b>	<b>\$ (356,135.79)</b>
<b>Year 2023</b>	
Police Special Tax -Bylaw No. 10 of 2022	(553,439.46)
City Transfer – 2023 Operating deficit	15,076.67
Proactive Police Strategy Spending for 2023 Operational Spending	534,178.00
<b>Reserve Ending Year 2023</b>	<b>\$ (360,320.58)</b>
<b>Year 2024</b>	
Police Special Tax – Bylaw No. 10 of 2022	(551,852.00)
Proactive Police Strategy Spending for 2024 Operational Spending	608,489.00
<b>Reserve Ending Year 2024</b>	<b>\$ (303,683.58)</b>

<b>Year 2025</b>	
Police Special Tax – Bylaw No. 10 of 2022	<b>(577,126.01)</b>
Safer Communities And Neighbourhoods – Government Funding	(357,000.00)
Proactive Police Strategy Spending for 2025 Operational Spending	775,589.21
<b>Reserve Ending Year 2025</b>	<b>\$ (462,220.38)</b>

**ATTACHMENTS:**

1. Revised Multi-year Proactive Policing Strategy with the actual spending year to date.
2. Police Special Tax- Bylaw No. 10 of 2022

**PRESENTATION:**    **VERBAL**             **AUDIO/VISUAL**             **NONE**

**Written by:**    **Kerby Toews**  
                         **Finance Manager**

**Signature:** *Kerby Toews*

**Approved by:** **Patrick Nogier, Chief of Police**

**Signature:**

<b>Multi - Year Proactive Policing Strategy - Prince Albert Police Service</b>						
	<b>2021 Actuals</b>	<b>2022 Actuals</b>	<b>2023 Actuals</b>	<b>2024 Actuals</b>	<b>2025 Actuals</b>	<b>2026</b>
<b>Salaries and Benefits</b>						
<b>Salary for Officers</b>		370,498	478,696	549,938	661,442	724,721
2024 Retro					7,124	
2025 Retro					42,675	
<b>Total Salaries</b>	0	370,498	478,696	549,938	711,241	724,721
<b>Ongoing expenses</b>						
3 vehicles		52,860	52,860	54,974	56,673	56,673
MDT and Camera replacement						
Boot & Glove allowance						
Clothing						
Supplies		1,211	2,622	3,577	7,675	8,470
Training						
Taser 7		22,999				
Vests						
	0	77,070	55,482	58,551	64,348	65,143
<b>Total cost per year</b>	<b>90,223</b>	<b>662,241</b>	<b>534,178</b>	<b>608,489</b>	<b>775,589</b>	<b>789,864</b>
Estimated revenue	(554,000)	(554,600)	(553,439)	(551,852)	(577,126)	0
City Transfer - 2023 Operating deficit			15,077			
Revenue - SCAN Funding					(357,000)	(476,000)
5 year running surplus	(463,777)	(463,777)	(356,136)	(360,321)	(303,684)	(462,221)
<b>5 year running surplus (deficit)</b>	<b>(463,777)</b>	<b>(356,136)</b>	<b>(360,321)</b>	<b>(303,684)</b>	<b>(462,221)</b>	<b>(148,357)</b>

# CITY OF PRINCE ALBERT BYLAW NO. 10 OF 2022

*A Bylaw of The City of Prince Albert to raise revenue for police services in 2022.*

WHEREAS pursuant to Section 275(1) of *The Cities Act* a Council may pass a special tax bylaw to raise revenue to pay for any specific service or purpose to be completed within the taxation year;

AND WHEREAS pursuant to Section 275(2) of *The Cities Act* a special tax bylaw must be passed annually;

AND WHEREAS pursuant to Sections 275(3) of *The Cities Act* public notice has been given.

NOW THEREFORE THE COUNCIL OF THE CITY OF PRINCE ALBERT IN OPEN MEETING ASSEMBLED ENACTS AS FOLLOWS:

## **Police Special Tax:**

1. A Special Tax shall be levied against all properties as listed in Section 3, all such properties benefiting from police services within the current year.
2. The estimated cost of the purpose or service referred to in Section 1 is \$554,600, pursuant to the approved budget.
3. The rate of special tax to be charged against each parcel is:

a. Residential	\$35
b. Agriculture	\$35
c. Condominium	\$35
d. Care Home and Group Home	\$35
e. Multi-Family per Apartment	\$35
f. Commercial, Railway and Vacant Multi-Family	\$35

4. Any person who considers that an error or omission was made in the application or calculation of the special tax on his or her property may notify the municipality in writing by June 30<sup>th</sup>, 2022, requesting the Council to review the application or calculation of the tax rate regarding the property in question.
5. The administrator will notify the persons, who have requested a review, of the time and date the Council will meet to hear and review the requests.
6. The taxes that are levied will be added to the tax roll as a special assessment against the property, when they become due and payable, and are recoverable in the same manner as other taxes.

**Coming Into Force**

1. This Bylaw shall come into force and take effect on, from and after the 1<sup>st</sup> day of January, 2022. The rates imposed for 2022 are deemed to be imposed from January 1, 2022.

INTRODUCED AND READ A FIRST TIME THIS 28<sup>th</sup> DAY OF March , AD 2022.  
 READ A SECOND TIME THIS 28<sup>th</sup> DAY OF March , AD 2022.  
 READ A THIRD TIME AND PASSED THIS 29<sup>th</sup> DAY OF March , AD 2022.



MAYOR



A/CITY CLERK