

2021-2022 Resolutions

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Support for 2020 Model Ordinance for Alarm Management and False Alarm Reduction

Submitted by: Private Sector Liaison Section

PSLS.01.21 (adopted September 2021)

WHEREAS, the International Association of Chiefs of Police (IACP) supports efforts of the life safety, alarm, and electronic security industries, represented by the Security Industry Alarm Coalition; and

WHEREAS, IACP recognizes the importance of strong relationships between law enforcement and the private sector; and

WHEREAS, IACP recognizes the importance of accountability in false alarm reduction to maximize officer safety and efficiency in the deployment of law enforcement resources; and

WHEREAS, IACP acknowledges that correctly installed, operated and monitored electronic security systems are effective resources which help to deter crime, assist in apprehensions, reduce property loss and potentially save lives; and

WHEREAS, IACP recognizes the need to focus on the credibility of alarms received by Public Safety Answering Points/Emergency Communication Centers from alarm companies and private entities through the establishment of best practices as contained in this Model Ordinance for Alarm Management and False Alarm Reduction, duly vetted and recommended by the Private Sector Liaison Section; and

WHEREAS, IACP recognizes the need for and value of enforcement tools and alarm management processes recommended in this Model Ordinance to achieve the desired reduction in alarm dispatches experienced by police agencies; therefore, be it

RESOLVED, that the IACP encourages the use of the 2020 Model Ordinance for Alarm Management and False Alarm Reduction and all of the leading practices it contains by law enforcement agencies and the communities they serve.

Support for Incorporating and Enhanced Response to Victims as a Priority in Daily Law Enforcement Operations

Submitted by: Victim Services Committee

VSC.02.21 (adopted November 2021)

WHEREAS, the International Association of Chiefs of Police, with support and funding from the Office for Victims of Crime, Office of Justice Programs, U.S. Department of Justice, has developed, field tested, validated, and updated the "Enhancing Law Enforcement Response to Victims Strategy"; and

WHEREAS, the 1999 "What Do Victims Want?" National Summit identified the seven critical needs of all victims: safety, support, information, access, continuity, voice, and justice; and

WHEREAS, the "Enhancing Law Enforcement Response to Victims Strategy" focuses on all victims of all crimes, and was developed around four core areas: leadership, partnering, training, and performance monitoring; and

WHEREAS, an enhanced response to crime victims involves treating all victims and their families with empathy, compassion, and respect to maximize feelings of safety and security; provide access to information and referrals for assistance; inform victims of their rights and what to expect as their cases move forward; and avoid victim blaming; and

WHEREAS, effective response to victims is the responsibility of all law enforcement personnel, across ranks and disciplines; and

WHEREAS, addressing the seven critical needs of victims through enhanced response strategies can lead to increased law enforcement legitimacy and community trust; and

WHEREAS, the Enhancing Law Enforcement Response to Victims Strategy, 2nd edition includes updated foundational Strategy documents, videos, sample material, and templates and is available to all law enforcement agencies free of charge; therefore, be it

RESOLVED, that the International Association of Chiefs of Police (IACP) calls upon every chief of police to incorporate into their organization's daily operations an improved victim response philosophy outlined in the "Enhancing Law Enforcement Response to Victims Strategy."

Resolution to Combat the Dramatic Increase in Traffic Fatalities

Submitted by: State and Provincial Police, State Associations of Chiefs of Police, Midsize Agencies, and Global Policing Divisions, and the Highway Safety Committee

SP.03.21 (adopted November 2021)

WHEREAS, patterns of motor vehicle traffic were significantly changed as a result of the COVID-19 pandemic across the entire world. These changes brought about significantly less travel and reduced congestion; and

WHEREAS, one of the side effects of the reduced congestion has been a dramatic increase in speeding with many agencies reporting twice the number of violators traveling in excess of 100 miles per hour/161 kilometers per hour; and

WHEREAS, enforcement and educational efforts related to traffic safety throughout the COVID-19 pandemic were diminished as a result of social distancing and other health factors related to the pandemic; and

WHEREAS, over one year later, traffic fatalities across the world have markedly increased. Increases in 2020 when compared to 2019 include 7.2 % in the United States, 6.4% in Ireland, 21.4% in Switzerland, and 22% in Ontario, Canada; and

WHEREAS, anyone who uses a road to drive, bike, or walk, is now at greater risk of being injured or killed in a traffic crash. In 2020, while the United States experienced a 13.2% decrease in vehicle miles traveled, it saw an increase in the fatality rate to 1.37 deaths per 100 million vehicle miles traveled, an increase of 23% over 2019 and eroding over 13 years of progress; and

WHEREAS, in the United States the vast majority of serious crashes are due to dangerous choices or errors people make behind the wheel. Occupant ejections are up over 20%, speed as a factor in fatal crashes is up over 11%, alcohol impairment is up over 9%, drug impaired driving is increasing, and driver distraction remains an enormous problem. Incidents of egregious street racing and organized exhibition driving have also increased; and

WHEREAS, the Governors Highway Safety Association lists traffic fatalities as the second most deadly epidemic in the world, with 50,000,000 lives lost across the globe since 1960; therefore, be it

RESOLVED, that the International Association of Chiefs of Police recognizes the value of traffic enforcement for traffic, public, and community safety. This enforcement must be data-driven and primarily focused on the behaviors most likely to injure or kill others. In most cases, this includes an emphasis on enforcing laws related to speed, occupant restraint, impairment, and distraction; and be it

FURTHER RESOLVED, that traffic law enforcement action must occur by state, county, tribal, and municipal policing agencies with an emphasis on changing behaviors to keep people safe; and be it

FURTHER RESOLVED, that traffic enforcement must have equity; the consistent, fair, just and impartial treatment of all individuals, as its foundation; and be it

FURTHER RESOLVED, that the International Association of Chiefs of Police (IACP) believes in the value of public education when it comes to traffic safety. A commitment to education on this topic serves to prevent future injuries and deaths; and be it

FURTHER RESOLVED, that the IACP encourages police leaders and traffic safety officials to engage with stakeholders about stemming the increase in traffic fatalities by focusing on education, enforcement, engineering, and EMS as the four E's of traffic safety.



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