CHARLOTTE

Charlotte City Council

Community Safety Committee

Meeting Summary for January 19, 2011

COMMITTEE AGENDA TOPICS

I. Subject: **2011 Meeting Schedule**
Action: Motion made to adopt 2011 meeting schedule (passed unanimously)
Action: None

II. Subject: **FY2012 Focus Area Plan**
Action: None

III. Subject: **Passenger Vehicle for Hire Ordinance**
Action: None

COMMITTEE INFORMATION

Present: Patrick Cannon, Patsy Kinsey, Andy Dulin, Edwin Peacock
Absent: Michael Barnes
Time: 12:20 pm – 1:30 pm

ATTACHMENTS

1. Agenda Package
2. Council member Peacock's Edit to the FAP

DISCUSSION HIGHLIGHTS

Acting Chairwoman Patsy Kinsey called the meeting to order and stated that Chairman Cannon is on his way. She then asked everyone in the room to introduce themselves. She asked to start with the last agenda item since the Chairman had not arrived yet. She then turned it over to Assistant City Manager Eric Campbell.

I. 2011 Meeting Schedule

Mr. Campbell said that the Committee received the proposed schedule in their packets (copy attached). The change is moving the meeting from the 3rd Thursday of every month to the 3rd Wednesday of every month. The only issue would be the March 16 meeting because it conflicts with the NLC Washington trip, but Angela Maynard will poll for a new meeting date closer to that meeting month. Council member Dulin made a motion and was seconded by Council member Peacock to accept the calendar presented by staff. (Motion passed unanimously)

(Chairman Cannon entered the meeting)

II. FY2012 Focus Area Plan

Chairman Cannon said today they will discuss the draft Focus Area Plan (FAP), which will be reviewed at the upcoming Council Retreat. Mr. Campbell said the Committee received the latest version (copy attached) in their packets this past Friday. He reminded them to keep in mind that this is not the final version. This is still a working draft and can be worked on after the Retreat as well. He then asked for questions and/or changes.

Kinsey: I think it's a good plan for CMPD, but I don't feel like it's our Focus Area Plan. It needs to focus on two or three large issues, not the detail that this goes into. I would like to see us pull out and come up with some broader areas that make it our Plan. As this stands now, I can't support it. I'd really like for Mr. Campbell to describe what he and I talked about before the meeting. He has some good ideas.

Peacock: I've done my edits and I can give it to Darrellyn Kiser to get the edits in the documents.

Cannon: I'd like to hear from Mr. Campbell what he suggested to Council member Kinsey earlier.

Campbell: We were talking about trying to identify broad, strategic areas under Community Safety to focus on. We came up with three in our conversation; collaboration, prevention and technology. Many of the things that are already in the Plan can be grouped accordingly under those three broad areas. For example, I know the Chief wants to move forward with doing a lot of programming within neighborhoods and working with Neighborhood & Business Services that could fall in the prevention aspect. For collaboration, we are talking about joint communication centers and also working with external and internal partners. The technology part could include how we increase technology to improve law enforcement and public safety as a whole.

Cannon: I think that's fine, but I like detail. We have to be careful with being too general because if we put a goal out there, I want to know that it's achievable. Collaboration is good because that is something we want to do within the neighborhoods, courts, District Attorney and many other things. We just need to make sure we have targets that we can achieve.

Peacock: I'm in support of having it thought of in the three broad areas because that then allows us to build the narrative around those themes. I would like to add one. We talk a lot about the neighborhood based approach to crime prevention and reduction and targeting things. When we talk about targeted solutions and targeted efforts, there is a way that we can measure what those targeted efforts may be. I agree that the way it is now is way too hard to read and remember; much less, be able to communicate to a citizen what our particular focus is. I like the City of Dallas' goals listed on their website. You should take a look at it. They don't use the words measure and target.

Kinsey: I really believe that if we go this route it would be Community Safety and not Police and Fire.

Peacock: Even in the first part of the narrative we leave the Fire Department out of the discussion. My edits that I gave to Ms. Kiser changes that. I also edited the mission statement to say "Charlotte will be America's safest community."

Dulin: I really like the simplification approach too. On the target about juvenile offenders, why is it only 40? Where does the money come from for the bracelets to put on the juveniles?

Kerr Putney: We have funding for 40 juveniles.

Dulin: Okay, so why does it need to be in the FAP? It ought to be just a budget line item. We do stuff like that all the time. We buy monitors, cars, equipment and uniforms and you don't see any of that in the FAP.

Campbell: For this particular measure, the focus was on juveniles and that's why it's in here.

Dulin: Okay, well then I'm fine with that.

Peacock: What is a realistic number for the crime reduction? I know you mentioned last time that you wouldn't be able to keep up with the pace. You also focus on larcenies from autos. What are some measures and targets around that? What are you working on that we could maybe include in this?

Putney: The issue is to get an accurate number we will need the fiscal year numbers in hand. A goal of 10% would be a great, but probably not realistic at this time.

Cannon: As I'm thinking about the three broad areas, I think we should add crime reduction as a general goal or bullet in the narrative.

Kinsey: That focuses more on Police. I was hoping to keep it all under one umbrella.

Cannon: They are under the same umbrella public safety wise, but they operate differently in terms of what they do.

Dulin: Well there is crime prevention and fire prevention and I like the idea of keeping it under

one umbrella if we can.

Cannon: Okay, then we can call it public safety reduction.

Dulin: I'm fine with that.

Cannon: There is another piece in here about goals for Fire and Police that deal with having a diverse department. Why not consider as a general term, a balanced workforce?

Kinsey: We keep adding. The whole idea is to have three, maybe four, broad categories. If we are going to add on, we might as well keep what we have. I don't know why we would put in the diverse workforce when we know the Police Department is already working toward that.

Cannon: If we get the question about the diversity within the department from a citizen, then my response can be that they are taking proactive measures and recruiting as best they can to make the department diverse.

Dulin: Last time when we were working on the FY2010 FAP, I said I thought we ought to get rid of the diversity goal because I knew we were doing it, but the Chief said, "No, we aren't nearly where we want to be and we need to keep it in." If you want to change it from a diverse workforce to balanced workforce then that might be okay. I don't know what "balanced" is.

Cannon: I don't know that we have to have five points, but it would be beneficial to have these things to be placed in a document and noted as things that have been brought up and then allow the full Council to have that discussion at the Retreat.

Campbell: Regarding the diversity language, we did go through a legal review to make sure the language was okay and the way it's stated now is okay.

Dulin: I think with balanced you start getting into quotas.

Cannon: Okay, so whatever the proper terminology might be, I'm going to leave for you to come up with. Also, the community safety reduction should be another general term.

Campbell: Okay, so now we have four broad areas, adding crime reduction and any other fire issues under community safety.

Peacock: There is so little about Fire here. I want to add more content, but not make it up myself.

Cannon: Maybe we can find a way to incorporate some things at the Retreat. I think there needs to be more ongoing dialogue.

Campbell: Let me recap to make sure I'm hearing everything properly. I'm hearing that the Committee is pretty comfortable with the initiatives, but you would like us to go back and revisit the narrative based on four broad areas; collaboration, prevention, technology and community

safety as it relates to crime reduction and any other fire issues.

Peacock: I want those themes to be CS. 1-4. Are you saying you would only use those in the narrative?

Campbell: They would be the themes overall, but would be explained throughout the narrative. We are on a tight timeframe. We can get a new document to you by the end of the week via email and we would need comments back within the day or two to get them prepared for the Retreat notebooks.

Dulin: Before we move on, I'd like to ask our Animal Care & Control staff to contact the Waxhaw Police Department to help them out with an ordinance since they've had this recent issue with the dog mauling.

Cannon: Let's check into that and get a report back. Okay, so let's move on to the next item.

III. Passenger Vehicle for Hire Ordinance

Mr. Campbell said he will be going through the presentation (copy attached) today because Mujeeb Shah-Khan had a meeting conflict. Mr. Campbell said the presentation will give the Committee an update to where staff is in the process and also to ask for the Committee's feedback as staff starts to work on the ordinance. The majority of the presentation the Committee has already seen. Chairman Cannon asked that questions be held to the end since this was just an update. Mr. Campbell then read through the presentation.

Cannon: Did the taxi owners spell out why they don't want the medallions?

Campbell: They feel the ordinance in itself is working fine and they view it as a way to undercut their businesses if medallions were allowed. So, they have an invested interest as an owner.

Cannon: When you talked about black car companies saying they don't have free reign over the City, can you explain what that means?

Campbell: Their outcalls are not dispatched and they work under contract, whereas taxis are dispatched citywide.

Cannon: Also, you mentioned the black car companies cannot stage downtown, but for the record, they are parking at hotels downtown. The black car contentions slide also mentions the companies would like the PVH Manager to have authority to approve temporary use of out-of-town black cars. What is the City Manager's position on that?

Campbell: The City Manager is comfortable with keeping it as it currently is.

Cannon: Do we know what Wilmington, N.C. caps their permits at?

Campbell: I don't know that. Mr. Shah-khan would have that and we can get that information to you.

Dulin: The medallion system is still confusing to me. The chart says that in Phoenix they only regulate taxis at Sky Harbor Airport. Do they only have taxis at the airport? Somehow they are segregating those taxis.

Campbell: We can take a closer look at Phoenix for you and tell you exactly how it's regulated.

Dulin: The medallion system, in a city like New York City, pays a big number for that medallion for the right to operate that cab. Our local folks are interested in having a much lower medallion number, which is a yearly fee, right?

Campbell: That's what they are suggesting.

Cannon: The difference in New York City, as I understand it, is you have a group of investors that actually own the medallion and then the cab leases the medallion from them. They are the ones that absorb that cost.

Dulin: So, it's an income property.

Cannon: Right, and the driver doesn't really take on that expense except for what may be passed through to them for a cost to operate.

Campbell: From my understanding, companies control the medallions, as well as independent drivers. The New York Commission controls the cars. The medallion is a commodity because they are capped and they can be passed down and transferred, which creates a value in the industry.

Dulin: I'd like permission to address an audience member (permission given). Mr. Duale, please explain to me why your industry wants a medallion. I don't understand it.

Abdi Duale: The medallion license is like a privilege to provide a service. It creates a value. Right now, we have a permit which is similar to the medallion, but it doesn't have a value.

Dulin: We know that in most cases the cab company owns the cab and the driver pays a fee for the right to drive the cab. Do the cab drivers want to own the medallion? If he owns a medallion, that is worth something for the right to operate his cab, but it doesn't do any good if he doesn't own his cab.

Duale: It does. The medallion is owned by the City and you pay taxes like on property. It creates a value throughout the system. We can have our own Charlotte medallion type system.

Dulin: Okay, so the idea from the industry is the City would have a medallion system and regulate the medallions on who's driving.

Cannon: Which the City doesn't really care to be in the business of.

Kinsey: To make sure they are valuable we would have to cap them.

Dulin: I'm just thinking out loud now, but what if we only had 400 medallions?

Campbell: In the taxi cab driver's proposal, it would cap it at the existing level of the drivers in the City right now.

Duale: Right and Council always has the right to add more or less.

Cannon: What is the total number of permits and/or drivers the City currently has?

Dulin: I think I read there is 612 and that does not include black cars. The cab industry is upset that we are thinking about limiting the number of companies that have access to the airport, which in theory, I'm a proponent for. Everyone is not going to be happy with us in that industry. If we get in the medallion business and set it low, then there will be cabs that aren't in the business anymore. Plus, the City getting into the medallion business cranks up the government side of this, which I'm against. It should stay in the private sector.

Campbell: Based on the last presentation there were 620 taxi cab drivers, 15 companies, and 53 black car companies.

Cannon: I sent some information to Mr. Campbell before the meeting that I need to have submitted to the Committee where some things are highlighted and redlined on the current ordinance. I'd like this Committee to look at it and react to it as we continue to go through this process. We may need to look at the life of the vehicle. The Airport's RFP has one set and ours is another. In past years, we talked about coming back and visiting the number of years because we want to have good, clean, reliable cabs on the road. Maybe we ought to look at a number of around 7 years. I'd also eventually like to look at the ability for the customer to pay in real time.

Campbell: We will make sure the Committee gets the document you sent to me. If there are any other areas you want us to look into then let us know. Also, the PVH Board will be responding and providing their recommendations which we will bring back to the Committee in February.

Duale: We aren't proposing a medallion system. We want something that relates to vehicle operating permits, permitted by the City, and the drivers have rights and the companies have rights. We submitted a proposal to the City Attorney and it would help if you take a look at it. If we change the system a little bit, Charlotte would have a better system than almost all the other major cities. I have a little issue that all the ones shown on the slide, not one of them have a medallion system. You need to see how it works so you can take some of that good information and use it in Charlotte.

Cannon: Can you speak to the information that they submitted to the City Attorney?

Thomas Powers: The taxi drivers submitted a proposal yesterday to the PVH Subcommittee A,

which is a medallion like system that would use a permit. They call it the Independent Driver's Permit. Basically, the underlying premise of the permit would be that the drivers would not have to have affiliation with a company and the City would directly issue them a permit which would allow them to drive the vehicles within the City limits. Subcommittee A has looked at the proposal, but hasn't given any recommendations on it yet.

Cannon: So, having no affiliation with a cab company would be the cab companies' argument that the drivers are undercutting them.

Powers: What the drivers want through the medallion system is to empower themselves to then take away the authority and leverage that the taxi cab companies have. With the permit, it would do the same thing as well.

Campbell: The PVH Board will react to it after both Subcommittees have looked at it. It will come back at the next meeting.

Dulin: Can we set a date to try to get this finished? Otherwise, we'll just keep going and going. I'd like to see this done by June of this year. There will be people upset no matter what.

Cannon: I think it can be done and should be done. Thank you all for the information. On another note, I would like to ask Mr. Campbell and Mr. Powers to look into the idea of me having a conflict of interest, as it relates to serving on the Hospitality and Tourism Alliance Board in my private capacity as a business owner. If that means I need to not be engaged in the voting of anything that goes on with the RFP for the Airport, I need to know that.

Campbell: We will check into that.

Chairman Cannon said our next meeting is February 16 at noon. He then adjourned the meeting at 1:25 p.m.

Community Safety Committee
Wednesday, January 19, 2011; 12:00 – 1:30 pm
Room 280

Committee Members: Patrick Cannon, Chair
Patsy Kinsey, Vice Chair
Michael Barnes
Andy Dulin
Edwin Peacock

Staff Resource: Eric D. Campbell

AGENDA

I. <u>FY2012 Focus Area Plan</u>
Staff Resource: Eric Campbell
The Committee will continue discussions on the proposed FY2012 Community Safety Focus Area Plan. The draft document will be forwarded to the full City Council for discussion during the 2011 Council Retreat.
<u>Attachment:</u> 1. FY2012 Draft Focus Area Plan

II. <u>Passenger Vehicle for Hire Ordinance</u>
Staff Resource: Eric Campbell
The Committee will continue its review of the City's Passenger Vehicle for Hire Ordinance (Chapter 22). No decision is requested at this time.
<u>Attachment:</u> 2. PVH Update.ppt

III. <u>2011 Meeting Schedule</u>
Staff Resource: Eric Campbell
Action: Approve proposed meeting schedule
<u>Attachment:</u> 3. 2011 Proposed Meeting Schedule

<u>Next Scheduled Meeting</u>: TBD

Distribution: Mayor/City Council, Mac McCarley, Jon Hannan; Curt Walton, City Manager, Stephanie Kelly, Mujeeb Shah-khan; Leadership Team, Rodney Monroe, Thomas Powers

Charlotte will Create a Safe and Secure Environment for its Citizens Through a Community-Based Approach to Public Safety

Community Safety is a priority for Charlotte city government. Police and Fire account for 65% of the City's operating budget. All City government agencies, led by Police and Fire, partner with citizens to create a safe and secure environment in all areas of the community.

The Charlotte-Mecklenburg Police Department takes a neighborhood-based approach to crime prevention and reduction. This is accomplished by a high level of police visibility throughout the city and the data-driven deployment of police resources in response to both emerging crime trends and individuals identified as chronic offenders. Police officers build active partnerships with the citizens and businesses in their assigned areas to exchange information, establish mutual priorities and take joint ownership and responsibility for safety in Charlotte's neighborhoods.

Charlotte has experienced significant decreases in crime in the last two years and must accept the challenge of sustaining the progress that has been made. In addition to targeting emerging crime trends, neighborhoods where there have been long-term crime issues, and chronic offenders, Police must target those crimes that are drivers of the city's crime rate. During the next fiscal year, police will expend considerable effort in reducing larceny from vehicles. Although the rate of larcenies from vehicle per 100,000 population declined 5.18% in the first five months of FY11, larcenies from vehicle remain a significant portion of the crime rate and cross all geographic and socio-economic boundaries.

Another key to crime reduction and long-term crime prevention is to work effectively with the youth in our community, both those who have already had their initial contact with the criminal justice system and those who are at risk for involvement in criminal activity. Police will concentrate on strategies and partnerships that hold juvenile offenders accountable for their actions and empower youth people to make positive life choices that divert them from future criminal activity.

In order to sustain the crime reductions that Charlotte-Mecklenburg has experienced, it is imperative to address the enablers of crime- those conditions such as homes in disrepair, poor lighting, trash, etc. that allow crime to flourish in some areas of the city and create fear for our citizens. Police will actively partner with other City key businesses to address public safety issues that require the resources of multiple departments.

Building a safe community will also require leveraging the resources of other federal, state and local law enforcement agencies to deal with chronic offenders, gang, and drug enforcement issues. Police will continue to play an active role in forming and maintaining partnerships with other law enforcement agencies that add value to Charlotte's crime reduction efforts. Police will also work with other components of the local criminal justice system to establish mutual priorities that address the safety concerns of Charlotte's

citizens. These efforts will include strengthening the working relationship between Police and the District Attorney's Office.

Police also plan to work with citizens at the patrol division level to give all neighborhoods a voice and a stake in community safety. Leadership Councils in each of the City's 13 patrol divisions will play a more active role in establishing community safety priorities and advocating for the needs in their areas of the city.

The Fire Department also plays a major role in creating a safe and secure environment for the citizens of Charlotte. The Fire Department preserves life and property through proactive inspections, educating the public on fire and life safety hazards and by rapid response to fire and medical emergencies. Fire and Police are collaborating on the consolidation of E-911 and the CAD dispatch system to achieve operational efficiencies and better customer service.

Both Police and Fire strive to recruit and retain workforces that reflect the diversity of the community and inspire community confidence through their skill, professionalism and commitment. Both departments will develop recruitment campaigns that attract a diverse applicant pool for police officer and firefighter positions.

With City government and citizens partnering in crime reduction efforts, Charlotte will be a city where its citizens and visitors feel safe as they go about their daily activities and have confidence in the agencies that address their public safety needs.

Community Safety

CS.1 Focus Area Initiative: Decrease crime throughout Charlotte-Mecklenburg through enforcement and problem solving strategies that target criminal activity and chronic offenders at the neighborhood level.

FY12 Measure:	Crime rate per 100,000 population for FBI Uniform Crime Report Part One offense categories (Homicide, Rape, Robbery, Aggravated Assault, Burglary, Auto Theft, Larceny and Arson)
FY12 Target:	-------reduction in crime rate per 100,000 population
FY10 Target:	7% reduction in crime rate per 100,000 population
FY10 Actual:	-16.8% reduction in crime rate per 100,000 population
FY12 Measure:	Rate of larcenies from vehicle per 100,000 population

FY12 Target:

FY10 Actual: New Measure

FY12 Measure: Number of juvenile offenders on electronic monitoring

FY12 Target: 40

FY10 Actual: New Measure

CS2: Focus Area Initiative: Enhance citizen safety through increased police visibility and engagement of citizens as active partners in crime reduction.

FY12 Measure: Survey ratings on citizen satisfaction with police service and safety in their neighborhoods in May 2012

FY12 Target: Ratings of 7 or above on a 10-point scale on questions related to police services and citizen perception of safety

FY10 Target: Ratings of 7 or above on 10 point scale on questions related to police services and citizen perception of safety

FY10 Actual: 75% on overall impression; 78% on courtesy; 81% on professionalism; 76% on integrity and honesty; 77% on safe in neighborhood

FY12 Measure: Number of restructured Leadership Councils in Patrol Divisions

FY12 Target: 13

FY10 Actual: New Measure

CS.3 Focus Area Initiative: Partner with Other City and County agencies as well as other members of the criminal justice system in enforcement and prevention efforts that reduce crime and enhance the quality of life in our community

FY12 Measure: Reduction in national and international gangs operating in Charlotte-Mecklenburg

FY12 Target: Work with other state and federal law enforcement agencies to make significant progress in dismantling one gang per year.

FY10 Target:	Work with other state and federal law enforcement agencies to make significant progress in dismantling one gang per year
FY10 Actual:	Cedar Green Kings dismantled
FY12 Measure:	Partner with other City agencies in addressing specific neighborhood issues that are enablers of crime
FY12 Target:	65 neighborhood issues targeted and addressed
FY10 Actual:	New Measure

CS4: Focus Area Initiative: Develop recruitment strategies that attract a more diverse applicant pool to the Police and Fire Departments

FY12 Measure:	Percentage of women and minorities in police officer applicant pool
FY12 Target:	----% of applicants that are females and minorities
FY10 Actual:	New Measure
FY12 Measure:	Number of women and minorities in firefighter applicant pool
FY12 Target:	----% of women and minorities in firefighter applicant pool
FY10 Actual:	New Measure

CS5: Focus Area Initiative: Reduce loss of life and property damage through proactive fire code enforcement and rapid response to working fires

FY12 Measure:	Percent of CMS 3rd grade classrooms that received fire education programs
FY12 Target:	80%
FY10 Target:	80%
FY10 Actual:	71%
FY12 Measure:	Percent of alarms first-due responder companies on scene within 6 minutes of call receipt

FY12 Target:	80%
FY10 Target:	80%
FY10 Actual:	80.2%
FY12 Measure:	Percent of fire code inspections conducted within state mandated frequencies
FY12 Target:	85%
FY10 Target:	85%
FY10 Actual:	88.4%
FY12 Measure:	Consolidate the Fire and Police Computer Aided Dispatch (CAD) Systems
FY12 Target:	Consolidation complete by June 30, 2012
FY10 Actual:	New Measure

CHARLOTTE

COMMUNITY SAFETY

Passenger Vehicle For Hire Update

Eric Campbell, City Manager's Office
Major Douglas Gallant, CMPD
S. Mujeeb Shah-Khan, City Attorney's Office

January 19, 2011

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Community Safety Committee Review

- The Committee reviewed the Passenger Vehicle for Hire Ordinance at its September 16, 2010 and November 18, 2010 meetings.
- Committee provided initial direction on stating that no changes should be made to driver and vehicle permit system, requesting that staff meet with representatives of the "Black Car" industry, as well as report back to the Committee on medallion usage in cities similar to Charlotte.
- Since the November 18, 2010 meeting, staff has also met with the Passenger Vehicle for Hire Board to obtain input from the Board.

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What the parties say

- Staff has met with taxi drivers, taxicab owners, and owners of "black car" companies to receive input on what changes they contend are needed in the Passenger Vehicle for Hire Ordinance.
- The following slides summarize their input.

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Taxi Drivers' Position

- Drivers wanted to replace the current driver's and vehicle operator's permit with a Medallion system (the system would be different from New York's and Chicago's, to remedy perceived problems in those systems), and allow drivers to become independent operators.
- Weekly franchise fees paid by drivers to companies are too high (range from $0 to $540 per week).
- Drivers feel that they are being "abused" by the taxi companies.
- "Black Cars" are getting opportunities to transport hotel guests while taxis are prevented from picking up at hotels.
- PVH Ordinance needs to be overhauled – current version ignores their rights.

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Taxi Company Owners' Issues and Contentions

- The PVH Ordinance needs to be tweaked, not overhauled.
- "Black Cars" are harming the taxi industry (fees charged by Black Cars are unregulated by the City and the PVH Board).
- Medallions are unnecessary.
- Taxis must be able to stage at area hotels.
- It's too easy to become a taxicab company.
- PVH fees are too high.
- Vehicle age limits should be reviewed.

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Black Car Companies' Contentions

- Taxis have free reign over the City and can cruise for fares – black cars cannot.
- Hotels do not refuse cab service.
- The black cars need downtown parking for staging.
- Black Car rates need to continue to be set by the companies, and not by the PVH Manager or anyone else.
- City penalties and fines need to be stronger against violators to help their industry.
- PVH Manager should have authority to approve temporary use of out-of-town black cars to handle large events (conventions, etc.). Right now, authority exists only with City Manager.
- Age limit needs to be changed for vehicles carrying 9-15 passengers – current 10 year age limit applies.

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Passenger Vehicle for Hire Board Input

- After receiving input from the industry, staff asked the City's Passenger Vehicle for Hire Board to provide its input on what issues it would ask this Committee to consider.
- At the January 4 Passenger Vehicle for Hire Board meeting, staff made a presentation to the Board. The presentation summarized previous presentations to this Committee.
- The Board has formed two committees to discuss what issues it would ask this Committee to consider.
- The Committees will meet prior to the Board's February 1, 2011 meeting. The Board will vote on what issues it will ask this Committee to consider at that meeting.

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Committee Follow Up

- At the November 18, 2010 meeting, Mayor Pro Tem Cannon asked staff to provide information on if similar sized cities to Charlotte use the medallion system.
- Staff researched other cities in North Carolina and comparably sized cities across the country (Indianapolis, Phoenix, Cincinnati, St. Louis, and Austin) to see if those cities use a medallion system.

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Committee Follow Up

City	Medallion (Yes/No)
Winston-Salem	No
Wilmington	No (but City set a maximum number of permits that can be issued by City)
Durham	No
Asheville	No
Indianapolis, Indiana	No
St. Louis, Missouri	No
Phoenix, Arizona	No (Phoenix does not regulate taxis except at Sky Harbor Airport)
Cincinnati, Ohio	No
Austin, Texas	No

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QUESTIONS?

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COMMUNITY
SAFETY
Passenger Vehicle For Hire Update
Eric Campbell, City Manager's Office
Major Douglas Gallant, CMPD
S. Mujeeb Shah-Khan, City Attorney's Office
January 19, 2011
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2011 Proposed Meeting Schedule for City Council Community Safety Committee

3rd Wednesday of each month at 12:00 pm
Room 280

February 16

March 16
(reschedule – conflicts with NLC Conference in DC)

April 20

May 18

June 15

September 21

October 19

November 16

Notes:
No July or August meetings due to Council's summer schedule
No December meeting pending new Committee assignments

~~Charlotte will Create a Safe and Secure Environment for its Citizens Through a Community-Based Approach to Public Safety~~

Charlotte will be America's safest community.

Community s~~S~~afety is a priority one ~~for~~ The City of Charlotte ~~city government~~. ~~Police and Fire account for 65% of the City's operating budget. All City government agencies, led by Police and Fire, partner with citizens to create a safe and secure environment in all areas of the community.~~

The Charlotte-Mecklenburg Police Department & The Charlotte Fire Department takes a community ~~neighborhood~~-based approach to fighting crime & fire prevention ~~and/ reduction~~. ~~This is accomplished by a high level of police~~ V~~v~~isibility ~~throughout the city~~ and ~~the~~ data-driven deployment of ~~police~~ public safety resources in response to ~~both~~ emerging ~~crime~~ trends and ~~individuals identified as~~ the targeting of chronic offenders will serve as a cornerstone to our strategy. Police officers & fire fighters ~~build~~ will continue to build ~~active~~ partnerships with ~~the~~ citizens and businesses ~~in their assigned areas to exchange information, establish mutual priorities and take joint ownership and responsibility for safety in Charlotte's neighborhoods.~~ to become America's safest community.

~~Charlotte has experienced significant decreases in crime in the last two years and must accept the challenge of sustaining the progress that has been made. In addition to targeting emerging crime trends, neighborhoods where there have been long-term crime issues, and chronic offenders,~~ Police must target those crimes that are drivers of the city's crime rate. During the next fiscal year, police will expend considerable effort in reducing larceny from vehicles. Although the rate of larcenies from vehicle per 100,000 population declined 5.18% in the first five months of FY11, larcenies from vehicle remain a significant portion of the crime rate and cross all geographic and socio-economic boundaries.

Another key to crime reduction and long-term crime prevention is to work effectively with the youth in our community, both those who have already had their initial contact with the criminal justice system and those who are at risk for involvement in criminal activity. Police will concentrate on strategies and partnerships that hold juvenile offenders accountable for their actions and empower youth people to make positive life choices that divert them from future criminal activity.

In order to sustain the crime reductions that Charlotte-Mecklenburg has experienced, it is imperative to address the enablers of crime- those conditions such as homes in disrepair, poor lighting, trash, etc. that allow crime to flourish in some areas of the city and create fear for our citizens. Police will actively partner with other City key businesses to address public safety issues that require the resources of multiple departments.

Building a safe community will also require leveraging the resources of other federal, state and local law enforcement agencies to deal with chronic offenders, gang, and drug

enforcement issues. Police will continue to play an active role in forming and maintaining partnerships with other law enforcement agencies that add value to Charlotte's crime reduction efforts. Police will also work with other components of the local criminal justice system to establish mutual priorities that address the safety concerns of Charlotte's citizens. These efforts will include strengthening the working relationship between Police and the District Attorney's Office.

Police also plan to work with citizens at the patrol division level to give all neighborhoods a voice and a stake in community safety. Leadership Councils in each of the City's 13 patrol divisions will play a more active role in establishing community safety priorities and advocating for the needs in their areas of the city.

The Fire Department also plays a major role in creating a safe and secure environment for the citizens of Charlotte. The Fire Department preserves life and property through proactive inspections, educating the public on fire and life safety hazards and by rapid response to fire and medical emergencies. Fire and Police are collaborating on the consolidation of E-911 and the CAD dispatch system to achieve operational efficiencies and better customer service.

Both Police and Fire strive to recruit and retain workforces that reflect the diversity of the community and inspire community confidence through their skill, professionalism and commitment. Both departments will develop recruitment campaigns that attract a diverse applicant pool for police officer and firefighter positions.

With City government and citizens partnering in crime reduction efforts, Charlotte will be a city where its citizens and visitors feel safe as they go about their daily activities and have confidence in the agencies that address their public safety needs.

Community Safety

CS.1 Focus Area Initiative: Decrease crime in ~~throughout~~ Charlotte-Mecklenburg through enforcement. ~~and problem solving strategies that~~ T~~t~~arget criminal activity and chronic offenders at the neighborhood level.

FY12 Measure:	Crime rate per 100,000 population for FBI Uniform Crime Report Part One offense categories (Homicide, Rape, Robbery, Aggravated Assault, Burglary, Auto Theft, Larceny and Arson)
FY12 Target:	-------reduction in crime rate per 100,000 population
FY10 Target:	7% reduction in crime rate per 100,000 population
FY10 Actual:	

FY12 Measure:	Rate of larcenies from vehicle per 100,000 population
FY12 Target:	
FY10 Actual:	New Measure
FY12 Measure:	Number of juvenile offenders on electronic monitoring
FY12 Target:	40
FY10 Actual:	New Measure

CS2: Focus Area Initiative: Enhance citizen safety through increased police visibility and engagement of citizens as active partners in crime reduction.

FY12 Measure:	Survey ratings on citizen satisfaction with police service and safety in their neighborhoods in May 2012
FY12 Target:	Ratings of 7 or above on a 10-point scale on questions related to police services and citizen perception of safety
FY10 Target:	Ratings of 7 or above on 10 point scale on questions related to police services and citizen perception of safety
FY10 Actual:	
FY12 Measure:	Number of restructured Leadership Councils in Patrol Divisions
FY12 Target:	13
FY10 Actual:	New Measure

CS.3 Focus Area Initiative: Partner with Other City and County agencies as well as other members of the criminal justice system in enforcement and prevention efforts that reduce crime and enhance the quality of life in our community

FY12 Measure:	Reduction in national and international gangs operating in Charlotte-Mecklenburg

FY12 Target:	Work with other state and federal law enforcement agencies to make significant progress in dismantling one gang per year.
FY10 Target:	Work with other state and federal law enforcement agencies to make significant progress in dismantling one gang per year
FY10 Actual:	
FY12 Measure:	Partner with other City agencies in addressing specific neighborhood issues that are enablers of crime
FY12 Target:	65 neighborhood issues targeted and addressed
FY10 Actual:	New Measure

CS4: Focus Area Initiative: Develop recruitment strategies that attract a more diverse applicant pool to the Police and Fire Departments

FY12 Measure:	Percentage of women and minorities in police officer applicant pool
FY12 Target:	----% of applicants that are females and minorities
FY10 Actual:	New Measure
FY12 Measure:	Number of women and minorities in firefighter applicant pool
FY12 Target:	----% of women and minorities in firefighter applicant pool
FY10 Actual:	New Measure

CS5: Focus Area Initiative: Reduce loss of life and property damage through proactive fire code enforcement and rapid response to working fires

FY12 Measure:	Percent of CMS 3rd grade classrooms that received fire education programs
FY12 Target:	80%
FY10 Target:	80%

FY10 Actual:	
FY12 Measure:	Percent of alarms first-due responder companies on scene within 6 minutes of call receipt
FY12 Target:	80%
FY10 Target:	80%
FY10 Actual:	
FY12 Measure:	Percent of fire code inspections conducted within state mandated frequencies
FY12 Target:	85%
FY10 Target:	85%
FY10 Actual:	
FY12 Measure:	Consolidate the Fire and Police Computer Aided Dispatch (CAD) Systems
FY12 Target:	Consolidation complete by June 30, 2012
FY10 Actual:	New Measure