

Fact Sheets Summarizing TAVIS Results, Pedestrian Safety Statistical Information and Staff Strategy Initiatives

Date:	February 22, 2007
To:	Executive Committee, City of Toronto
From:	Alok Mukherjee, Chair, Toronto Police Services Board

SUMMARY

The purpose of this report is to provide the Executive Committee with a report containing fact sheets summarizing TAVIS results, pedestrian safety statistical information, and staffing strategy initiatives.

Financial Impact

There are no financial implications in regard to the receipt of this report.

ISSUE BACKGROUND

At its meeting held on January 25, 2007, the Toronto Police Services Board was in receipt of a report, dated December 5, 2006, from Chief of Police William Blair containing a summary of TAVIS results, pedestrian safety statistical information, and staffing strategy.

COMMENTS

The Board received the Chief's report and agreed to forward a copy to the City of Toronto Executive Committee for information.

A copy of Board Minute No. P42/07, in the form attached as Appendix "A", regarding this matter is provided for information.

Copies of three Minutes from the Toronto Police Services Board meeting held on October 19, 2006 are also attached, in the form of Appendix "B" through "D". These Minutes provide additional background information on the reasons for the Board's request that the Chief of Police develop fact sheets for public communication.

CONTACT

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SIGNATURE

Alok Mukherjee
Chair, Toronto Police Services Board

ATTACHMENTS

Appendix A – Board Minute No. P42/07
Appendix B – Board Minute No. P319/06
Appendix C – Board Minute No. P320/06
Appendix D – Board Minute No. P333/06

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Appendix "A"

THIS IS AN EXTRACT FROM THE MINUTES OF THE PUBLIC MEETING OF THE TORONTO POLICE SERVICES BOARD HELD ON JANUARY 25, 2007

#P42. **FACT SHEETS SUMMARIZING TAVIS RESULTS, PEDESTRIAN SAFETY STATISTICAL INFORMATION AND STAFFING STRATEGY INITIATIVES**

The Board was in receipt of the following report December 05, 2006 from William Blair, Chief of Police:

Subject: SUMMARY REPORT FOR TAVIS, PEDESTRIAN SAFETY AND STAFFING STRATEGY INITIATIVES

Recommendation:

It is recommended that:

- (1) The Board receive the following report and fact sheets summarizing TAVIS results, Pedestrian Safety statistical information, and Staffing Strategy, for public communication; and
- (2) The Board forward a copy of this report and accompanying fact sheet to Toronto City Council for information.

Financial Implications:

There are no financial implications relating to the recommendations contained within this report.

Background/Purpose:

At its meeting on October 19, 2006, the Board received an update on the TAVIS initiative (Min. No. P319/06 refers), an update on the status of traffic safety initiatives being undertaken (Min. No. P320/06 refers) and update on the Staffing Strategy (Min. No. P333/06 refers).

The Board approved motions that, in part, included preparing a one page fact sheet summarizing the achievement from each of the initiatives noted above, forwarding the foregoing fact sheets to City Council for information and to develop a communication strategy to disseminate the information widely to the public.

Discussion:

In response to the above motions, Attachment A provides a summary of TAVIS results, Attachment B provides Pedestrian Safety statistical information and Attachment C provides a Staffing Strategy summary.

Conclusion:

For public communication, the fact sheets in Attachment A, B and C that have been prepared will be posted on the Service's Internet Site for public information.

Deputy Chief Jane Dick, Executive Command, will be in attendance to answer any questions that the Board may have regarding this report.

The Board received the foregoing and agreed to provide a copy to the Executive Committee of Toronto City Council for information.

Attachment A:

FACTS AT A GLANCE - Toronto Police Service – Service-Wide Statistics Year To Date (YTD) 2006.11.17 Unless Noted

- Overall the seven major crime indicators are down 2%. Murders have decreased 13%, auto theft has decreased 2%, theft over \$5000 has decreased 6%, sexual assault and assaults have decreased 21% and 4% respectively
- Service arrests have increased from 2005 YTD to 2006 YTD. The service has made 53,773 arrests equating to a 7.3% increase in 2006 YTD over 2005 YTD
- Calls for Service – guns calls have declined by 4.1% in 2006 YTD (2006.11.10) compared to 2005 YTD (2005.11.10)
- Firearms processed decreased 4.3% in 2006 YTD (2006.11.20) compared to 2005 YTD (2005.11.20). There were 2,231 firearms processed in 2006 YTD compared to 2,331 in 2005 YTD
- Service contact cards (persons investigated) have increased 32.8 % in 2006 YTD compared to 2005 YTD
- Internal and external police complaints decreased 25.3% 2006 YTD (2006.10.14) compared to 2005 YTD (2005.10.14)
- Shooting Deaths have decreased by 20 (-41.7%) in 2006 YTD (2006.11.23) when compared to 2005 YTD (2005.11.23)
- Shooting occurrences decreased 19.6% from 230 in 2005 YTD to 185 in 2006 YTD (2006.11.23) and overall, shooting victim injuries have decreased 16.9% from 314 in 2005 YTD to 261 in 2006 YTD (2006.11.23)
- Provincial offence notices have increased 17.5% in 2006 YTD (2006.11.21) when compared to 2005 YTD (2005.11.21), including an average increase of moving violations of 11.9%

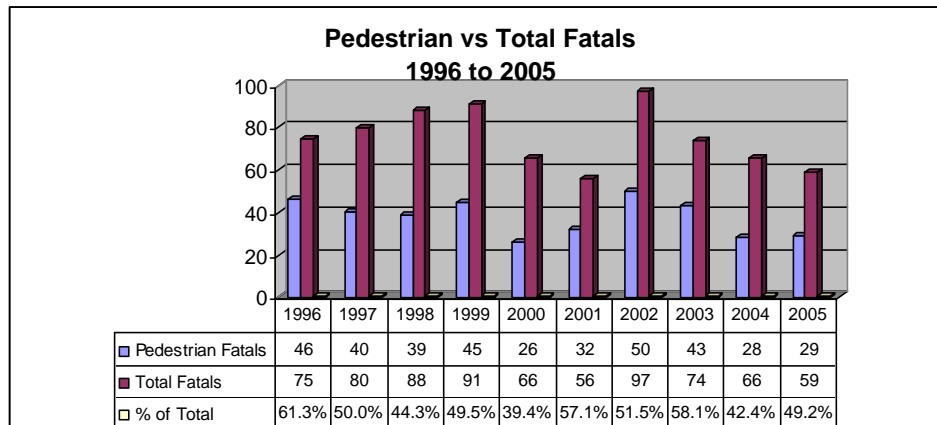
FACTS AT A GLANCE - Toronto Police Service - TAVIS (Toronto Anti-Violence Intervention Strategy) Statistical Information Year To Date 2006.11.13

- Firearms Seized – 378 YTD (includes Replicas & Air/Starter Pistols)
- Rounds Seized – 2,373 YTD
- Community Contacts – (Business, Residence, Social and Law Enforcement) - 35,992
- Compliance Checks – Parole, Probation, Recognizance – 2,014
- Number of Search Warrants executed – 101
- Number of Arrests – 5,166

Attachment B:

FACTS AT A GLANCE - Toronto Police Service - Pedestrian Safety Concerns in Toronto

The Toronto Police Service has identified “Traffic Safety” as a Service Priority for 2006 through 2008. One of the goals associated with this priority is to “Increase the focus on pedestrian safety, especially seniors.” Toronto’s annual number of traffic fatalities has declined every year for the past four years. Approximately 50% of all fatal collisions involve pedestrian victims.



During the months of November, December and January, Toronto experiences higher numbers of pedestrian collisions. Weather conditions, reduced daylight hours and clothing variations are cited as contributing factors.

The most common causal factors in fatal collisions involving pedestrian victims tend to be:

- Pedestrians crossing roadways at mid-block locations
- Pedestrians running into moving traffic
- The turning actions of motor vehicles

In recent years, the Toronto Police Service has developed and implemented numerous innovative programs designed to address pedestrian safety issues. The “Operation PedSafe” initiative was recognized as the Ontario Association of Chiefs of Police “2005 Traffic Safety Initiative of the Year”. Virtually all enforcement and awareness efforts directed at enhancing traffic safety in Toronto, positively impact pedestrian safety concerns.

The Toronto Police Service is proud of its involvement in many strategic partnerships that are working towards the common goal of making Toronto’s roadways safer for pedestrians. Some of our partners include the Ontario Ministry of Transportation, the Ontario Safety League, Toronto Transportation - Pedestrian Committee and Cycling Committee, Mothers Against Drunk Driving, the Ontario Community Council on Impaired Driving, the Toronto Transit Commission, as well as numerous hospitals and schools.

Attachment C:

FACTS AT A GLANCE - Toronto Police Service - Staffing Strategy

The Human Resources Command staffing strategy has been on target on average over the year 2006. The Service experienced fluctuations over the year that were caused by separations, hires, and deployments.

The deployed strength position target was 5260 in 2005. The target for deployed strength positions for 2006 is 5510. Although this was the target, the deployed strength will be at 5413 for the year end of 2006. The Service is aiming to be at 5523, which is above target for January 2007. This will cause the Service to be at or above target for six of the months in 2007.

In 2006, the Service projected 448 hires, yet 240 separations. For 2007, the Service is projecting 237 hires, yet 225 separations.

The specific goals set for the Staffing Strategy were to hire 428 police recruits over the course of 1 year in 3 classes and to achieve an average of 40% diversity in each class. This translates to the objective for each class seeing an increase in recruits who are women, visible minorities, Aboriginals, persons with disabilities, gay, lesbian, bisexual, and transgendered (GLBT) persons, and/or people who speak more than one language.

In all 3 hire classes, we have met and exceeded these objectives. The total number of hires from the 2005-03 class through to the 2006-03 class was 556.

The projections developed by the Toronto Police Services Board, in consultation with our members are derived from the Demand Factor Model. The factors which influence the demand for uniform officers are:

- calls for service
- street disorder index
- major crime indicators
- service priorities
- performance indicators
- population demographics

These officers are then deployed in the Divisions to deliver core policing baselines, minimum Primary Response Unit staffing, and Unit Commander accountable autonomy.

The Staffing Strategy is on track to meet its set goals, and continues to help the Service and the Human Resources Command meet its mandate.

Appendix "B"

THIS IS AN EXTRACT FROM THE MINUTES OF THE PUBLIC MEETING OF THE TORONTO POLICE SERVICES BOARD HELD ON OCTOBER 19, 2006

#P319. TORONTO ANTI-VIOLENCE INTERVENTION STRATEGY (TAVIS) - UPDATE

The Board was in receipt of the following report October 02, 2006 from William Blair, Chief of Police:

Subject: UPDATE: TORONTO ANTI-VIOLENCE INTERVENTION STRATEGY
(TAVIS)

Recommendation:

It is recommended that the Board receive an update and presentation on the ongoing Toronto Anti-Violence Intervention Strategy.

Background:

Implemented city wide in January 2006, the Toronto Anti Violence Intervention Strategy (TAVIS) is a comprehensive Service-wide approach designed to reduce violence in our City. The strategy, developed within the principles of Community Mobilization, is driven at the local divisional level where officers are dedicated to specific neighbourhoods for extended periods. These *neighbourhood officers* are the principle neighbourhood contact and source of information from which enforcement and community mobilization initiatives that reduce violence and improve community safety are developed.

While locally driven, the TAVIS incorporates a rapid response and specialist component to augment local neighbourhood initiatives. The rapid response-team consists of 56 uniform officers deployed in three teams who help provide the high visibility presence needed to reassure and calm affected communities. The special teams consist of investigative officers working primarily undercover to remove active high-risk criminals and gather intelligence. The special teams include, Intelligence Services, the recently formed Urban Organized Crime Squad, the Drug Squad, and the Guns and Gangs Task Force.

It must be emphasized that the uniform rapid-response teams and the investigative component are just one part of the larger anti-violence strategy. For example, to help communities create the capacity to improve their own safety, the Community Mobilization Unit assists the local divisions. Another piece is the introduction of Closed Circuit Television (CCTV) into areas where the need has been demonstrated. Further initiatives include a recently announced robbery

reduction plan, enhanced warrant apprehension and bail compliance strategies, and the domestic violence program.

Together, the components of the TAVIS combine to help the Service reach its goal of reducing violence and improving the safety and quality of life for the communities we serve.

Deputy Chief Kim Derry, Divisional Policing Command and Staff Superintendent Michael Federico, Central Field will be making a presentation to the Board on the progress of TAVIS

Staff Superintendent Mike Federico, Central Field, and Inspector Greg Getty, Unit Commander of the R.A.P.I.D. Response Team, were in attendance and delivered a presentation to the Board on the results of TAVIS. A printed version of the statistical results which were reported to the Board in the visual presentation is on file in the Board office.

The Board approved the following Motions:

- 1. THAT the Board receive the foregoing report and the presentation and commend the Chief of Police and all the members of the Service for their work and outstanding achievements with regard to the TAVIS initiative;**
- 2. THAT the Board request the Chief to prepare a one-page fact sheet summarizing the results of TAVIS for public communication;**
- 3. THAT the Board forward the foregoing report and the fact sheet to Toronto City Council for information; and**
- 4. THAT the Chief develop a communications strategy to disseminate this information widely to the public.**

Appendix "C"

THIS IS AN EXTRACT FROM THE MINUTES OF THE PUBLIC MEETING OF THE TORONTO POLICE SERVICES BOARD HELD ON OCTOBER 19, 2006

#P320. PEDESTRIAN SAFETY CONCERNS IN TORONTO

The Board was in receipt of the following report September 21, 2006 from William Blair, Chief of Police:

Subject: PEDESTRIAN SAFETY CONCERNS IN TORONTO

Recommendation:

It is recommended that: the Board receive this report for information.

Background:

This report is submitted in response to an internal memorandum dated August 23, 2006, from Chair Alok Mukherjee to Chief William Blair expressing concern over the number of pedestrian fatalities thus far in 2006.

Chair Mukherjee requested that Chief Blair provide information regarding the following;

- a status update on the implementation of initiatives related to traffic safety as a Service priority;
- with a particular emphasis on the goal of enhancing pedestrian safety; and
- the adequacy of resources currently being provided to such initiatives.

The report will examine the issues surrounding pedestrian fatalities in Toronto and provide an update on the status and resourcing of traffic safety initiatives being undertaken by the Service to support the priority.

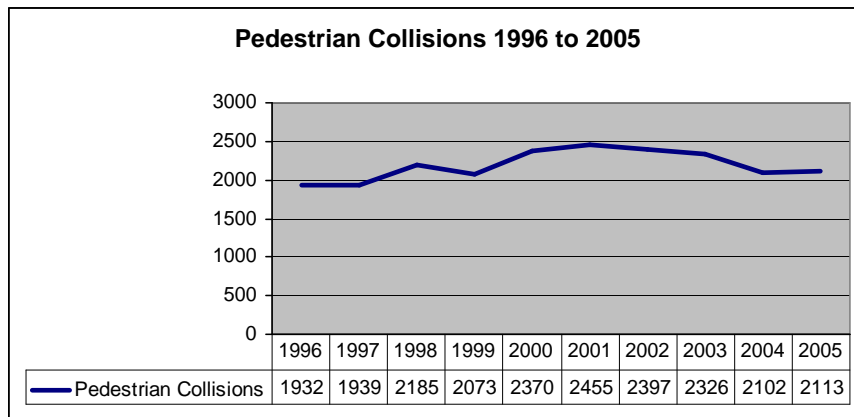
The Toronto Police Service is a recognized leader in community policing initiatives and community outreach opportunities. A very important component of our community outreach initiatives are public education and awareness campaigns. These initiatives are employed regularly as part of our commitment to making the streets of Toronto safer for all users of the roadway, and form the foundation on which our traffic safety strategy is built.

Analyzing Pedestrian-Involved Collisions in Toronto

As of August 23, 2006, twenty-five pedestrians had lost their lives as a result of motor vehicle collisions on city streets. During the same period in 2005, twelve pedestrians had lost their lives in a similar manner.

An analysis of collision data from the period 1996 to 2005 reveals that Toronto experiences an average of 2,189 pedestrian-involved collisions annually (See Table A: Pedestrian Collisions 1996 to 2005). The severity of these collisions range from minimal, to life threatening, to fatal injuries.

Table A:



Between the period January 1, and July 31, 2006, 1137 pedestrian involved collisions have occurred (See Table B: Pedestrian Involved Collisions, YTD - July 31st). Despite the fact that this year’s pedestrian fatality rate is more than double what it was during the same time period last year, the total number of pedestrian involved collisions in Toronto is actually slightly lower than has been recorded in recent years.

Table B:

Pedestrian Involved Collisions, Year to Date – July 31st

1. Year	2. Collisions	3. Pedestrians Injured
4. 2003	5. 1289	6. 1374
7. 2004	8. 1149	9. 1206
10. 2005	11. 1182	12. 1249
13. 2006	14. 1137	15. 1222

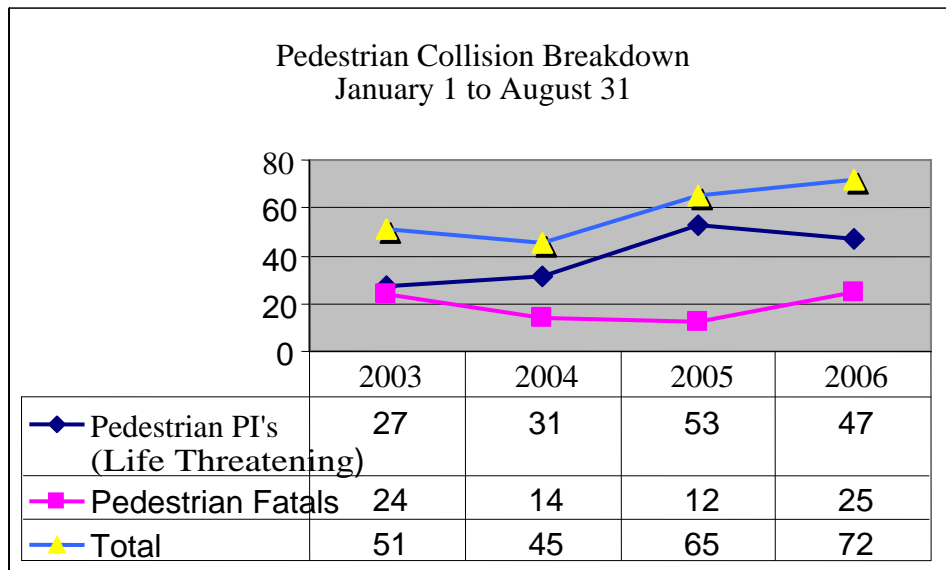
In 2003, to assist with the analysis of pedestrian collision concerns, the Service began collecting statistics regarding pedestrian collisions where the injuries sustained were deemed to be “life threatening”. This change in the manner that statistics were collected was necessary in order to more closely examine the issues surrounding pedestrian involved collisions. This category was also created in order to address operational response requirements.

In collisions categorized as life threatening, the victim has suffered an extremely serious injury that may well result in their death. In reality, the difference between significant injuries that are

life threatening and those that prove to be fatal may be very minimal. In some years a greater number of people survive extremely grave injuries than in other years.

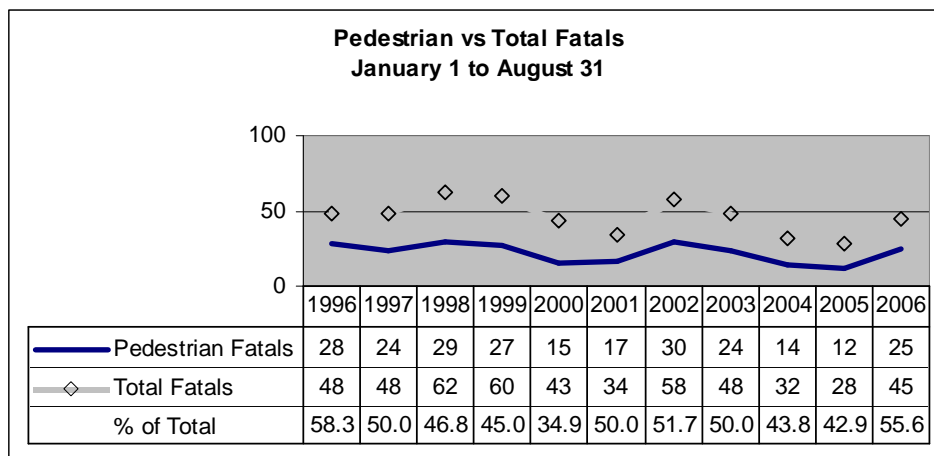
Analysis has shown that when the number of life threatening pedestrian collisions is considered in combination with the number of fatal pedestrian collisions, a clearer picture of the situation is revealed. The results of such analysis reveal trends that differ from the analysis of total pedestrian involved collisions, total pedestrian fatalities and total life threatening pedestrian collisions on their own (Table C: Pedestrian Collision Breakdown, January 1 to August 31). Although the year 2005 was deemed to be highly successful in reducing the number of pedestrian deaths on our roads, the total number of serious pedestrian involved collisions was in fact substantially elevated.

Table C:



As mentioned previously in this report, during the first eight months of this year, twenty-five pedestrians lost their lives in motor vehicle collisions on Toronto streets. By comparison, twelve pedestrians were killed during the same period in 2005. A more complete and concise picture is revealed when similar statistics are examined over an extended period of time. The following table, (See Table D: Pedestrian vs. Total Fatafs - January 1 to August 31), shows both pedestrian fatalities and total fatalities occurring in Toronto between the period January 1, and August 31, for the years 1996 through 2006.

Table D:



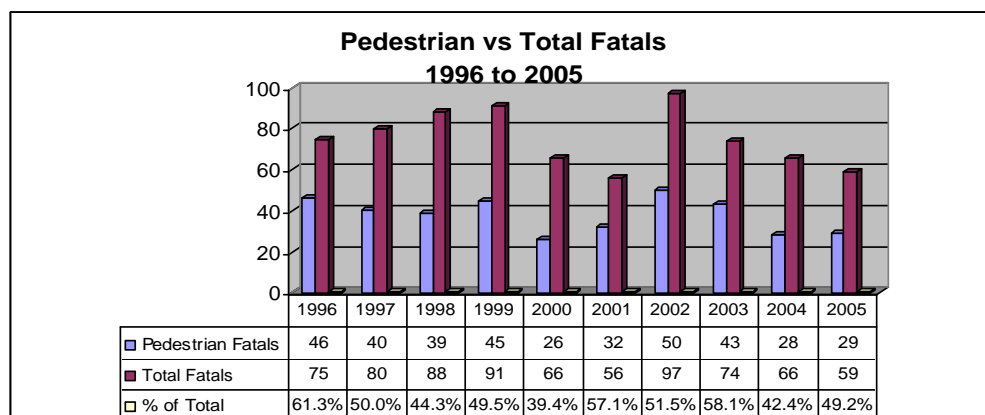
An analysis of the data contained in Table D clearly indicates that the pedestrian and total fatality numbers observed thus far in 2006 are not dramatically elevated in comparison to trends that have been experienced over more significant time periods. Fatal collision numbers observed between January 1, and August 31, over the past ten years, shows that Toronto can expect an average of:

- 24.5 pedestrian fatalities
- 50.6 fatal collisions in total (including pedestrians)
- 52.9% of all fatal collisions would be pedestrian fatalities

The pedestrian fatality totals recorded in 2004 and 2005 are statistical anomalies, 14 and 12 fatalities respectively, when compared to the average of 24.5 pedestrian fatalities recorded annually for the past 10 years. There are also other factors that must be considered when examining pedestrian collision rates in Toronto. For example, Toronto Transportation Services advises that from 1991 to 2001, an increase of approximately 50% in traffic volume was experienced. Traffic volume, in this context, is the number of vehicles crossing city boundaries daily during peak time periods. In addition, the City of Toronto Official Plan indicates that between 1996 and 2006 the population of the City of Toronto grew from 2,385,470 to 2,638,505, an increase of 10.6%. These factors, as well as many others, have all had a contributing effect on pedestrian safety within our city boundaries.

Over the past ten years, Toronto has averaged thirty-eight pedestrian deaths annually. Although these numbers will fluctuate from year to year, the number of pedestrian deaths tends to represent, on average, 50% of the total annual deaths occurring in motor vehicle collisions (See Table E: Pedestrian vs. Total Fatalis).

Table E:



The numbers experienced with respect to both pedestrian and total fatal collisions in 2005 and 2004 were particularly positive when compared to those observed in prior years. However, the combined number of life threatening and fatal pedestrian collisions was virtually the same in 2005 as it was in 2003 (113 vs. 110). In 2003, 43 pedestrians were fatally injured compared to 29 in 2005.

In 2005, the City of Toronto experienced the lowest pedestrian fatality rate amongst major North American cities with populations greater than 2 million (See Table F: 2005 Fatality Rates for Major Cities in North America). The City of Toronto also recorded the lowest number of fatal motor vehicle collisions per 100,000 people when compared to these same cities.

Table F:

2005 Fatality Rates for Major Cities in North America (population over 2,000,000)					
City	Fatalities	Pedestrians		Population	Pedestrian Fatality Rate/100,000
		Number	Percent (%)		
New York, NY	292	148	51	8,104,079	1.83
Los Angeles, CA	263	83	32	3,845,541	2.16
Chicago, IL	179	54	30	2,862,244	1.89
Toronto, Ont	59	29	49	2,604,978	1.11
Houston, TX	203	43	21	2,012,626	2.14

Contributing Factors

In the analysis of fatal collisions, causal factors are categorized in order to better understand the root causes of these occurrences and to help recognize trends as they develop. Two specific causal factors have shown increases since 2005. These increases have significantly contributed

to this year's elevated pedestrian fatality numbers. These two causal factors are *Ran/Walked/Stood in Traffic* and *Turning Vehicles*.

Ran/Walked/Stood in Traffic

In eight fatal pedestrian collisions this year, the actions of the pedestrian were determined to have caused the collision that resulted in their death. In five of these fatal pedestrian collisions, it was determined that the pedestrian victims stepped or ran off the sidewalk or T.T.C. safety island into the path of oncoming traffic. In one instance the victim was standing in the path of traffic beside their vehicle, while another victim was running across the Gardiner Expressway when they were struck and killed. The last incident involved a very young child who exited a vehicle and ran into the path of oncoming traffic.

Turning Vehicles

In seven fatal pedestrian collisions this year, turning movements made by motorists at intersections have contributed to the pedestrian's death. In each of these collisions it was determined that the pedestrian crossed the street properly and with the right of way.

The causal factors contributing to the fatal pedestrian collisions experienced so far this year, as well as year-to-date last year, are examined in the following table (See Table G: Pedestrian Fatality Causal Analysis 2006 - 2003).

Table G:

16. Pedestrian Fatality Causal Analysis YTD January 1st through August 31st

17. Causal Factor	18. 2006	19. 2005	20. 2004	21. 2003
22. Mid-Block (No Controls)	23. 7	24. 5	25. 6	26. 4
27. Pedestrian Disobey Signal	28. 1	29. 2	30. 0	31. 1
32. Ran/Walked/Stood in Traffic	33. 8	34. 2	35. 1	36. 4
37. On Sidewalk	38. 1	39. 1	40. 0	41. 3
42. Turning Vehicles/Out of Control	43. 7	44. 1	45. 4	46. 11
47. In Crossover	48. 1	49. 1	50. 1	51. 1

52. Other		53. 0	54. 0	55. 2	56. 0
57. Total Pedestrian Fatals		58. 25	59. 12	60. 14	61. 24
62. Total Pedestrian (At Fault)		63. 16	64. 9	65. 7	66. 8
67. Total Pedestrian (Not At Fault)		68. 9	69. 3	70. 7	71. 16

In some cases, where the actions of the pedestrian are questionable, and may have been contributing factors to the collision, the Coroner's Office may request post-mortem toxicology screening. To date in 2006, it has been determined that three pedestrian victims had alcohol and/or illicit narcotics present in their blood system.

Young children, and seniors have been identified as vulnerable groups with respect to pedestrian involved collisions. Many awareness initiatives have been undertaken that are directed towards seniors in the hopes of reducing their involvement in these collisions. So far this year, nine pedestrians over the age of 65 years have been killed in Toronto, compared to six during the same time period last year. (See Table H: Pedestrian Traffic Fatality Breakdown By Age, 2006 - 2003).

Table H:

72. PEDESTRIAN TRAFFIC FATALITY BREAKDOWN BY AGE

73. YTD January 1st through August 31st

74. Age	75. 2006	76. 2005	77. 2004	78. 2003
79. 0 to 4	80. 1	81. 0	82. 0	83. 0
84. 5 to 14	85. 2	86. 0	87. 0	88. 1
89. 15 to 19	90. 1	91. 0	92. 0	93. 0
94. 20 to 24	95. 2	96. 0	97. 0	98. 0
99. 25 to 34	100.	101.	102.	103.
104. 35 to 44	105.	106.	107.	108.
109. 45 to 54	110.	111.	112.	113.
114. 55 to 64	115.	116.	117.	118.
119. 65+	120.	121.	122.	123.
			0	
124. Total Pedestrians Killed	125. 5	126. 3	127. 4	128. 4

Service Priority - Traffic Safety

The Toronto Police Service is committed to ensuring the safe and orderly flow of traffic on city roadways, as well as protecting the safety of all road users: including drivers, passengers, cyclists, and pedestrians. As part of our continued commitment towards road safety, the Service formally identified Traffic Safety as a Service Priority in 2002. Traffic Safety is a shared responsibility involving all members of the organization and it forms an integral component of the 2006-2008 Service Priorities.

One of the goals associated with this priority is to “Increase the focus on pedestrian safety, especially seniors.”

The performance objectives and indicators associated with this goal include the following:

- a decrease in the number of pedestrian traffic-related injuries
- a decrease in the number of senior pedestrian traffic-related injuries
- a decrease in the number of pedestrian traffic-related fatalities
- a decrease in the number of senior pedestrian traffic-related fatalities
- an increase in the pedestrian perception of safety

A variety of strategies have been developed to support this goal. These strategies include the following:

- use education, awareness, and enforcement principles to initiate programs focusing on motorists who endanger the safety of pedestrians, as well as on pedestrians who fail to obey applicable laws.
- support the “Daredevil” senior pedestrian education program presented by the Sunnybrook Health Sciences Centre, by providing topical and pertinent information regarding current trends in senior pedestrian collisions.
- focus educational initiatives on pedestrian safety, including the use of crosswalks and automatic traffic signals. Distribute educational pamphlets in high volume, problematic pedestrian areas.
- conduct lectures on traffic safety at senior’s homes, senior’s community centres, and grade schools.
- identify through detailed collision analysis, high risk areas and high risk factors that lead to death and injuries among senior pedestrians. Obtain locations of all pedestrian crossovers for focused enforcement of all violations.
- utilize collision analysis data to develop focused educational and enforcement based initiatives that are designed to address high risk senior pedestrian issues.
- liaise with Toronto Transportation to ensure audits are conducted on identified high risk intersections to ensure the safest possible design is being used.
- encourage all police officers to assist in identifying locations that are most vulnerable to collisions involving pedestrians and to take effective action in addressing the underlying concerns associated with these locations.

Implementation of Traffic Safety Initiatives

The Service has developed and implemented a variety of traffic initiatives and campaigns in recent years. The intent of these campaigns has been to educate and improve the level of safety experienced by all road users. As pedestrians represent the most vulnerable of all road users, virtually every Service-wide traffic safety initiative includes an enforcement and/or public awareness component designed to directly impact pedestrian safety concerns.

Some of these initiatives, such as “Smart Ped”, “Canada Road Safety Week” and “Project T.T.C. – Transit Watch” have been designed to focus heavily on pedestrian safety strategies as primary operational components. Many other campaigns address unsafe driving practices, which remain one of the root causes of pedestrian involved collisions. In addition, other safety initiatives such as the “Cycling/Cycle Right” campaign also address pedestrian safety issues by targeting aggressive cyclists who operate bicycles on sidewalks, disobey traffic controls and show little regard for other road users, including pedestrians.

In addition to the many corporate safety initiatives undertaken by our Service, numerous other safety projects are implemented on a smaller scale within police divisions across the city. These projects are intended to address traffic issues within those specific divisions. These projects are generally undertaken in direct response to concerns expressed by resident associations, community police liaison committees, parent/school associations and other interested community stakeholders.

The following is a brief overview of some recent traffic initiatives undertaken by our Service:

Operation Safe Journey

Operation Safe Journey was launched in March, 2006. This theme was chosen to be the banner under which all Service-wide traffic safety initiatives would operate in 2006. A two-week enforcement and awareness campaign followed the launch, and the focus of the officers’ efforts was directed towards enforcement impacting pedestrians, drinking and driving infractions and aggressive driving. The “Plan Ahead, Choose Your Ride” initiative was launched in conjunction with this campaign.

Plan Ahead – Choose Your Ride

Plan Ahead - Choose Your Ride is a high profile public awareness campaign that was created to address the issue of drinking and driving. This practice remains the largest criminal cause of death and injury in Canada. The campaign, a joint venture initiated with numerous other key stakeholders, involved the creation of a poster encouraging drivers to “Plan Ahead – Choose Your Ride”. The poster depicts a taxi and a bus as preferable options to the police, ambulance or a funeral coach. The campaign included the circulation of several thousand glossy posters to police stations, hospitals, public health offices and schools. Posters were also placed on Toronto Transit Commission vehicles and used in static displays staffed by community police officers to help increase public awareness.

Canada Road Safety Week

Canada Road Safety Week is an annual campaign launched with the full support of the Canadian Association of Chiefs of Police. It is an enforcement-driven traffic safety initiative. The aim is to direct enforcement efforts towards all road users in an attempt to increase public compliance with safe driving practices. This year the campaign focused on risk-taking behaviour, including speeding, crossing streets improperly, failure to wear seatbelts and drinking and driving. The campaign was launched in conjunction with an awareness campaign entitled “Parent Scope”.

Parent Scope

Parent Scope is a traffic safety campaign that was designed by the Traffic Services Safety Programs Unit to enhance pedestrian and child safety in and around school areas. A pamphlet and bookmark were created with information that challenged parents and caregivers to pay particular attention to pedestrian safety issues. More than 8,000 pamphlets and 4,000 bookmarks were distributed to the Toronto District School Board and Toronto Catholic District School Board in the spring of 2006.

Project TTC – Transit Watch

The Project TTC – Transit Watch initiative is launched at various times during the year. The campaign represents a partnership between the Toronto Police Service and the Toronto Transit Commission. It is both an education and enforcement campaign. During the campaign officers direct their efforts towards infractions that impede the efficient movement of public transit vehicles. These include motorists, cyclists and pedestrians who commit offences in the vicinity of transit stops, streetcar lines, High Occupancy Vehicle lanes and Wheel-Trans vehicles.

Safe Schools, Safe Streets (Back To School Campaign)

The Safe Schools, Safe Streets campaign is launched each September in conjunction with the start of the new school year. This annual enforcement and education campaign is designed to promote a safer driving environment for all road users. This program has been developed to directly impact pedestrian safety concerns by providing focused enforcement in and around school zones and school busses. This initiative has also proven to be very successful in heightening public awareness of the need for caution in school zones and when traveling in close proximity to school vehicles.

Operation Target Street

Operation Target Street allows each division to select a street within its divisional boundaries and focus enforcement efforts on reducing infractions on this roadway. The specific location is selected based on analysis showing high collision rates, chronic excessive speeding and continuous complaints from local residents.

Operation Gridlock

Operation Gridlock is an enforcement campaign designed to direct enforcement and education-based efforts towards motorists who block intersections and disrupt the orderly flow of traffic. The actions of these drivers seriously impact pedestrian safety by forcing them to walk between stopped vehicles in order to cross the street.

Smart Ped/Bright at Night

The Smart Ped/Bright at Night campaign directs enforcement activities on motorists, cyclists and pedestrians whose behaviour jeopardizes their own safety, as well as the safety of others using the roadway. The campaign targets pedestrian crossover, cross-walk, mid-block and intersection offences. In November 2005, the campaign was combined with an initiative (Bright at Night) to heighten public awareness of visibility issues for pedestrians by educating them on the importance of maintaining visibility when traveling after dark.

Stop on Red Week

The Stop on Red Week program is an initiative delivered in many jurisdictions across North America, including Toronto. The program helps to heighten awareness of proper, safe driving practices, and focuses enforcement measures on offences related to traffic signals at intersections.

Operation PedSafe

In early 2004, the Service commenced a pedestrian safety initiative known as “Operation PedSafe”. This initiative developed a consistent theme under which all pedestrian related awareness and enforcement efforts would be directed. Operation PedSafe directed targeted enforcement towards offences committed by pedestrians, as well as offences committed by motorists, cyclists and other road users that, through analysis, were determined to be causative factors leading to elevated pedestrian involved collision rates in Toronto. The goals of Operation PedSafe are consistent with the goals identified in the Service Priorities (both 2002-2004 and 2006-2008). The program includes public education and awareness themes, in addition to heightened enforcement action by officers.

Throughout the remainder of 2006, a number of further initiatives are planned. These include “T.T.C. Streetcar Watch”, “Operation Impact”, “Festive R.I.D.E.”, and the annual fall provincial seatbelt campaign. Both the “T.T.C. Streetcar Watch” and “Operation Impact” initiatives focus primarily on pedestrian awareness and enforcement. In addition, other initiatives are currently in the development stages, including a pedestrian-specific campaign that will focus enforcement efforts on pedestrians crossing the street at mid-block and motorists committing offences with respect to traffic controls at intersections.

Strategic Deployment of Resources

Traffic Safety is a very important component of the community policing model employed by our Service. Enforcement and education strategies are implemented at all levels within the organization. These include the corporate-led traffic initiatives outlined above, division specific campaigns intended to address localized issues, and self-initiated efforts commenced by individual or teams of officers concerned about observed behaviour or complaints from members of the public.

Traffic enforcement is the duty and responsibility of all frontline officers, including those assigned to primary response, community response and traffic response functions. Each police division maintains a traffic response unit that addresses specific traffic concerns within their geographic boundaries. The Traffic Services Unit maintains a corporate perspective on implementing traffic safety programs, providing targeted enforcement and statistical analysis. Initiatives such as the Strategic Traffic Enforcement Measures team (S.T.E.M.) have greatly assisted frontline units by providing the human resources necessary to effectively support targeted enforcement campaigns.

In the coming months, many new officers will be joining the ranks of the Service. These officers will increase resources at the frontline units and provide much needed support to traffic enforcement initiatives designed to enhance pedestrian safety, in addition to addressing other safety concerns.

The Toronto Police Service will continue to work in partnership with organizations such as Toronto Transportation Services, Ministry of Transportation (MOT), Sunnybrook Health Sciences Centre, as well as other community stakeholders, such as the Traffic Injury Research Foundation, to ensure that initiatives being developed and implemented are meeting the needs and concerns of our community partners. The current issues regarding pedestrian safety are not unique to the Toronto Police Service. Numerous other organizations are impacted by these concerns and are striving towards addressing these identified issues. The Service maintains ongoing, mutually beneficial relationships with many outside organizations and welcomes the opportunity to partner with other agencies when the opportunities present themselves.

The Traffic Services-Safety Programs Section maintains representation on the Toronto Pedestrian Committee. The Traffic Services Community Police Liaison Committee includes a representative from the Toronto Pedestrian Committee. The establishment of this two-way relationship has helped to ensure that open lines of communication are maintained and provides a forum whereby concerns can be addressed and effective long-term solutions developed in a co-operative environment.

The Unit Commander of Traffic Services presently chairs the Ontario Association of Chiefs of Police Traffic Committee. Other members of the Service, including representatives of Traffic Services and Training and Education, are members of the Ontario Traffic Conference. Both of these organizations are actively lobbying the provincial government to address pedestrian enforcement concerns through legislative change. This change is designed to increase the associated fines, assess demerit points where appropriate, and develop a legal requirement for pedestrian offenders to identify themselves when being investigated.

In 2005, the Toronto Police Service “Operation PedSafe” initiative was awarded both the Canadian Association of Chiefs of Police “National Award for Highway Safety” and the Ontario Association of Chiefs of Police “Traffic Safety Initiative of the Year”. The PedSafe initiative has been maintained through 2006 and will remain the cornerstone of the Service’s pedestrian safety strategies for the foreseeable future.

In July 2004, the Video Services Unit, in co-operation with Training and Education and Traffic Services, created a decentralized training video for all frontline members entitled “Pedestrian Safety...It Only Takes a Moment”. This video was broadcast to members across the Service in an effort to educate officers with respect to issues surrounding pedestrian safety and enforcement. Traffic Services is currently reviewing the content of the video with a view towards creating an updated version for use later this year as part of a decentralized training program.

The Toronto Police Service remains committed to all aspects of community policing, including traffic safety. A significant number of resources are being directed towards traffic policing in this city, particularly when it applies to issues of pedestrian safety. Our organization has made great strides in bringing intelligence-led policing principles into the traffic policing realm in order to maximize the effectiveness of education, awareness and enforcement efforts. This helps to ensure that our available resources are deployed in the most effective, efficient and strategic manner possible. Focused campaigns, designed to address specific safety concerns are introduced on a regular basis to support and enhance other high profile initiatives. These campaigns significantly heighten the awareness of frontline officers to specific safety concerns. This elevated level of awareness educates officers to specific offences and enforcement styles that have the most direct impact on addressing the needs and concerns of the community.

The key components of any meaningful harm reduction strategy are education, awareness and enforcement. Our Service will continue to work in partnership with key community stakeholders to ensure the required safety programs and initiatives are available to pedestrians, cyclists and drivers of all ages.

It is therefore recommended that the Board receive this report for information.

Deputy Chief A.J. (Tony) Warr, Specialized Operations Command, will be in attendance to respond to any questions from Board members.

Superintendent Steve Grant and Sergeant Brian Bowman, Traffic Services, were in attendance and delivered a presentation to the Board on the Service’s initiatives to address pedestrian safety. A copy of their Powerpoint presentation is on file in the Board office.

The Board approved the following Motions:

1. **THAT the Board receive the foregoing report and the presentation and commend the members of Traffic Services for their work in improving pedestrian safety in Toronto;**
2. **THAT the Board request the Chief to prepare a fact sheet summarizing the statistical information pertaining to pedestrian fatalities and traffic collisions for public communication;**
3. **THAT the Board forward the foregoing report and the fact sheet to Toronto City Council for information; and**
4. **THAT the Chief develop a communications strategy to disseminate this information to the public.**

Appendix "D"

THIS IS AN EXTRACT FROM THE MINUTES OF THE PUBLIC MEETING OF THE TORONTO POLICE SERVICES BOARD HELD ON OCTOBER 19, 2006

#P333. STAFFING STRATEGY UPDATE – DECEMBER 2006 RECRUIT CLASS

The Board was in receipt of the following report August 28, 2006 from William Blair, Chief of Police:

Subject: STAFFING STRATEGY UPDATE - DECEMBER RECRUIT CLASS

Recommendation:

It is recommended that: the Board receive this report

Background:

The Board at its meeting on May 18, 2006 (Minute No. P145/06 refers) was in receipt of a report concerning uniform staffing to address seasonal pressures. The Board received this report, which advised that an update on the Staffing Strategy would be provided for the December 2006 recruit class.

The basic premise of the Staffing Strategy is to address variations in staffing levels, and remain within the Operating Budget envelope, by balancing hires against separations to remain at target on average for the year. Variations above and below target occur as a result of the fact that separations are incurred throughout the year while the Ontario Police College has only three intakes annually for the replenishment of new recruits. The most important of these intakes for staffing from June to September is the December class, as these recruits normally complete their training after five months and are assigned as 4th class constables in late May.

Determining the class size depends on our separation experience, which has been higher than expected this year. The original projection of 200 separations in 2006 has been revised to 240, and a preliminary projection of 225 separations has been made for 2007. As set out in the attached chart, this would involve a class of 114 hires in December, which would result in staffing levels above target in June, July, and September 2007 with only August being below target, by 16. In 2008, the Service would again be above target for the summer months, except for August being below, by 7. Within the overall level of Service staffing, these small variances for August are not expected to be operationally problematic.

The comprehensive Staffing Strategy report for the period 2007 to 2011 is due for the Board's meeting in December and will take into account any continuing trends in separations. The Service is cognizant of the need to maintain staffing as close to target as possible for the summer months, and this will continue to be reflected as a priority in the Staffing Strategy.

Deputy Chief Keith Forde, Human Resources Command, will be in attendance to respond to any questions the Board may have.

Staff Superintendent Peter Sloly, Staff Planning and Community Mobilization, was in attendance and delivered a presentation to the Board.

The Board was advised that, by the end of the first week of January 2007, there is a projected deployed strength of 5523, which exceeds the target strength of 5510.

The Board received the foregoing.

UNIFORM STAFFING STRATEGY

2006						2007					
	Separations	Deployed Officers	Deployed Target	Deployed Strength	Variance		Separations	Deployed Officers	Deployed Target	Deployed Strength	Variance
Start of year			5510	5233	-277	Start of year			5510	5413	-97
JAN	21	105	5510	5317	-193	JAN	34	144	5510	5523	13
FEB	42		5510	5275	-235	FEB	27		5510	5496	-14
MAR	22		5510	5253	-257	MAR	18		5510	5478	-32
APR	22		5510	5231	-279	APR	20		5510	5458	-52
MAY	28	141	5510	5344	-166	MAY	21	114	5510	5551	41
JUN	18	6	5510	5332	-178	JUN	12	5	5510	5544	34
JUL	34		5510	5298	-212	JUL	24		5510	5520	10
AUG	22		5510	5276	-234	AUG	26		5510	5494	-16
SEP	10	162	5510	5428	-82	SEP	11	44	5510	5527	17
OCT	8	6	5510	5426	-84	OCT	11	4	5510	5520	10
NOV	7		5510	5419	-91	NOV	11		5510	5509	-1
DEC	6		5510	5413	-97	DEC	10		5510	5499	-11
End of year	240	420	5510	5413	-97	End of year	225	311	5510	5499	-11

2006
OMERS 85 Factor

Proj Cadet Hires

Apr **162**
Aug **144**
Dec 114
Total 420

Laterals

Jan 3
Jun 5
Oct 6
Total 14

Total Hires 434

2007
OMERS 85 Factor

Projected Hiring

Cadet Hires

Apr 44
Aug 40
Dec 144
Total 228

Laterals

Jun 5
Oct 4
Total 9

Total Hires 237

UNIFORM STAFFING STRATEGY

2008						2009					
	Separations	Deployed Officers	Deployed Target	Deployed Strength	Variance		Separations	Deployed Officers	Deployed Target	Deployed Strength	Variance
Start of year			5510	5499	-11	Start of year			5510	5506	-4
JAN	34	40	5510	5505	-5	JAN	34	80	5510	5552	42
FEB	27		5510	5478	-32	FEB	27		5510	5525	15
MAR	18		5510	5460	-50	MAR	18		5510	5507	-3
APR	20		5510	5440	-70	APR	20		5510	5487	-23
MAY	21	144	5510	5563	53	MAY	21	64	5510	5530	20
JUN	12	2	5510	5553	43	JUN	12	8	5510	5526	16
JUL	24		5510	5529	19	JUL	24		5510	5502	-8
AUG	26		5510	5503	-7	AUG	26		5510	5476	-34
SEP	11	44	5510	5536	26	SEP	11	50	5510	5515	5
OCT	11	2	5510	5527	17	OCT	11	6	5510	5510	0
NOV	11		5510	5516	6	NOV	11		5510	5499	-11
DEC	10		5510	5506	-4	DEC	10		5510	5489	-21
End of year	225	232	5510	5506	-4	End of year	225	208	5510	5489	-21

2008

OMERS 85 Factor

Projected Hiring

Cadet Hires

Apr	44
Aug	80
Dec	64
Total	188

Laterals

Jun	2
Oct	2
Total	4

Total Hires

192

2009

OMERS 85 Factor

Projected Hiring

Cadet Hires

Apr	50
Aug	54
Dec	54
Total	158

Laterals

Jun	8
Oct	6
Total	14

Total Hires

172