



Toronto Police Services Board

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December 18, 2019

Infrastructure and Environment Committee
City of Toronto
10th Floor, West Tower, City Hall
100 Queen Street West
Toronto, ON
M5H 2N2

Infrastructure and Environment Committee Members,

**Re: Vision Zero Enforcement Team to support City of Toronto Road Safety Plan –
Vision Zero**

At its meeting held on November 21, 2019, the Toronto Police Services Board was in receipt of a report dated October 30, 2019, from Chief of Police Mark Saunders with regard to Vision Zero Enforcement Team to support City of Toronto Road Safety Plan – Vision Zero.

RECOMMENDATIONS

It is recommended that the Infrastructure and Environment Committee receive this report.

FINANCIAL IMPACT

There are no financial implications arising out of the receipt of this report.

COMMENTS

The Board approved the Chief's report and the following Motions:

1. **THAT the report recommendation be removed and replaced with the following:**

It is recommended that the Board direct the Chief to include the program cost in Toronto Police Service's 2020 Operating Budget Submission for consideration as part of the 2020 Budget process.

1. **THAT the program be commenced at the time recommended in the report and paid for in the manner specified in the report, only until such time as permanent funding has been approved; and**
2. **THAT the Chief report back to the Board at its July 2020 meeting with information that addresses how the new shift schedules may increase the Service's capacity to perform more dedicated, proactive and strategic enforcement associated with the City's Vision Zero objectives in addition to, or as a supplement to, an approach that uses Callback/Overtime resources.**

CONTACT

Chief of Police Mark Saunders
Toronto Police Service
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SIGNATURE

Jim Hart
Chair

ATTACHMENTS

A copy of Board Minute No. P218/19, in the form attached as Appendix "A", regarding this matter is provided for information.

This is an Extract from the Minutes of the Public Meeting of the Toronto Police Services Board that was held on November 21, 2019

P218. Vision Zero Enforcement Team to support City of Toronto Road Safety Plan – Vision Zero

The Board was in receipt of a report dated October 30, 2019 from Mark Saunders, Chief of Police, with regard to this matter.

Recommendation:

It is recommended that the Board forward this report to the City Infrastructure and Environment Committee with a request that the enhanced Toronto Police Service's proposed road safety program be funded from the City of Toronto's Vision Zero 2.0 program.

Deputations: John Sewell (*written deputation included)
Toronto Police Accountability Coalition

Sean Marshall (*written deputation included),
Walk Toronto

Keagan Gartz, *Cycle Toronto*
Jessica Spieker
Friends and Families for Safe Streets

Chief Saunders answered questions from Board Members regarding this report and advised that, when looking at Vision Zero, the Service is "maximizing all resources to ensure there will be tangible results." He further advised that he believes the number one issue causing the pedestrian fatalities is road blocks. He said that in meeting with different stakeholders, the Service is looking to create a sustainable and strategic plan to make the city friendlier to a growing, aging community. He said that this plan would look at the dynamics of traffic flow.

Superintendent Scott Baptist advised the Board that through this proposal, the data received from City Transportation regarding the parts of the city where there needs to be more resources allows the Service to put officers in those locations on a call-back basis. He further stated that this is "high-volume enforcement," meaning it is focused and directed on specific problem areas and specific problem times. He said that this funding will allow the Service the flexibility to do that in a strategic way. Superintendent Baptist stated that this funding will allow the Service to allocate officers in different areas of the City where traffic enforcement is needed most as per the data analysis received from City Transportation (see Appendix A of the report). He said that, over the long term, there

should a specific team to do this work on a full-time basis.

Mayor Tory recommended that a Motion be considered where the proposal is added to the Service's budget, saying that this should not be a proposal to be done for one year only, but rather, an ongoing initiative. Mr. Tony Veneziano, CAO, confirmed that for the same amount that it would cost to use overtime officers for this proposal, we can hire full-time officers.

The Mayor said that in order to speed up this proposal, the Service could use the over-time officers until the new budget gets approved in the spring and then hire full-time officers to do this work on a permanent basis at no significant increased cost. Mr. Veneziano advised that the Service has met with representatives from the City and the City has agreed to fund the \$1 million dollars required for this proposal in 2020.

Mayor Tory stated that the Chief's report has created the impression that there is no traffic enforcement done in the City but that he believes there is still currently extensive traffic enforcement taking place. Superintendent Baptist confirmed this, saying that "this is the fundamental role of a police officer anywhere." He said that the report does not really discuss the declining staff levels generally, but noted that the opportunity to take police officers and assign them only to traffic enforcement has diminished significantly. He said that given the current staffing levels, police officers go from priority call to priority call and the opportunity to attend to traffic enforcement calls is very limited.

The Chief said that, effective January 27, 2020, the Service will be continuing the pilot projects throughout the Service. He further stated that, as seen from the pilot project done in 41 and 23 Divisions, this model allows for more proactive policing, creating more opportunity for traffic enforcement and for educating the public on traffic safety.

Motion

- 3. THAT the report recommendation be removed and replaced with the following:**

It is recommended that the Board direct the Chief to include the program cost in Toronto Police Service's 2020 Operating Budget Submission for consideration as part of the 2020 Budget process.

- 4. THAT the program be commenced at the time recommended in the report and paid for in the manner specified in the report, only until such time as permanent funding has been approved; and**
- 5. THAT the Chief report back to the Board at its July 2020 meeting with information that addresses how the new shift schedules may increase the Service's capacity to perform more dedicated, proactive and**

strategic enforcement associated with the City's Vision Zero objectives in addition to, or as a supplement to, an approach that uses Callback/Overtime resources.

The Board received the deputations, approved the Motion and approved the foregoing report.

Moved by: J. Hart

Seconded by: F. Nunziata

October 30, 2019

To: Chair and Members
Toronto Police Services Board

From: Mark Saunders
Chief of Police

Subject: Vision Zero Enforcement Team to support City of Toronto Road Safety Plan – Vision Zero

Recommendation(s):

It is recommended that the Board forward this report to the City Infrastructure and Environment Committee with a request that the enhanced Toronto Police Service's proposed road safety program be funded from the City of Toronto's Vision Zero 2.0 program.

Financial Implications:

The Vision Zero Enforcement Team would be staffed by Traffic Services officers on a call-back overtime basis, fully funded for one year by the City of Toronto's Vision Zero Road Safety Program which has allocated \$1.0Million (M) to this project. The program cost will be included in Toronto Police Service's 2020 Operating Budget Submission for consideration as part of the 2020 Budget process.

City Transportation has also indicated that it will provide an additional \$1.0M to fund the Vision Zero Enforcement Team in 2021. This cost will be included and considered as part of the City's 2021 Operating Budget process.

Background / Purpose:

This report responds to a Toronto Police Services Board (Board) recommendation from its July 5, 2018 meeting (Min. No. P150 refers). The recommendation directed the Chief of Police to report to the Board, as part of the 2019 operating budget process, on whether any additional resources are required to address the Council's request related to enforcement of the Highway Traffic Act.

The Toronto Police Service (Service) made a commitment to supporting the five year (2017-2021) Vision Zero plan in January 2017. The main focus in Vision Zero is on reducing fatalities and serious injuries on our streets. The Service has supported all initiatives related to Vision Zero since its inception. The role of the police in the Vision Zero plan is primarily enforcement and education focused. The service is committed to addressing these concerns however strategic enforcement of road safety issues remains a challenge in light of current staffing realities.

Discussion:

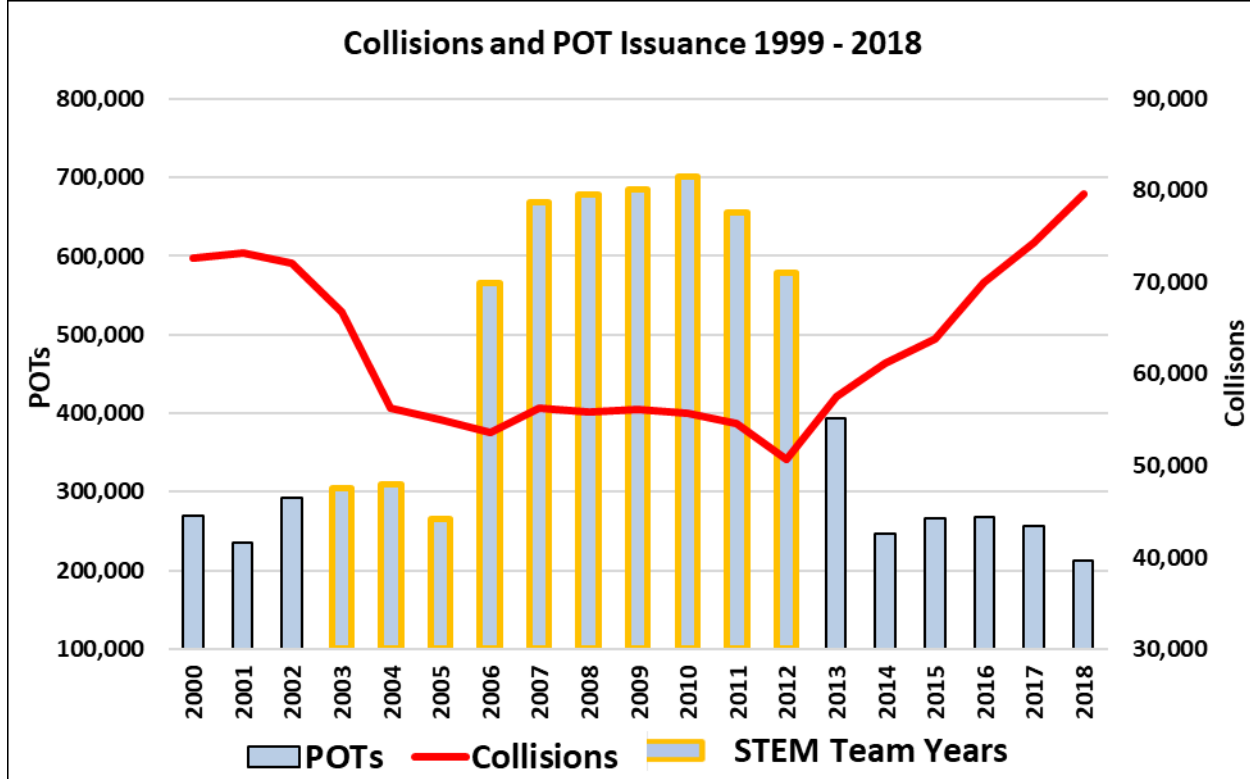
So far, in 2019, 48 people have lost their lives to traffic collisions, 35 (73%) of those were vulnerable road users (pedestrians, cyclists, motorcyclists). These are not just numbers, these are our community members; each of these deaths were preventable. Too often, drivers speed, distraction, aggressiveness and impairment were identified as contributing factors in the collision.

There is a strong relationship between speeding, distracted driving, aggressive driving, and impaired driving in respect to collision probability and severity of injury. In Toronto, these offences are often referred to as the “Big 4”. Aggressive driving includes following too closely, running red lights, speeding, street racing, driving too fast for road conditions and passing improperly.

Toronto Transportation Services looked at how the “Big 4” factors weighed in the Killed or Seriously Injured (KSI) collisions that happened in Toronto between 2013 and 2017. They reported that aggressive and distracted driving was a contributing factor in 44% of all fatal collisions and 52% of the K.S.I. collisions.

It has been well documented through numerous studies that enforcement is a key component to achieving a reduction in deaths and injuries caused through preventable collisions and poor driving behaviour. Between 2003 and 2012, the Service with the support of the City of Toronto created and maintained an effective high profile enforcement team with a mandate of enhancing public safety through traffic enforcement. The team of officers were collectively called the S.T.E.M. Team (Strategic Targeted Enforcement Measures). This team was highly visible, proactive and focussed on high collision locations, community safety zones, high speed areas and other locations where the public was at risk. This team strategically deployed its resources throughout the city and were effective in changing driver behaviour.

The impact the STEM Team had on collision occurrences is well reflected in the chart below “Collisions and POT Issuance 1999-2018.” Between 2003 and 2012, the period of time in which the STEM Team was active, the Service realized an overall increase of 125% in Provincial Offence Tickets (POT’s), while experiencing a 24% decrease in the total number of collisions investigated in the city.



The STEM Team disbanded in 2013. Between 2011 and 2018 service-wide uniform strength dropped by 805 officers making front line policing response to emergency calls for service a priority. The disbandment of the STEM Team and reduction in uniform officer strength contributed to a reduction in enforcement as shown in the chart above. Ultimately, as enforcement volumes decreased, collisions have increased.

The Service does not currently have a complement of officers that are solely dedicated to enforcement duties on a daily basis. Traffic Services officers are responsible for all traffic related incidents within the City of Toronto, Canada’s largest city. Traffic officers are deployed city-wide for collision investigations, alcohol and drug impaired driving investigations, photo evidence support, collision reconstruction and highway patrol assignments. These officers have unique skillsets that require specialized training and they respond, as a team, to major collision investigations as their main priority; traffic enforcement is a supplemental role.

There is a continued expectation from the public for safer roads. The advent of technology has positioned the Service to have the ability to be strategic in traffic enforcement. There are, however, only three offence types (red light camera, and soon to be available automated speed enforcement in school and community safety zones / automated school bus stop arm enforcement) that are currently enforceable using technology. The need for police officers to be assigned to conduct strategic, data-driven enforcement remains high.

To reflect the public demand for more to be done about road safety in Toronto, [Toronto’s Vision Zero Road Safety Plan](#) was created. Vision Zero acknowledges that collisions are inevitable but that K.S.I. collisions are preventable and unacceptable.

Traffic Services is proposing the creation of a Vision Zero Enforcement Team (the Enforcement Team) from January to December 2020, which would be solely dedicated to enforcement in support of the City of Toronto’s Vision Zero 2.0 Road Safety Plan. The Enforcement Team will be staffed by Traffic Services officers on a call-back overtime basis, funding information for this initiative is described in the Financial Implications section of this report.

The Enforcement Team will be highly visible, proactive and focussed on high collision locations, community safety zones, high speed areas and other locations where the public is at risk,

targeting the ‘BIG 4’ offences (speeding, distracted driving, aggressive driving, and impaired driving). The Enforcement Team will be strategically deployed throughout the city to effect change in driver behaviour.

This initiative will compliment the existing traffic enforcement, educational work, and planned traffic campaigns (Cycling, Back to School etc.) that occur daily by our members, service wide. This enforcement program will be supported by a strong social media and communication strategy that will enhance the public’s awareness.

The Enforcement Team will have the following mandate:

- To support existing City of Toronto road safety strategies - Vision Zero, Congestion Management Plan (C.M.P.) and Keep Toronto Moving;
- Intelligence driven, evidence based approach and targeted enforcement to address identified driver behaviours resulting in a reduction of personal injury and fatal collisions;
- Dedicated assignments that are data-driven in partnership with Toronto Transportation Services with targeted enforcement towards dangerous driving behaviours such as speeding, aggressive, and distracted driving;
- Increased police presence and visibility which will result in safer roads for pedestrians, cyclist and drivers;
- Increased public awareness about the dangers of speeding, aggressive, and distracted driving;
- Speed enforcement in the areas surrounding schools in support of the creation of safe "School Zones" and increased fines.

Call – Back Structure

The Enforcement Team will be staffed by Traffic Services officers (and select personnel chosen by Traffic Servies) on a call-back overtime basis and will commence on January 6, 2020 for 48 weeks. This schedule will be amended as operationally needed. A total of 6 constables and 2 sergeants will work Monday to Friday with half the team working day shift and the other half working evening shift. The call backs will be 6 hours in duration with sergeants allotted an extra hour for administrative duties.

	MON	TUE	WED	THU	FRI
DAY SHIFT	1 Sergeant / 3 Constables	1 Sergeant / 3 Constables	1 Sergeant / 3 Constables	1 Sergeant / 3 Constables	1 Sergeant / 3 Constables
EVE SHIFT	1 Sergeant / 3 Constables	1 Sergeant / 3 Constables	1 Sergeant / 3 Constables	1 Sergeant / 3 Constables	1 Sergeant / 3 Constables

LEGEND
Day Shift 0600-1200 hours
Evening Shift 1400-2000 hours

Funding

The Enforcement Team will be fully funded by the City of Toronto Vision Zero 2.0 program which has allocated \$1,000,000.00 to this project. The funding will be broken down into 48 weeks (\$20, 240.30 / week) of active enforcement throughout the city.

6 Officers plus 2 Sgts					
Officer	Cost/day	# of officers	Total per day	5 day week	48 Weeks
Sgt	\$ 608.51	2	\$ 1,217.02	\$ 6,085.10	\$ 292,084.80
PC	\$ 471.84	6	\$ 2,831.04	\$ 14,155.20	\$ 679,449.60
			\$ 4,048.06	\$ 20,240.30	\$ 971,534.40

Directed Enforcement: Being where the public needs us the most

Deployment during this initiative will be directed using the data provided by Vision Zero Toronto. Key enforcement corridors have been identified that take into account collisions, speed, and injuries. Officers can supplement their local knowledge with these data driven corridors to make the biggest impact on road safety (see Appendix A).

Officers will be given a guide outlining the “Big 4” offences to focus their enforcement efforts on. This is to direct our officers limited enforcement time on the factors that we know cause the most injury on our roads.

Speeding
Speeding - HTA Section 128
Racing / Stunt Driving - HTA Section 172
Distracted Driving Related Offences
Hand Held devices - HTA sec 78
Aggressive Driving Related Offences
Disobey Sign - HTA Section 182
Disobey Stop Sign - HTA Section 136
Disobey Traffic Signal - HTA Section 144
Turning Offences - HTA Section 142
Careless Driving - HTA Section 130

Big 4 Focused Neighbourhood Traffic Complaints

This initiative will assist divisions by addressing the top community neighbourhood driving complaints that are “Big 4” focused. On a weekly basis, Community Response Unit Staff Sergeants will be asked to supply Traffic Services with their most troubling neighbourhood traffic complaints. The Enforcement Team officers will address local neighbourhood concerns and will assist the local neighbourhood/traffic complaint officer. Enforcement Team officers will be required to update the Versadex occurrence with any actions and observations made.

Operational Analytics

It will be the responsibility of the Traffic Services Callback Supervisor to ensure that the officers are where the public needs them the most. The Vision Zero Team at Toronto Transportation created a list of corridors (Appendix A) which provides insight into key locations where people are injured or killed because of Big 4 driving behaviours. As a part of our ongoing evaluation of this initiative, analysts will be checking that these corridors are being targeted and that enforcement is happening in line with these recommendations.

Traditionally, the main metric of the success of a traffic initiative is the number of tickets issued. Versadex will be utilized as the primary source for daily statistical output for this initiative (see reporting data sheet in Appendix B). Anticipated success of this enforcement initiative would be a direct reduction of K.S.I. collisions as a result of targeted enforcement. Therefore, the number of K.S.I. collisions occurring in the targeted enforcement areas will be measured and compared year over year.

Communications Strategy

Connecting with our communities about road safety will be done by utilizing both traditional media partners and social media networks. The Service is fortunate to have a great relationship with Toronto’s media and a growing following on social media. Key messages will be created and strategically utilized throughout this initiative with the intent to maintain traction and momentum.

The Traffic Services Media Relations Officer (M.R.O.) will work with the Service’s Corporate Communications unit to create internal and external stories and messaging about this initiative and will support the local divisional M.R.O.s who have an established connection with their communities. Content will be created for both traditional media and the various social media platforms.

Conclusion:

The Service and the City of Toronto have made a pledge to reduce traffic related deaths and injuries on our roadways with the Vision Zero Road Safety Plan. The implementation of the Enforcement Team will support this vision by providing:

- Intelligence driven and targeted enforcement to address identified driver behaviours resulting in a reduction of personal injury and fatal collisions
- Increased police presence and visibility which will result in safer roads for pedestrians, cyclists and drivers
- Increased public awareness about the dangers of speeding, aggressive and distracted driving

A highly visible and proactive enforcement program will create more awareness in all road users. Changes in behaviour and attitude will ensure everyone is doing their part to safely share the road.

Deputy Chief Peter Yuen, Communities and Neighbourhoods Command, will be in attendance to answer any questions the Board may have concerning this report.

Respectfully submitted,

Mark Saunders, O.O.M.
Chief of Police

Appendix A
Aggressive Driving Related KSI Collisions (Top Locations)

Division	Street	From	To	KSI Counts
22	KIPLING AVE	NORTH QUEEN ST	NORSEMAN ST	4
22	THE QUEENSWAY	427 C S QUEENSWAY RAMP	NORTH QUEEN ST	4
23	KIPLING AVE	HINTON RD	BROOKMERE RD	4
23	KIPLING AVE	BROOKMERE RD	HENLEY CRES	4
23	BROOKMERE RD	ELMHURST DR	KIPLING AVE	4
23	WESTHUMBER BLVD	KIPLING AVE	MARTIN GROVE RD	4
31	STEELES AVE W	KEELE ST	FOUNDERS RD	5
31	KEELE ST	CANARCTIC DR	STEELES AVE W	4
31	STEELES AVE W	PETROLIA RD	KEELE ST	4
31	TORYORK DR	WESTON RD	OLITI CRT	4
32	BATHURST ST	BAINBRIDGE AVE	SHEPPARD AVE W	4
32	SHEPPARD AVE W	EASTON RD	BATHURST ST	4
33	LAWRENCE AVE E	CURLEW DR	CARNFORTH RD	5
33	CURLEW DR	VICTORIA PARK AVE	LAWRENCE AVE E	4
41	EGLINTON AVE E	FALMOUTH AVE	BRIMLEY RD	6
41	EGLINTON AVE E	VICTORIA PARK AVE	EGLINTON SQ	4
41	ST CLAIR AVE E	KENNEDY RD	DANFORTH RD	4
41	VICTORIA PARK AVE	EGLINTON SQ	EGLINTON AVE E	4
42	PHARMACY AVE	GORDON BAKER RD	STEELES AVE E	4
42	STEELES AVE E	VICTORIA PARK AVE	PHARMACY AVE	4
42	STEELES AVE E	PHARMACY AVE	FIREBRACE RD	4
42	STEELES AVE E	STAINES RD	PICKERING TOWN LINE	4
43	EGLINTON AVE E	BRIMLEY RD	DANFORTH RD	5
51	LOWER JARVIS ST	LAKE SHORE BLVD E	THE ESPLANADE	5
51	CARLTON ST	JARVIS ST	SHERBOURNE ST	4
51	LAKE SHORE BLVD E	YONGE ST	LOWER JARVIS ST	4
51	LAKE SHORE BLVD E	YONGE ST	LOWER JARVIS ST	4
51	LAKE SHORE BLVD E	LOWER JARVIS ST	LOWER SHERBOURNE ST	4
51	WELLINGTON ST W	YONGE ST	BAY ST	4
51	LOWER JARVIS ST	QUEENS QUAY E	LAKE SHORE BLVD E	4
55	COXWELL AVE	GERRARD ST E	FAIRFORD AVE	4
55	COXWELL AVE	FAIRFORD AVE	HANSON ST	4
55	GERRARD ST E	COXWELL AVE	BOWMORE RD	4
55	FAIRFORD AVE	WOODFIELD RD	GERRARD ST E	4
11/13	DUPONT ST	DUFFERIN ST	LANSDOWNE AVE	4
22/23	EGLINTON AVE W	SCARLETT RD	ROYAL YORK RD	4
33/41	VICTORIA PARK AVE	EGLINTON AVE E	CRAIGTON DR	4
41/43	BRIMLEY RD	DANFORTH RD	EGLINTON AVE E	4
41/43	BRIMLEY RD	EGLINTON AVE E	CHILLERY AVE	4

Speeding Related KSI Collisions (Top Locations)

Division	Street	From	To	KSI Counts
14	LAKE SHORE BLVD W	ONTARIO DR	BRITISH COLUMBIA RD	3
14	LAKE SHORE BLVD W	JAMESON AVE	PARKSIDE DR	3
22	THE WEST MALL	THE QUEENSWAY	WEST MALL CRES	3
22	BROWN'S LINE	LAKE SHORE BLVD W	BROWN'S LINE	2
23	WINCOTT DR	THE WESTWAY	EGLINTON AVE W	3
23	MONOGRAM PL	ISLINGTON AVE	WEST END	2
31	JANE ST	GILTSPUR DR	SHEPPARD AVE W	6
31	JANE ST	SHEPPARD AVE W	CLAIR RD	6
31	SHEPPARD AVE W	MIN AVE	JANE ST	6
31	SHEPPARD AVE W	JANE ST	OAKDALE RD	6
31	TOBERMORY DR	FINCH AVE W	POTSDAM RD	2
32	BATHURST ST	BAINBRIDGE AVE	SHEPPARD AVE W	2
32	BAYVIEW AVE	CUMMER AVE	GARNIER CRT	2
33	LAWRENCE AVE E	CURLEW DR	CARNFORTH RD	3
41	PHARMACY AVE	ALVINSTON RD	EGLINTON AVE E	3
41	BIRCHMOUNT RD	ST CLAIR AVE E	COMSTOCK RD	3
41	EGLINTON AVE E	EGLINTON SQ	PHARMACY AVE	3
41	EGLINTON AVE E	PHARMACY AVE	LEBOVIC AVE	3
41	PHARMACY AVE	EGLINTON AVE E	ASHTONBEE RD	3
41	FOXRIDGE DR	BIRCHMOUNT RD	KENNEDY RD	3
43	NEILSON RD	401 C W NEILSON RD RAMP	SHEPPARD AVE E	4
43	LAWRENCE AVE E	SCARBOROUGH GOLF CLUB RD	MOSSBANK DR	3
43	GALLOWAY RD	GUILDWOOD PKWY	KINGSTON RD	3
51	SHERBOURNE ST	SHUTER ST	DUNDAS ST E	3
53	AYLMER AVE / ROSEDALE VALLEY RD	YONGE ST	BAYVIEW AVE	4
55	FAIRFORD AVE	WOODFIELD RD	GERRARD ST E	2
12/31	WILSON AVE	HWY 401 WB OFF RAMP	ALLINGHAM GDNS	4
41/43	BRIMLEY RD	EGLINTON AVE E	CHILLERY AVE	2
42/43	NEILSON RD	401 C E NEILSON RD RAMP	401 C W NEILSON RD RAMP	3
51/53	BLOOR ST E	SHERBOURNE ST	PARLIAMENT ST	2

Impaired Related KSI Collisions (Top Locations)

Division	Street	From	To	KSI Counts
11	DUNDAS ST W	ANNETTE ST	KEELE ST	2
11	DUNDAS ST W	KEELE ST	PACIFIC AVE	2
13	DUFFERIN ST	HALLAM ST	DUPONT ST	3
13	DUFFERIN ST	DUPONT ST	BRANDON AVE	3
22	LAKE SHORE BLVD W	THIRTEENTH ST	KIPLING AVE	3
23	ALBION RD	HIGHWAY 27 N	CARRIER DR	2
23	FINCH AVE W	ALBION RD	MARTIN GROVE RD	2
23	KIPLING AVE	ANNABELLE DR	BEACONHILL RD	2
23	KIPLING AVE	BEACONHILL RD	KIDRON VALLEY DR	2
31	WESTON RD	STARVIEW LANE	SHEPPARD AVE W	3
31	JANE ST	DRIFTWOOD AVE	SHOREHAM DR	2
32	DUFFERIN ST	GERRY FITZGERALD DR	STEELES AVE W	3
32	STEELES AVE W	HIDDEN TRAIL	DUFFERIN ST	3
32	STEELES AVE W	DUFFERIN ST	GERRY FITZGERALD DR	3
33	LAWRENCE AVE E	THE DONWAY W	DON MILLS RD	3
41	BIRCHMOUNT RD	NEWLANDS AVE	ST CLAIR AVE E	2
41	EGLINTON AVE E	EGLINTON SQ	PHARMACY AVE	2
42	SHEPPARD AVE E	ATRIUM LANE	KINGSTON RD	2
42	FINCH AVE E	ADIRONDACK GT	KENNEDY RD	2
42	WAYSIDE AVE	FINCH AVE E	SILVER SPRINGS BLVD	2
43	BELLAMY RD N	NELSON ST	LAWRENCE AVE E	3
43	BELLAMY RD N	LAWRENCE AVE E	BENLEIGH DR	3
43	LAWRENCE AVE E	BURNVIEW CRES	BELLAMY RD N	3
43	LAWRENCE AVE E	BELLAMY RD N	GREENCEDAR CRCT	3
43	PORT UNION RD	ISLAND RD	KINGSTON RD	2
43	ELLESMERE RD	ORTON PARK RD	NEILSON RD	2
11/13	DUPONT ST	DUFFERIN ST	LANSDOWNE AVE	3
13/14	DUPONT ST	DOVERCOURT RD	DUFFERIN ST	3
41/43	BRIMLEY RD	DANFORTH RD	EGLINTON AVE E	2
41/43	BRIMLEY RD	EGLINTON AVE E	CHILLERY AVE	2

Distracted Driving Related KSI Collisions (Top Locations)

Division	Street	From	To	KSI Counts
14	LAKE SHORE BLVD W	JAMESON AVE	PARKSIDE DR	3
14	BATHURST ST	LAKE SHORE BLVD W	FORT YORK BLVD	2
14	BLOOR ST W	BRUNSWICK AVE	BATHURST ST	2
14	BLOOR ST W	SHAW ST	OSSINGTON AVE	2
14	COLLEGE ST	DOVERCOURT RD	DUFFERIN ST	2
23	ISLINGTON AVE	SUMMITCREST DR	THE WESTWAY	3
23	LAWRENCE AVE W	WESTON RD	HICKORY TREE RD	3
23	ALBION RD	THISTLE DOWN BLVD	ISLINGTON AVE	2
23	DIXON RD	MARTIN GROVE RD	CITY VIEW DR	2
31	WILSON AVE	HIGHVIEW AVE	JANE ST	3
31	ARROW RD	SHEPPARD AVE W	FINCH AVE W	2
32	BAYVIEW AVE	SHEPPARD AVE E	BAYVIEW MEWS LANE	2
32	BAYVIEW AVE	BAYVIEW MEWS LANE	CITATION DR	2
32	BAYVIEW AVE	SHEPPARD AVE E	BAYVIEW MEWS LANE	2
32	FINCH AVE W	GOLDFINCH CRT	WILMINGTON AVE	2
33	CURLEW DR	VICTORIA PARK AVE	LAWRENCE AVE E	3
33	DON MILLS RD	WYNFORD DR	BARBER GREENE RD	2
33	DON MILLS RD	BARBER GREENE RD	THE DONWAY E	2
41	VICTORIA PARK AVE	EGLINTON SQ	EGLINTON AVE E	3
41	DANFORTH RD	KENNEDY RD	ST CLAIR AVE E	2
42	FINCH AVE E	BRIDLETOWNE CRCL	WARDEN AVE	2
43	ELLESMERE RD	BELLAMY RD N	DOLLY VARDEN BLVD	3
43	PROGRESS AVE	MARKHAM RD	MILNER BUSINESS CT	3
51	LAKE SHORE BLVD E	LOWER JARVIS ST	LOWER SHERBOURNE ST	3
51	PARLIAMENT ST	WELLESLEY ST E	0_BLOOR ST E	3
53	BAYVIEW AVE	MANOR RD E	EGLINTON AVE E	4
53	BAYVIEW AVE	EGLINTON AVE E	BROADWAY AVE	3
55	COXWELL AVE	EASTERN AVE	QUEEN ST E	2
51/52	BAY ST	LAKE SHORE BLVD W	FRONT ST W	2
51/52	BAY ST	LAKE SHORE BLVD W	FRONT ST W	2

Appendix B

Vision Zero Enforcement Call-backs

January 6th 2020 to December 11th 2020

Offences	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	total
<u>SPEEDING - HTA Section 128</u>													
<u>DISTRACTED DRIVING RELATED OFFENCES</u>													
<u>AGGRESSIVE DRIVING RELATED OFFENCES</u>													
DISOBEY SIGN - HTA Section 182													
DISOBEY STOP SIGN - HTA Section 136													
DISOBEY TRAFFIC SIGNAL - HTA Section 144													
TURNING OFFENCES - HTA Section 142													
RACING / STUNT DRIVING - HTA Section 172													
CARELESS DRIVING - HTA Section 130													
<u>IMPAIRED RELATED OFFENCES</u>													
Total	0	0	0	0	0	0	0	0	0	0	0	0	0