



Toronto Police Services Board

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January 15, 2016

Mr. Rob Rossini
Deputy City Manager & Chief Financial Officer
City Hall
100 Queen Street West, 7th Floor
Toronto, ON
M5H 2N2

RECEIVED
JAN 20 2016

Dear Mr. Rossini:

Reference: PW3.3 – Proposed 30 km/h Speed Limit Policy

At its meeting on December 17, 2015, the Toronto Police Services Board considered a report from the Chief of Police which responded to Council's request that the Toronto Police Service create a strategy to increase police presence and improve enforcement of speed limits on neighbourhood local streets.

Superintendent Gord Jones, Traffic Services, was in attendance and responded to questions by the Board. The Board received the Chief's report and agreed to forward a copy to you for consideration. The Board also requested that I draw to your attention that in addition to the many traffic enforcement initiatives that are conducted by the Toronto Police Service each year, if a school or community group is concerned about the level of traffic in a specific local area, requests for greater traffic enforcement can be made directly to their local Divisional Unit Commander.

A copy of the Minute pertaining to this matter is attached. Please feel free to contact me at 416-808-8080 if you have any questions regarding this matter.

Yours truly,


Andy Pringle
Chair

Attach. Board Minute No. P311/15

**THIS IS AN EXTRACT FROM THE MINUTES OF THE PUBLIC MEETING OF THE
TORONTO POLICE SERVICES BOARD HELD ON DECEMBER 17, 2015**

**#P311 STRATEGY TO INCREASE POLICE PRESENCE AND IMPROVE
ENFORCEMENT OF SPEED LIMITS ON NEIGHBOURHOOD LOCAL
STREETS**

The Board was in receipt of the following report November 26, 2015 from Mark Saunders, Chief of Police:

Subject: STRATEGY TO INCREASE POLICE PRESENCE AND IMPROVE
ENFORCEMENT OF SPEED LIMITS ON NEIGHBOURHOOD LOCAL
STREETS

Recommendations:

- (1) That the Board receive this report;
- (2) That the Board forward a copy of this report to the City's Deputy City Manager and Chief Financial Officer for their information.

Financial Implications:

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

Background/Purpose:

As a result of its meetings on May 5th, 6th and 7th, 2015, Toronto City Council's Executive Committee adopted a motion requesting that the Police Services Board request the Chief of Police to create a strategy to increase police presence and improve enforcement of speed limits on neighbourhood local streets (Public Works and Infrastructure Committee Item 3.3).

Discussion:

The Toronto Police Service is committed to ensuring public safety through the safe and orderly flow of traffic on city roadways, as well as protecting the safety and wellbeing of all road users; including drivers, passengers, cyclists and pedestrians.

In support of the City of Toronto and the Toronto District School Board's (TDSB) recent requests, the Service has and will continue to focus on road safety which incorporates the three principles of education, awareness and enforcement.

Due to the City of Toronto's recent decrease in speed limits on various city streets, and the recent request from the TDSB to increase police presence in school zones, due to concerns regarding speeding and parking congestion, the Service will aim to increase police presence in these areas, by encouraging officers to facilitate existing traffic initiatives in these areas, whenever possible.

The Service currently participates in excess of eight traffic education and enforcement initiatives annually. Each initiative is designed using intelligence led principles; such as statistical analysis pertaining to dynamic collision factors, such as time of day, day of the week, locations and road user behaviours, fact gathering, and operational experience.

All frontline officers and those assigned to community response duties, conduct traffic enforcement as part of their day to day duties. All members will continue to be encouraged to enforce all traffic laws including the new 30 km/hr zones, as their time permits. Further, all members will be encouraged, when participating in Federal, Provincial and TPS traffic safety campaigns, to enforce and educate in the new speed zones, and all school zones, located within their divisions.

The addition of the new 30 km/hr zones, will be communicated throughout the Service, using regular communication strategies, such as routine orders. These routine orders are posted for all officers to read prior to the onset of every initiative. Additionally, Unit Commanders will communicate the strategies and goals of the initiatives to their officers, by utilizing resources such as divisional training sergeants.

Traffic initiative routine orders will clearly outline the enforcement objectives, and provide data collection instructions, with attachments. At present, when participating in a traffic safety initiative, officers are required to fill out a log sheet, at the end of their shift. This information is provided to the analyst at Traffic Services who compiles the results for reporting purposes. In the future, a category will be added to the log sheet, to indicate tickets and/or warnings issued for any offence occurring in a 30 km/hr zone, or in a school zone.

This information can be provided to the community using existing communication channels such as; Corporate Communication, social media, and regularly scheduled CPLC meetings.

Current Campaigns and Initiatives:

So far this year, the Service has engaged in the following eight campaigns:

Distracted Driving Campaign, February 16-22, 2015: focusing on the actions of drivers who take their focus away from the safe operation of their vehicle, which includes the use of hand-held communication and entertainment devices.

Total number of Provincial Offence Notices issued -3846.

Total number of Parking Tickets issued – Not Applicable.

March Break – March Safe Campaign, March 16-22, 2015: focusing on motorists, cyclists and pedestrians who commit traffic violations that may jeopardize pedestrian safety. Particular attention is given to all intersection-related offences, pedestrian crosswalk violations, and pedestrians crossing in mid-block locations.

Total number of Provincial Offence Notices issued -6610.
Total number of Parking Tickets issued -1077.

Canada Road Safety Week Campaign, May 12-18, 2015: focusing on all traffic laws, including enforcement of impaired operation by alcohol or drugs, pedestrian offences, failure or improper use of seatbelts/child restraints, intersection safety and aggressive driving.

Total number of Provincial Offence Notices issued -5848.
Total number of Parking Tickets issued -541.

S.P.A.C.E. (Safety, Prevention, Awareness, Courtesy, Education) Campaign, June 15-21, 2015: where all officers pay attention to cyclists who commit offences that endanger all road users, including the cyclists themselves, as well as motorists who endanger the lives of cyclists by failing to proceed through turns safely, opening vehicle doors improperly, and driving/parking in designated cycling lanes.

Total number of Provincial Offence Notices issued -3899.
Total number of Parking Tickets issued -112.

The Back to School Campaign September 8-12, 2015: focusing on motorists, cyclists and pedestrians who commit offences in the vicinity of school zones, including offences related to pedestrian crossovers, crosswalks, intersections and high risk mid-block crossing behaviours. Enforcement also targets aggressive driving offences, prohibited turns and distracted driving behaviours along with No Stopping and No Parking restrictions within school zones.

Total number of Provincial Offence Notices issued -3282
Total number of Parking Tickets issued -140

Fall Provincial Seatbelt Campaign September 30-October 9, 2015: where all police officers pay particular attention to the proper restraint of all vehicle occupants including any children in the vehicle. The statistics for this initiative are still being accumulated.

Operation Impact Campaign October 9-12, 2015: focuses its attention on aggressive driving, not wearing seat belts, driving while impaired and distracted driving, which are consistently the main causes of most fatal and serious-injury collisions.

Step Up and Be Safe Campaign November 2-8, 2015: focusing on initiatives that enhance pedestrian safety, where all officers pay special attention to motorists, cyclists and pedestrians who commit offences in the vicinity of pedestrian crossovers, crosswalks, intersections, school zones (particularly primary schools) and crossing areas frequented by seniors. Pedestrians are

also encouraged to avoid using distracting electronic devices when interacting with vehicular traffic.

In addition to the Service wide Campaigns, each Division is encouraged to create and implement its' own traffic safety initiatives with a focus on high collision intersections and specific traffic concerns brought forward or identified by their communities.

Conclusion:

The Service has identified traffic safety as a key objective in ensuring that we provide safe communities and neighbourhoods, and will continue to focus on existing quality education, awareness and enforcement strategies through officer visibility and engagement in all traffic related issues, including the 30 km/hr zones, and school zones.

Acting Deputy Chief, Jim Ramer, Specialized Operations Command, will be in attendance at the meeting to answer any questions that the Board may have regarding this issue.

Supt. Gord Jones, Traffic Services, was in attendance and responded to questions by the Board.

The Board approved the foregoing report and the following Motion:

THAT the transmittal letter containing the foregoing report advise the City's Deputy City Manager and Chief Financial Officer that any requests for traffic enforcement in specific areas, including school zones, should continue to be forwarded to the local Division Unit Commander.

Moved by: S. Carroll