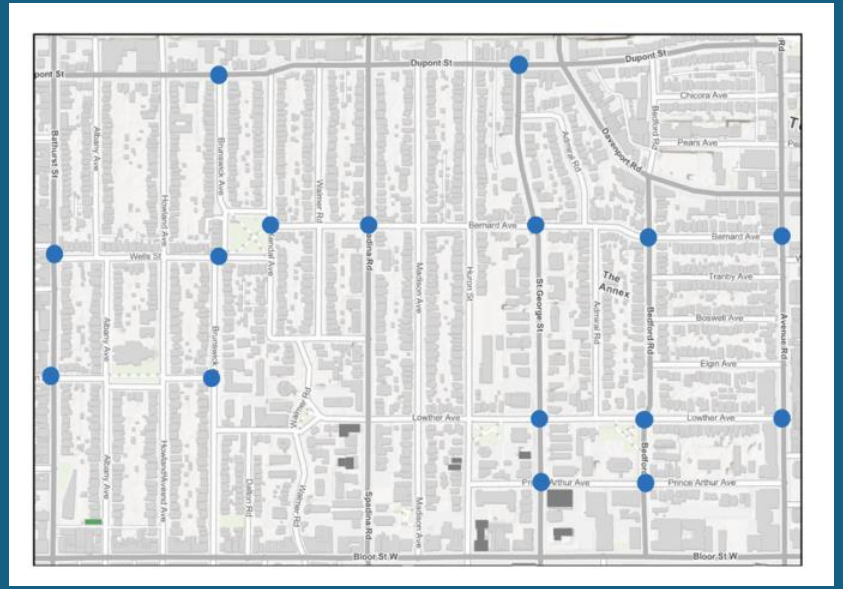
ARA-RSTC
Traffic Violation Count

August – December 2025

Tim Hadwen
George Hanus
Amelia Smith
Lori Smith
Dennis Wheeler
Judy Wolfe



Background

- City of Toronto's **"Vision Zero"** initiative is intended to make our roads safer. **Traffic enforcement is a key Vision Zero pillar**.

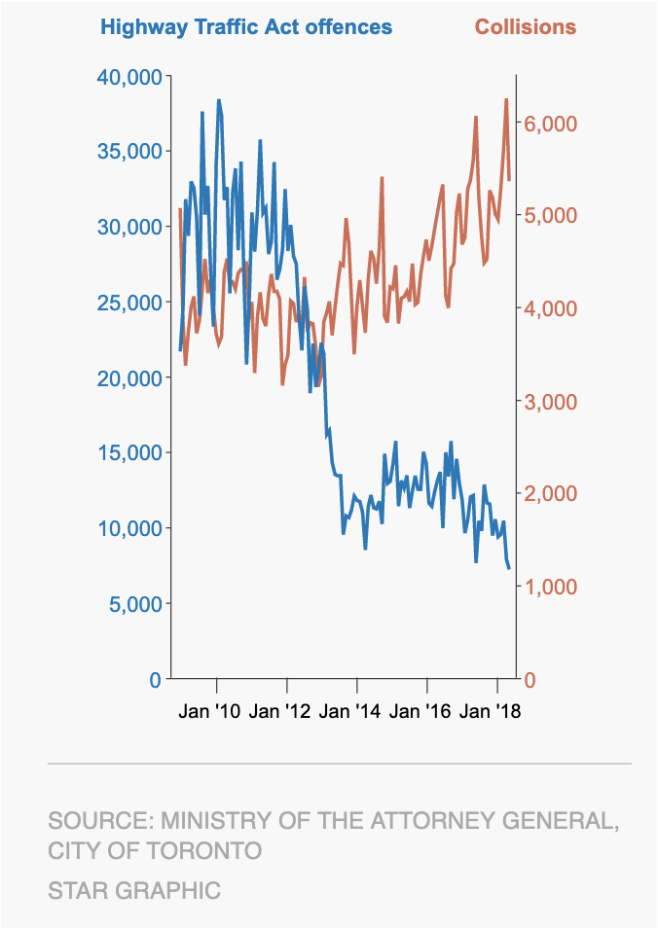
- Data indicates a strong **correlation between enforcement, infractions and casualties**.

- Although 2025 saw a slight improvement, available summary data indicates that **since 2012 TPS enforcement has plummeted, while deaths and injuries have spiked**.

  (e.g. see https://www.thestar.com/news/gta/2019/12/11/140000-fewer-speeding-charges-how-toronto-police-traffic-tickets-fell-by-two-thirds-even-as-deaths-spiked.html)

- More difficult to quantify – but a serious issue – is the impact on our living environment as dangerous infractions increase.

Tickets began to fall in 2013, the same year collisions started to rise.

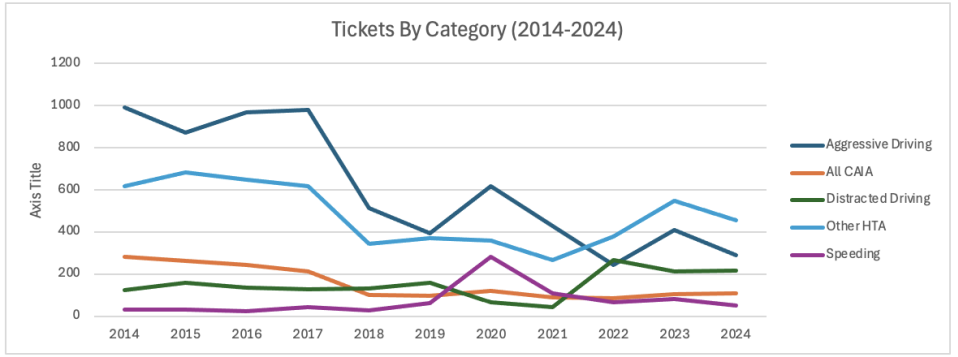


Background Data

According to Toronto Open Data **enforcement in the Annex has dropped almost 50%** since 2014, with tickets issued per day in most categories approaching zero. Available data indicates 2014 was already a drop from previous years.

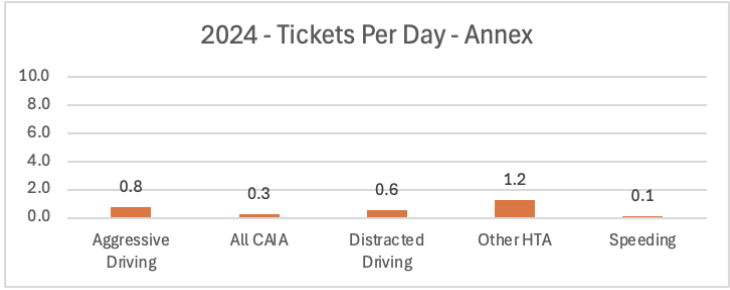
At the same time we see widespread road violence and an **epidemic of traffic offences** in the Annex and across the city.

Tickets dropped by 45% in the Annex between 2014 and 2024.



SOURCE: CITY OF TORONTO OPEN DATA

Fewer than 1 ticket per day is issued in the Annex in 4 of 5 offence categories.



SOURCE: CITY OF TORONTO OPEN DATA

Traffic Count Objective

To quantify the scale of dangerous road violations the ARA-RSTC initiated a count of the following infractions:

Traffic light
- entered intersection when light red
- entered intersection when light yellow (sped up)

Stop sign
- did not slow down
- slowed but did not stop

Intersection
- illegal turns

Not quantified but widely observed:

- Illegal speed
- Other moving violations.

Methodology

1. Select representative intersections and times (peak/off-peak) for counts.

2. Capture counts in a matrix.

LOCATION		WHO	TIME				COUNT	INFRACTIONS				
INTERSECTION	FLOW	COUNTER	START	END	DURATION	CATEGORY	TOTAL	RAN RED	RUN YELLOW	RAN	ROLLING	ILLEGAL TURN

3. Extrapolate count data

Samples confirmed consistent numbers/patterns, supporting extrapolation to per-day and per-vehicle counts. Hourly counts multiplied by 12 rather than 24 to ensure numbers not overstated.

INTERSECTION	TYPE	CATEGORY	DATE	TIME			COUNT					
		Peak/Off-Peak		Start	End	Hr. Factor	Cycles	Ran	Ran	Rolling	Ran	Total	Illegal (opt'l)
Bathurst-Wells		Peak	12-Aug-25	08:00	08:15	4	11	8	1				
Bathurst-Wells		Off-Peak	15-Sep-25	14:00	14:07	8	4	7					
Bathurst-Wells		Peak	15-Sep-25	08:45	09:00	4	8	4					
Bathurst-Wells		Peak	15-Sep-25	09:00	09:15	4	7	3	1				
Bathurst-Barton		Peak	16-Sep-25	17:45	18:00	4	9	13	3				
Bathurst-Wells		Peak	16-Sep-25	18:25	18:30	12	3	2	1				
Albany-Wells		Off Peak	16-Sep-25	14:00	14:15	4				10	3	38	
Albany-Barton		Off Peak	12-Nov-25	18:45	19:00	4				4	1	48	
Spadina-Bernard		Peak	25-Sep-25	18:35	18:50	4	25	12	1				
Spadina-Bernard		Off-Peak	25-Sep-25	14:30	14:45	4	24	4	0				
St. George-Bernard		Peak	25-Sep-25	16:05	16:20	4				22	2	242	
St. George-Bernard		Off-Peak	30-Sep-25	15:15	15:30	4				10	1	214	
St. George-Bernard		Peak	24-Nov-25	17:35	17:50	4				10	0	202	
Bedford-Lowther		Peak	18-Sep-25	16:30	16:45	4				16	0	180	
Bedford-Lowther		Off-Peak	18-Sep-25	13:30	13:45	4				18	2	151	
St. George-Lowther		Peak	29-Oct-25	16:30	16:45	4				12		119	
St. George-Lowther		Off-Peak	29-Oct-25	11:00	11:15	4				11		105	
St. Gerorge-Prince Arthur		Off-Peak	29-Oct-25	14:20	14:40	3				9	1	131	
Spadina-Dupont		Off Peak	31-Oct-25	10:27	11:00	2	28	5	3				
Kendal-Bernard		Peak	07-Nov-25	16:15	16:46	2				9	2	93	
Howland-Dupont		Peak	03-Dec-25	17:45	18:00	4	10	7	3				
Avenue-Lowther		Peak	18-Sep-25	16:50	17:05	4						44	21
Avenue-Lowther		Off-Peak	18-Sep-25	13:50	14:05	4						36	14
Brunswick-Dupont		Peak	03-Sep-25	08:10	08:25	4				6			6

Counts completed from August to December 2025

Count Summary

Estimated daily infractions in Annex area

Most dangerous offences

- 1,200+ red lights run (vehicle enters intersection when light red)
- 7,000+ yellow lights run (vehicle speeds up, enters intersection when yellow)
- 1,100+ stop signs run (vehicle does not slow down at intersection)

Other offences posing risk to vulnerable road user

- 13,000+ stop sign ‘rolling stops’ (vehicle slows but does not stop)
- 20-80 hourly illegal turns at key intersections

Violations observed but not included in the count: Speeding, Aggressive Driving and other HTA offences.

Conclusions

Traffic offences are at epidemic levels.

The ARA-RSTC count confirms what we all see – including an estimated 1200+ red lights run per day in the Annex area (vehicle enters intersection when light is red). The count did not include other widespread offences like speeding and distracted driving.

Traffic enforcement in the Annex is almost entirely absent.

Based on Toronto Open Data: fewer than 1 ticket issued per day in 4 of 5 offence categories; 3 tickets per day issued across all categories. Out of proportion with the scale of violations, and based on data providing negligible deterrent.

There is a direct link between enforcement, violations, and casualties.

The sharp drop in TPS traffic policing since 2012 appears to have directly led to a concurrent spike in deaths, injuries, and the degradation of our living environment. This is confirmed by data from other jurisdictions.

Vision Zero needs enforcement to be successful.

Pillars include road design and education – but without appropriate levels of traffic policing Vision Zero initiatives fail. Toronto's Vision Zero initiative is currently failing.

To Achieve ‘Vision Zero’…

We need the TPS to ‘Serve and Protect’ vulnerable road users.

The police cannot be everywhere, but they can be somewhere, at a level that provides a deterrent. Enforcement needs to be unpredictable to change behaviour, and cannot be accomplished with automated ticketing (especially given recent Provincial legislation). Although our focus has been the Annex, this is a serious city-wide issue.

We need help sourcing better data for enforcement transparency and Vision Zero status.

Some data is available – e.g. tickets by neighbourhood. Other data – like ticket breakdown, enforcement budget allocation, and TPS traffic strategy – we’ve been unable to find.

If this data exists we need assistance accessing. If it’s not publicly available it needs to be added to Open Data as a priority.

APPENDIX

Appendix Count Observations

Key factors which appear to increase traffic infraction levels

- Rush hour

Key factors which appear to decrease traffic infraction levels

- Presence of crossing guards
- Dark time periods at stop signs (drivers seem to take greater care as pedestrians are hard to see)
- Road configurations (e.g. jog at Albany-Barton)
- Speed humps (seem to increase awareness of stop signs, e.g. Albany-Wells)

Appendix Data Sources

CATEGORY	DATA POINT	DATA AVAILABILITY	DATA SOURCES
Traffic Enforcement Tickets	# Tickets issued by type (e.g. running red light, speeding)	Available - Tickets by Offence Category (Aggressive Driving, All CAIA, Distracted Driving, Other HTA, Speeding); Tickets by Neighbourhood Not clear if available - Tickets before 2014; breakdown within categories.	https://open.toronto.ca/dataset/police-annual-statistical-report-tickets-issued/
Traffic Enforcement Tickets	# Tickets by vehicle type (truck, automobile, scooter, bicycle)	Not available or need another source	https://open.toronto.ca/dataset/police-annual-statistical-report-tickets-issued/ (as above)
Traffic Enforcement Tickets	# Tickets by geography (neighbourhood)	Available - tickets by neighborhood Not available - category breakdown (or need another source)	https://open.toronto.ca/dataset/police-annual-statistical-report-tickets-issued/ (as above)
Traffic Enforcement Tickets	# Tickets by time of day/week/month (e.g. part of publicized 'blitz'?)	Not available (or need another source)	https://open.toronto.ca/dataset/police-annual-statistical-report-tickets-issued/ (as above)
Traffic Enforcement Tickets	# Automated Speed Enforcement (ASE)	Available - but no longer relevant due to provincial ban on enforcement	https://open.toronto.ca/dataset/automated-speed-enforcement-ase-charges/
Traffic Enforcement Budget	TPS traffic enforcement budget allocation	Not clear from Open Data: ~1% allocated to 'Traffic Services', but appears to include items not directly related to traffic enforcement	Traffic Services https://www.tps.ca/organizational-chart/community-safety-command/field-services/traffic-services/ Budget Total (by year) https://data.torontopolice.on.ca/datasets/TorontoPS::budget-2025/explore?filters=eyJVbml0X05hbWUiOlsiVHJhZmZpYyBTZXJ2aWNlcyJdfQ%3D%3D
Traffic Enforcment Officer Allocation	Allocation by times of day, week, area	Not clear from Open Data Need information/data on TPS strategy for reducing traffic violations	as above