



Safe Communities
A Secure Ontario



Highway Safety Division

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Re: 2007 CCMTA - Police Partnership Award Nomination

It is my pleasure to support the attached nomination for the 2007 CCMTA - Police Partnership Award. The Ontario Provincial Police has enjoyed a very strong partnership with the Ohio State Highway Patrol over the past several years. This partnership has enabled our organization to more clearly focus on traffic safety issues in Ontario as well as assisting us in focusing on the goals and targets of RSV2010.

The formal protocol we have developed with the Ohio State Highway Patrol is a very positive and cherished document that articulates the challenges both police agencies face in our relentless efforts to improve safety on the roadways in both Ontario and Ohio.

As Commander of the Highway Safety Division it is an honour to present this nomination for the 2007 CCMTA - Police Partnership Award.

Sincerely,

W.B. (Bill) Grodzinski
Chief Superintendent
Commander,
Highway Safety Division

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2007

CCMTA Police Partnership Award Nomination

Ontario Provincial Police

&

Ohio State Highway Patrol



**Submitted by: Inspector James H. McDonnell
OPP Highway Safety Division**

Date: March 20, 2008

Background:

In 2004, the Provincial Traffic Review Project (PTRP) was formed within the Ontario Provincial Police (OPP) to ensure that “the proper people, in the proper positions, supported by the proper structure were to be the champions of change in the area of traffic safety.” The objective of the PTRP was to ensure that the OPP develop a traffic safety strategy and structure that would ensure that Canada’s Road Safety Vision 2010 targets would be achieved.

During the consultation phase of the PTRP the Ohio State Highway Patrol (OSHP) was recognized as an international leader in traffic safety. Despite the jurisdictional differences between the two police agencies fundamental similarities between the United States federal *Lifestat 1.0* goals and Canada’s Road Safety Vision 2010 targets were apparent. During 2005 and 2006, the partnership between the OPP and the OSHP evolved and flourished. The ongoing sharing of information between the two agencies with regard to highway safety initiatives, professional traffic stops, leadership principles, high visibility, criminal traffic interdiction-“looking beyond the plate”, cultural change and partnerships/stakeholders led to a new approach to traffic safety in Ontario. Many principles included in the 2007 Provincial Traffic Safety Program (PTSP) were implemented as a direct result of the collaboration between the two agencies.

In June 2007, the long standing positive relationship between the OPP and the OSHP was formalized with the signing of an International Protocol Agreement by the Premier of Ontario, the Governor of Ohio, the Commissioner of the OPP and the Superintendent of the OSHP.

This CCMTA award nomination will outline the purpose and some of the specific accomplishments resulting from the ongoing partnership between the OPP and the OSHP. The overall objective of both agencies is to save lives, reduce injuries and to make the roads in Ontario and Ohio safer for the public. This unique partnership supports the Road Safety Vision 2010 targets in Canada and the *Lifestat 1.0* initiative in the United States.

Current Status of OPP / OSHP Partnership 2007

Few people in Ontario have been unaffected by the tragedies on the highways, trails and waterways in Ontario. Police reports, statistical data, media coverage and stringent legislation do not address the tremendous loss suffered by the family members of the victims. The OPP responded by developing a structure and a program to engage and mobilize all OPP resources, traffic safety partners and members of the public for the sole purpose of saving lives and preventing injuries in Ontario. Through the collaboration with the OSHP, the OPP learned that the application of proven traffic safety principles had led to the lowest highway fatality rate in Ohio in the past 70years.

In January 2007, the Provincial Command for Traffic Safety was created to provide a structure that was commensurate with the seriousness of traffic safety issues in Ontario. The new structure complemented the Highway Safety Division mission statement as well as RSV2010 strategies and targets. Every life lost was considered in the well thought-out mission statement and the mobilization of the entire organization and its partners was viewed as a crucial element in the effort to save lives. The mission statement of the Highway Safety Division is as follows:

“Saving lives on Ontario’s highways, trails and waterways through Professionalism, Leadership and Visibility.”

On June 23, 2007, the long standing positive relationship between the OPP and the OSHP was formalized with the signing of an International Protocol Agreement by the Premier of Ontario, the Governor of OHIO, the Commissioner of the OPP and the Superintendent of the OSHP. A copy of the actual protocol document is depicted below.



Protocol

To recognize a partnership committed to developing enhanced professional traffic law enforcement services between the State of Ohio and Ohio State Highway Patrol, and the Province of Ontario and Ontario Provincial Police

WHEREAS, traffic crashes result in tens of thousands of fatalities and serious injuries annually in the United States and Canada; and

WHEREAS, the value of professional traffic law enforcement can significantly reduce traffic fatalities and serious injuries, and reduce economic loss associated with traffic crashes, while at the same time prevent crimes directed toward persons and property, and protect homeland security interests; and

WHEREAS, the members of Ohio State Highway Patrol and Ontario Provincial Police are ready to provide professional traffic law enforcement services 24 hours a day, seven days a week; and

WHEREAS, requests for professional traffic law enforcement and related safety services of the Ohio State Highway Patrol and Ontario Provincial Police continue to increase; and

WHEREAS, the State of Ohio and Province of Ontario have long worked together to improve the quality of life for our citizens; and

WHEREAS, to address mounting traffic safety concerns in the Province of Ontario necessitating the enhanced commitment toward development of a Provincial Highway Safety Division to address the approximate 3,000 traffic fatalities occurring annually in Canada of which nearly 900 fatalities and thousands of traffic crash injuries are occurring in Ontario; and

WHEREAS, to achieve safer roadways, saved lives, and reduced injuries resulting from traffic crashes in the State of Ohio and Province of Ontario the sharing of ideas is beneficial in areas of agency structure, leadership, supervision, awareness and education, image and profile enhancement, and traffic management planning; and

WHEREAS, it is appropriate to recognize the value of partnership in the sharing of ideas between the Ohio State Highway Patrol and Ontario Provincial Police to ensure citizens in the State of Ohio and Province of Ontario have safety and security on the roads on which they travel;

Now, be it resolved, I Ted Strickland, Governor of the State of Ohio, I Dalton McGuinty, Premier of the Province of Ontario, I Colonel Richard H. Collins, Superintendent of the Ohio State Highway Patrol, and I Commissioner Julian Fantino, Commissioner of the Ontario Provincial Police, in recognition of this protocol do hereby support and encourage the sharing of information related to professional traffic safety services to reduce traffic fatalities and further enhance homeland security responsibilities.

<hr style="width: 80%; margin: 0 auto;"/> <p><i>Ted Strickland</i> Governor of the State of Ohio</p>	<hr style="width: 80%; margin: 0 auto;"/> <p><i>Colonel Richard H. Collins</i> Ohio State Highway Patrol</p> 
<hr style="width: 80%; margin: 0 auto;"/> <p><i>Dalton McGuinty</i> Premier of the Province of Ontario</p>	<hr style="width: 80%; margin: 0 auto;"/> <p><i>Commissioner Julian Fantino</i> Commissioner of the Ontario Provincial Police</p> 



Provincial Traffic Safety Program

In January 2007, Commissioner Fantino challenged members of the Highway Safety Division to develop a long-term, sustainable, robust, intelligence-led approach to traffic safety. The challenge was accepted and the Provincial Traffic Safety Program was created based upon the goals of RSV2010 as well as the traffic safety principles shared through the partnership with Ohio State Highway Patrol.

On March 15, 2007 the Provincial Traffic Safety Program (PTSP) was announced by Commissioner Fantino, as a “new approach” to traffic safety at a formal ceremony at the Toronto detachment. The 2007 PTSP provides an overall plan for OPP officers to detect and deal with high-risk drivers in a contemporary policing environment. The PTSP not only met the Commissioner’s challenge, but it also surpassed the most optimistic extrapolation of enforcement levels, education and media coverage the OPP would receive in 2007.

For the first time in decades, over 5500 uniform OPP officers were provided with a simplified but not simplistic definition of traffic safety that is applicable not only in a multi-lane 400 series highway environment, but also in rural “small town” Ontario. The PTSP provides the following definition:

“The term “traffic safety” refers to all facets of traffic and includes all highways, trails and waterways. Pedestrian traffic, urban/rural issues, commuter traffic and cyclists all fall under the umbrella of this program. Initiatives to reduce injuries and save lives on our highways, trails, and waterways are developed and delivered through the Provincial Traffic Safety Program.”

High Visibility

Violators who engage in high-risk driving behaviour threaten the safety of all motorists and must be detected and dealt with by an active OPP presence. The more visible police officers are as they conduct their everyday duties, the more they create a presence that will lead to the deterrence of both traffic and criminal violations.

Results Driven Policing (RDP) – “Intelligence-Led”

The Provincial Traffic Safety Program will complement the following principles of the RDP model:

- 1. Focused Traffic Initiatives*
- 2. Timely and accurate statistical information*
- 3. Effective police strategies and tactics*
- 4. Rapid deployment of personnel and resources*
- 5. Relentless follow up reaction and assessment*

Professional Traffic Stop

Officers are encouraged to patiently deal with members of the public and to make sure motorists understand exactly why they were stopped, what they are being charged with, and what is required of them. Whether the contact is a ticket or a warning, officers are expected to use every opportunity to communicate the strategic goal – to reduce injuries and save lives.

Criminal Traffic interdiction – “Looking Beyond the Plate”

All front-line members must look beyond the initial violation and take the appropriate action when faced with circumstances that indicate inappropriate or criminal activity. This is especially pertinent in the relentless pursuit of detecting and apprehending impaired and drug induced drivers, and removing dangerous criminals from our midst in an all-out effort to make our communities safe.

Cultural Change

The challenge to modify a core function within any diverse organization is a formidable one. The challenge to modify a core function in an organization the size of the Ontario Provincial Police is even more difficult.

It is necessary to develop a cultural change that will ensure the successful implementation of the principles of the Provincial Traffic Safety Program. This involves the right people in the right positions to be the champions of change in the area of traffic safety. The cultural change model is based upon RSV 2010 goals and leadership principles derived from the partnership with the Ohio state Highway Patrol.

Partnerships/Stakeholders

Multi-disciplinary resources will be focused on a common goal of reducing injuries and saving lives – delivering multi-faceted traffic safety initiatives to provide maximum results. The partnership the OPP enjoys with the OSHP is an excellent example of this PTSP component.

Data Integrity

Proper investigation, coupled with relentless follow-up and accurate reports will ensure that traffic hotspots are identified in a timely and precise manner.

Planning Process

All planning in relation to the Provincial Traffic Safety Program will be based on an intelligence-led approach, focused on reducing injuries and saving lives. Targets and objectives will be focused on the Results Driven Policing Model and aligned with Business Planning priorities at the Command, Region, and Detachment levels.

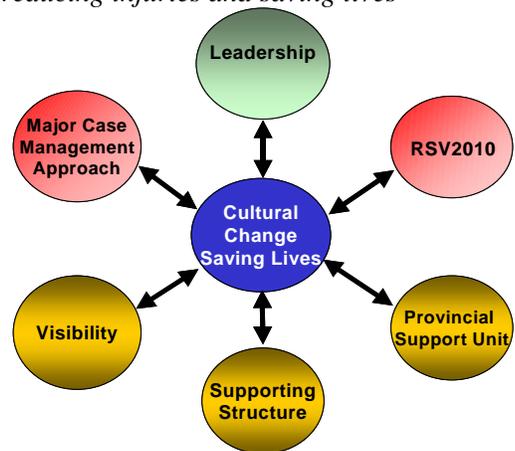
Measures/Targets/Objectives

Measures should be directly associated to the desired outcomes and related to the focus of the initiative. All strategies should be focused on engaging member's activities and relating them directly to a desired outcome.

Deliverables

The Provincial Traffic Safety Program provides a framework for traffic safety that:

- *Focuses on reducing injuries and saving lives*
- *Is directed toward high risk driving behaviour – occupant restraint, impaired driving and aggressive driving behaviours*
- *Is aligned with the Results Driven Policing Model – “Intelligence-Led”*
- *Is aligned with the OPP/OSHP Protocol*
- *Targets Canada's Road Safety Vision 2010 national program*
- *Promotes/Supports visibility strategies*
- *Recognizes local requirements*
- *Is able to be stepped-up during long weekends with saturated patrol strategies*



The following is an excerpt from the 2007 Ontario Provincial Police Provincial Business Plan that links the Provincial Traffic Safety Program with RSV2010:

“The Provincial Traffic Safety Program will be the methodology under which all traffic services are delivered within the OPP. Internal communication strategies as well as external messaging will be developed to operationalize the traffic safety program. Initiatives under the Provincial Traffic safety Program address high-risk behaviours involving occupant restraint, impaired driving and aggressive driving. The majority of fatalities involve these three factors. This approach ensures a unified methodology focused on reducing injuries and saving lives.”



Results:

Ohio State Highway Patrol *Lifestat 1.0* report card:

The following is an excerpt from a newspaper article published in the *Columbus Dispatch* on Monday, March 12, 2007. The newspaper article profiled Colonel Paul McClellan during his last week at work prior to his retirement.

“Although he defers credit to his senior staff, McClellan’s tenure made Ohio a national model for reducing fatalities, which have dropped 13 percent since 2002 to the lowest level in 70 years.”
 “The Patrol’s *Lifestat 1.0* program, which uses accident data and computer modeling to focus on crash-prone areas for enforcement, is being copied by police agencies across the U.S.”

Ontario Provincial Police – RSV 2010 report card:

The following chart depicts the provincial enforcement efforts of the OPP in 2007 since the Provincial Traffic Safety Program was operationalized:

2007 Enforcement	
Impaired Charges	⬆️ 12%
Liquor Licence Act Charges	⬆️ 13%
Speeding Charges	⬆️ 19%
Seatbelt Charges	⬆️ 30%
HTA Enforcement	⬆️ 20%
Off Road Vehicle Act	⬆️ 22%
Motorized Snow Vehicle Act	⬆️ 6%
Overall Enforcement	⬆️ 17%

Specifically, overall traffic enforcement has risen from 525,568 charges in 2006 to 613,851 charges in 2007, which represents a 17% increase. Occupant restraint enforcement increased 30% in 2007 from 36,062 to 51,125 charges. OPP members checked an unprecedented 1.3 million vehicles during the 2007 two-week Spring Seat Belt Campaign. Aggressive driving charges rose significantly from 388,904 in 2006 to 467,678 in 2007, which represents a 17% increase. Drinking and driving is the leading cause of death in Canada due to a criminal act and in 2007, 1497 additional drinking and driving charges were laid by OPP members which represents a 12% increase over 2006. During the Festive R.I.D.E. campaign OPP members, invigorated by the “new approach” checked 861 587 vehicles and removed almost 1000 drinking drivers from Ontario highways during the brief five-week campaign.

The overall increase in enforcement activities in 2007 has had a direct correlation in the reduction of all collisions when compared to the 5 and 10-year averages as depicted below.

Collision Experience			
PI MVC - 5 yr Avg. (14,174)	↓ 1%	Fatal MSV - 5 yr Avg. (21)	↓ 19%
PI MVC - 10 yr Avg. (14,553)	↓ 4%	Fatal MSV - 10 yr Avg. (24)	↓ 29%
Alcohol Involved – 5 yr (2,315)	↓ 5%	Fatal Marine - 5 yr Avg. (32)	↓ 19%
Alcohol Involved – 10 yr (2,414)	↓ 9%	Fatal Marine - 10 yr Avg. (40)	↓ 30%
Fatal MVC - 5 yr Avg. (458)	↓ 2%		
Fatal MVC - 10 yr Avg. (489)	↓ 9%		

Conclusion:

The partnership and collaboration between the Ontario Provincial Police and the Ohio State Highway Patrol provides an exceptional example of two major police services demonstrating cooperative leadership in the area of traffic safety. Both agencies are widely recognized as leaders and by working together they have exponentially impacted on road safety in North America. The implementation of the 2007 Provincial Traffic Safety Program in Ontario is a direct result of the successful partnership.

As the partnership expands and strengthens, other agencies will realize the benefits of this collaborative approach. The key to success will be the ability of each agency to engage front-line members to make a personal, sustainable and long-term commitment to traffic safety in both jurisdictions. It is very difficult to quantify the number of lives saved through efforts such as this, but the obvious benefits from the partnership enables both countries to reap the rewards. Only through joint efforts and collaborative work will we truly be able to achieve the most efficient use of allocated resources and best practices.

The partnership outlined in this CCMTA award nomination is based upon a fundamental obligation to save lives and reduce injuries in Canada and the United States. Through our tireless efforts and personal contributions, we are working toward the betterment of society and each member is making a positive difference every day. The direct recipient of these efforts is the motoring public in Ontario and Ohio.

The targets of Canada’s Road Safety Vision 2010 and the goals of United States’ *Lifestat 1.0* provides each jurisdiction with a formidable road safety challenge; however, the partnership established between the Ontario Provincial Police and the Ohio State Highway Patrol will serve as a testament to leadership and professionalism in traffic safety for other agencies to follow.