

“PUBLIC AGENDA”

TO: Darlene Brander, Chairperson
Board of Police Commissioners

FROM: Troy Cooper
Office of the Chief

DATE: 2020 May 08

SUBJECT: Pedestrian Underpasses

FILE #: 2,010

ISSUE:

A concern was brought forward to the Saskatoon Board of Police Commissioners that the three pedestrian underpasses that go under Circle Drive, connecting Mount Royal to the Confederation Mall and Massey Place are contributing to neighborhood safety issues.

The Board of Police Commissioners directed that the Saskatoon Police Service (SPS) provide a report and analysis on these underpasses. The report was presented at the February 20, 2020 Board of Police Commissioners meeting. At the meeting the Board requested that the analysis of occurrences in the report be linked to the specific underpasses that they occurred in. This has now been completed.

RECOMMENDATION:

That this updated analysis be received as information.

STRATEGIC PRIORITY:

Reduce Crime and Victimization.

BACKGROUND:

S/Cst. Sydney Hollingsworth has completed this analysis. She linked the individual occurrences to each specific underpass. She also extended the time frame to December 31, 2019 so that a full five years is captured. This only identified one additional complaint, however, it is recognized that the majority of issues are likely not reported.

DISCUSSION:

S/Cst. Hollingsworth's report shows that the majority of reported issues stem from the underpass that connects the Confederation Mall to the 300 block of Vancouver Avenue. This corresponds with that underpass being the most utilized by the public, according to the 2005 CPTED review conducted by the City.

EVALUATION:

Key Findings:

1. The underpass that connects the 300 block of Vancouver Avenue North to the Confederation Mall had the highest number of events with 52% of reported incidents over the 5 year period.
2. This underpass also had the most violent crime incidents, as identified as robberies, assaults, and threats.

A table itemizing the separate incidents and connecting them to the individual underpasses is included in S/Cst. Hollingsworth’s report. Her report is attached and should be referred to for full information.

The report has been shared with the following City of Saskatoon Departments:

1. Transportation and Construction Department.
2. Community Services Department.


These Departments are presently conducting a review of the City’s Walkway Policy which the SPS has been invited to participate in.

Attachments:

1. Additional Analysis Summary

Written by: **Cam Drever**
Inspector, Northwest Division

Approved by: **Mark Chatterbok**
Deputy Chief, Operations

Submitted by: 

Troy Cooper
Chief of Police

Dated: June 9, 2020

5 Year Analysis of Crime & Disorder in the Pedestrian Underpasses *(Mt Royal to Massey Place & Meadow Green to Fairhaven)*

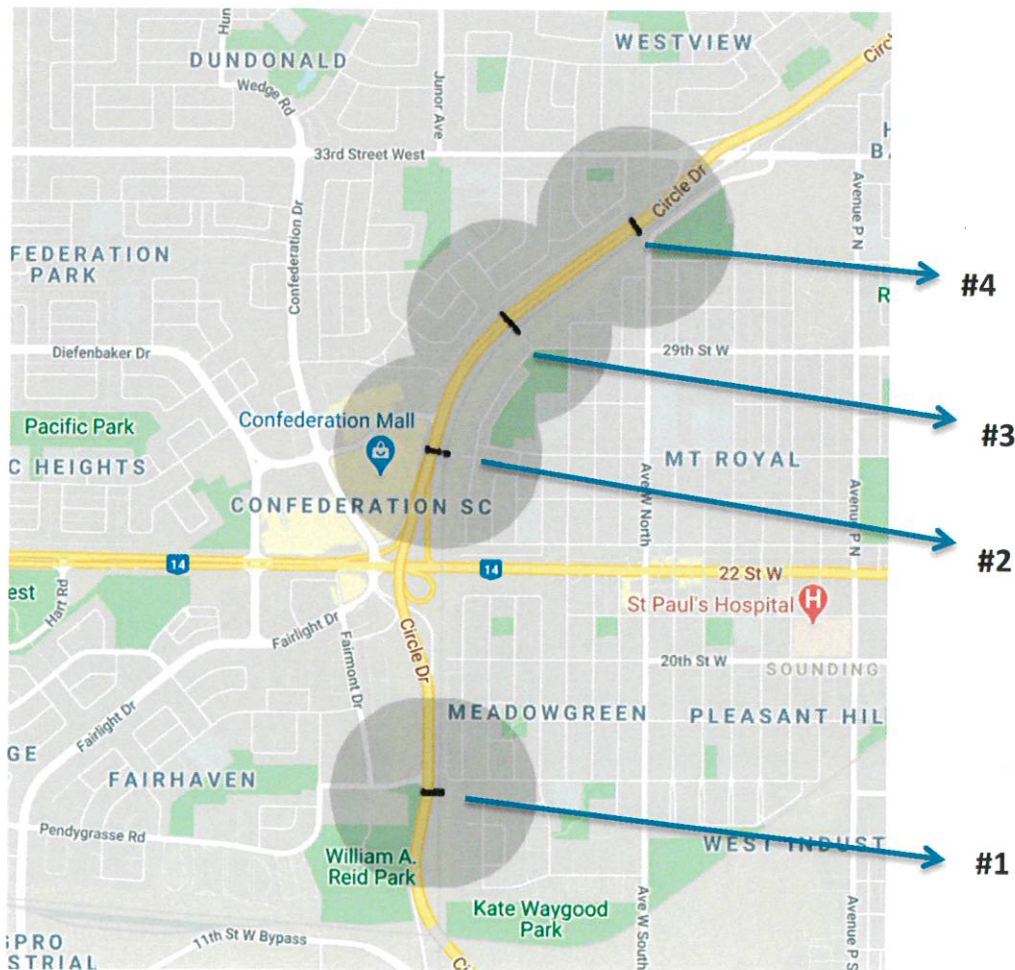
Overview:

The following is a continuation of the analysis provided to The Police Board of Commissionaires on crime and disorder in the pedestrian underpasses in the areas of Massey Place to Mt Royal, and Fairhaven to Meadow Green. A detailed breakdown of the crime types in each specific underpass was requested. The following is a result of that request. In addition to separating the crime types into the specified underpasses, the remaining 2019 incidents (October-December) were added to the overall count. The report now makes up a complete 5 year analysis of the events in the underpasses from January 1, 2015 to December 31, 2019.

Key Findings:

1. The underpass with the highest count of events overall is the one that connects the 300 block of Vancouver Ave No. to the Confederation Park Plaza (#2 as identified on the map below).
2. The underpass with the most violent crime incidents, as identified as robberies, assaults, & threats, is also #2 – connecting the 300 block of Vancouver Ave to the Confederation Park Plaza.

Below is a map indicating the locations of the pedestrian underpasses and their corresponding numbers for the purposes of this report:



Methods:

The locations of the underpasses do not have an exact address when being entered into the CAD system. Therefore, the identified underpass locations are the names of streets where the caller identified the nearest underpass. Often different street names were used to identify the same underpass. In underpasses 1 through 4 the street names that most commonly appeared in the CAD calls/reports were used to identify each underpass. As depicted in the map [above](#), underpass #1 refers to the most southern underpass located from Meadow Green to Fairhaven. Underpass #2 refers to the underpass located nearest the Confederation Mall. #3 continues north and refers to the underpass located from Mt Royal to Massey Place and is the middle underpass out of the three that join these two neighbourhoods. Finally, #4 refers to the most northern underpass from Mt. Royal to Massey Place.

Table 1: Count of Crime Type by Underpass

	Clancy /18 th St & Vancouver Ave [1]	300 Vancouver Ave/ Confederation Park Plaza [2]	Mackie/Morris/29 th St W [3]	Edmonton Ave/31 st St. W/Ave W [4]	Total/Category
Robbery	1	7	1	2	11
Attempt/Threat	1	3	1	1	6
Assault	1	4	0	0	5
Graffiti	0	6	1	1	8
Mischief	0	2	0	0	2
Arson	0	1	0	1	2
K9 Track	1	1	4	0	6
Conduit	7	12	6	5	30
CDSA Activity	2	5	1	1	9
*Anecdotal Info	0	1	1	0	2
Total/Underpass	13	42	15	11	81

Table 1: Count has slightly changed since the previous report due to a more thorough examination of the crimes, i.e. a mischief that occurred in a nearby yard and then the suspect took off through the underpass is now counted as a conduit.

*Only anecdotal information that specified an underpass was used in the tally. It should be noted that there were other comments made by members of the public who referred to the pedestrian underpasses, without pointing to one directly.

Summary:

The pedestrian underpass with the highest count in all categories of crime types is underpass #2 connecting the 300 block of Vancouver Ave to the Confederation Park Plaza. This underpass also has the highest count in the combined categories of 'conduit,' and 'K9 track,' which refer to uses of the underpass in the progression of crime, rather than a crime being committed in the underpass itself. The total count of events over 5 years (2015-2019) is 81. Of those 81 events, 42 of them occurred in pedestrian underpass #2. In other words, 52% of events took place in underpass #2. 18.5% of events took place in underpass #3, 16% in underpass #1, and 13.5% in underpass #4.

By: S/Cst. Hollingsworth on April 24, 2020 for Inspector Drever