

Winnipeg Road Safety Strategic Action Plan

Phase 1 Public Engagement Presentation

Road Safety Strategic Action Plan

Objectives of Phase 1

- Determine general awareness of road safety
- Determine public perception of road safety
- Identify public perception of key road safety issues
- Identify focus areas for improving road safety
- Present analysis results regarding road safety in Winnipeg

Road Safety Strategic Action Plan

Outline

- Project Background
- Project Objectives
- Safe Systems Approach
- Road Safety in Winnipeg

Road Safety Strategic Action Plan

Project Background

- Road safety is a priority for the City of Winnipeg
- City Council allocated additional funding to road safety in 2019
- The Road Safety Strategic Action Plan will:
 - Set the pace and direction for road safety investments over the next five years in a coordinated and focused manner
 - Inform an update to the Transportation Master Plan
 - Build partnerships with stakeholders, engage the public, and help foster a road safety culture in Winnipeg

Road Safety Strategic Action Plan

Project Objectives

- Identify the current state of road safety in Winnipeg
- Identify gaps and opportunities for improved road safety
- Raise public awareness and commitment to road safety
- Gain input from the public and stakeholders
- Confirm long-term vision for road safety and focus areas
- Develop a 5-year and beyond action plan
- Develop implementation plan (business processes and structure, staffing and funding requirements, performance monitoring)

Road Safety Strategic Action Plan

Key Deliverable

- A sustainable Road Safety Strategic Action Plan that will be based upon the Safe Systems approach and is multidisciplinary in nature, encompassing the engineering, enforcement, education, emergency services, evaluation, engagement, and equity dimensions of road safety.

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Safe Systems Approach



- Road safety is a shared responsibility; requires data for evidence-based decision making
- Changing technologies
- Safe system approach presents a long-term vision → A road system increasingly free of death and serious injuries
- People make mistakes
- Design to forgive those mistakes

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Collision Analysis

- The next few slides present some preliminary results of an analysis of collisions in Winnipeg in recent years, between the years 2012 and 2018.
- The collision analysis helps to explain the current state of road safety in Winnipeg.
- Moving forward, the study team will use input from public and stakeholder engagement, as well as their own expertise, to explain the rationale for some of the trends observed in the data. Additional collision data analysis is also occurring to provide a deeper understanding of these trends.

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Total Collisions by Severity

Year	Total Collisions	Class of Collision			
		Fatal	Major Injury	Total Injury	Property Damage Only
2012	24,462	19	122	6,326	18,136
2013	27,088	10	106	6,651	20,437
2014	26,401	11	107	6,903	19,498
2015	26,321	13	149	7,037	19,284
2016	27,863	19	176	7,243	20,620
2017	31,946	9	167	7,421	24,525
2018	31,300	12	186	7,309	23,991
TOTAL	195,381	93	1,013	48,890	146,491

Source: City of Winnipeg and Manitoba Public Insurance (MPI)

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Total Collisions by Severity

Some key notes:

- Winnipeg streets saw 93 fatal and 1013 major-injury collisions between 2012 and 2018.
 - These collisions caused 98 deaths and 1,100 major injuries.
- There have been an average of 13 fatal collisions per year over the past seven years.
- Less than 1% of all collisions that cause injury result in deaths.
- 2% of all collisions that cause injury result in major injuries.

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Fatalities & Major Injuries by Mode

Mode	Fatalities								Major Injuries								TOTAL
	2012	2013	2014	2015	2016	2017	2018	Total	2012	2013	2014	2015	2016	2017	2018	Total	
Pedestrian	5	2	6	7	3	6	3	32	16	12	12	15	21	13	24	113	145
Bicycle	3	1	3	0	4	0	1	12	8	6	2	3	8	6	11	44	56
Motorcycle	0	1	1	1	1	0	2	6	6	12	9	13	14	11	13	78	84
Passenger Vehicle	11	7	0	5	15	3	6	47	102	83	87	131	155	146	161	865	912
Bus	0	0	0	0	0	0	0	0	0	0	1	3	0	0	1	5	5
Truck	0	0	0	0	0	0	0	0	0	1	3	0	0	1	0	5	5
Heavy Vehicle	0	0	1	0	0	0	0	1	0	0	0	0	0	2	1	3	4
Total Casualties	19	11	11	13	23	9	12	98	132	114	114	165	198	179	211	1,113	1,211

Source: City of Winnipeg and MPI

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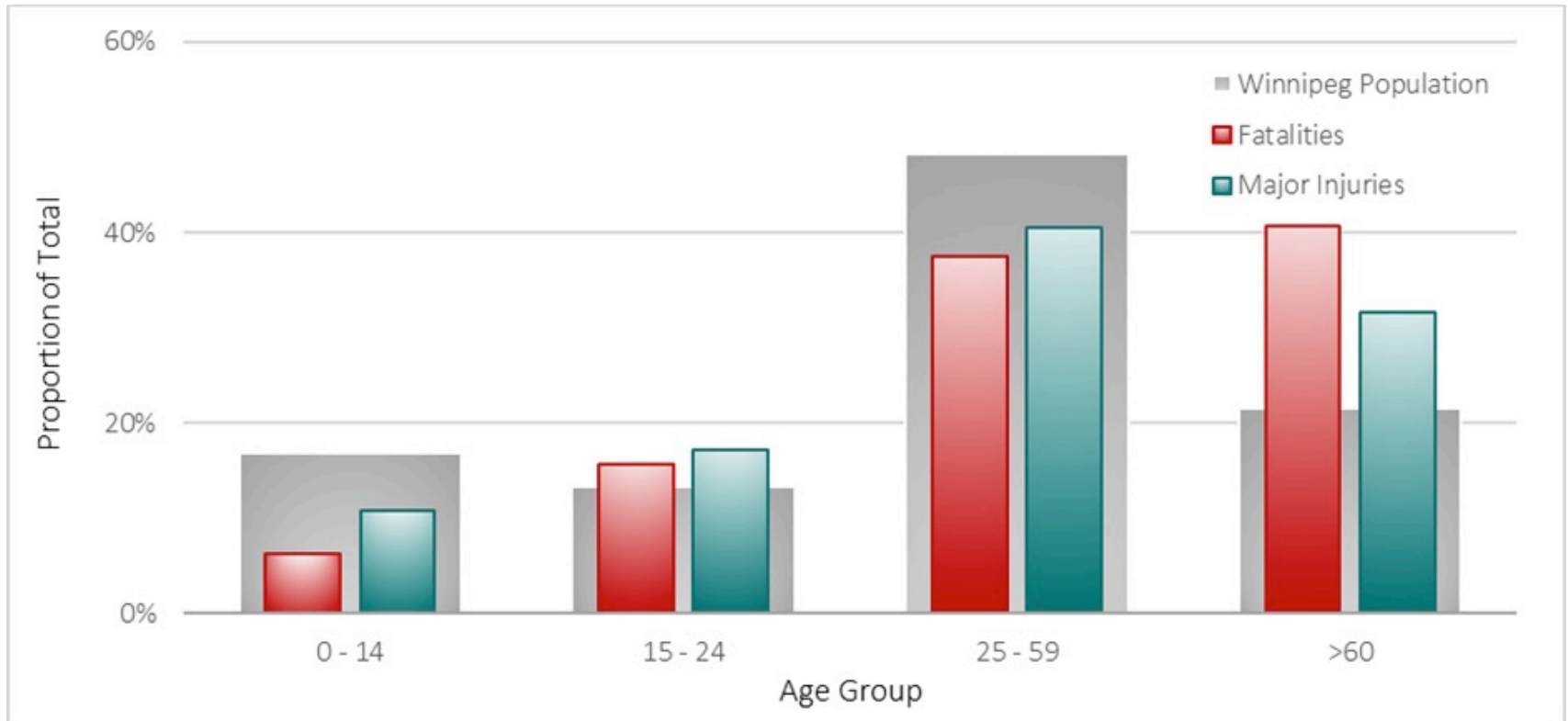
Fatalities & Major Injuries by Mode

Some key notes:

- Road users/transportation modes most commonly involved in fatal collisions:
 - Passenger vehicles (48% of fatalities; 78% of major injuries)
 - Pedestrians (33% of fatalities; 10% of major injuries)
 - Cyclists (12% of fatalities; 4% of major injuries)
 - Motorcyclists (7% of major injuries)

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Pedestrian Fatalities & Major Injuries



Source: City of Winnipeg, MPI, Statistics Canada
Collision data from 2012 - 2018

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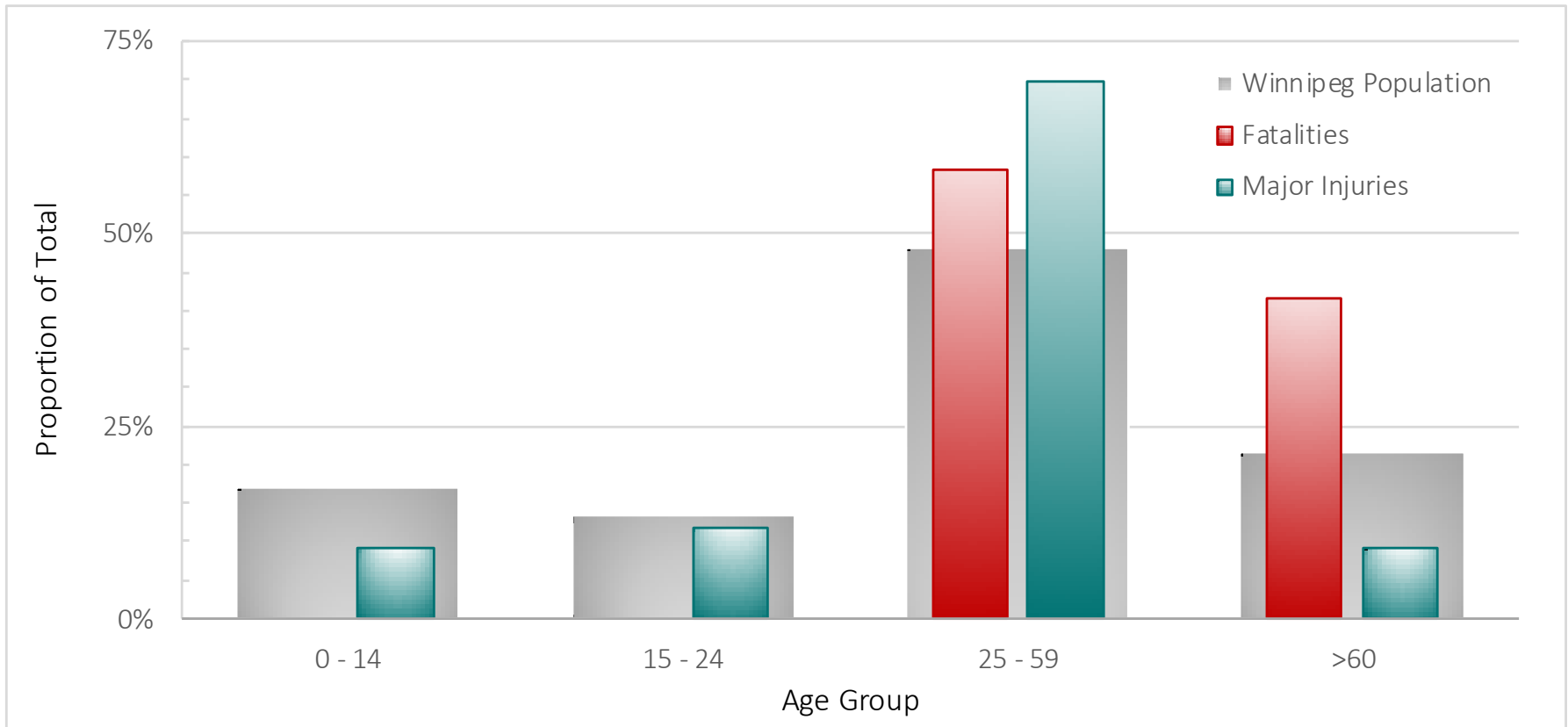
Pedestrian Fatalities & Major Injuries

Some key notes:

- The previous slide compares the proportion of fatal and major injury pedestrian collisions by age group to the relative proportion of that age group among Winnipeg's population.
- Older pedestrians (those 60+) make up a disproportionate percentage of those killed or severely injured in collisions (number of older pedestrians killed or badly hurt is greater than what would be expected based on their proportion in relation to the rest of the population).
 - People over 60 years of age account for just 20% of Winnipeg's population, but pedestrians in this age group account for 40% of fatalities and 30% of major injuries involving pedestrians over the analysis period.

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Bicyclist Fatalities & Major Injuries



Source: City of Winnipeg, MPI, Statistics Canada

Collision data from 2012 - 2018

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Bicyclist Fatalities & Major Injuries

Some key notes:

- The previous slide compares the proportion of fatal and major injury bicyclist collisions by age group to the relative proportion of that age group among Winnipeg's population.
- Similar to pedestrian collisions, bicyclists aged 60+ make up a disproportionate percentage of those killed in collisions involving cyclists.
 - People over 60 years of age account for just 20% of Winnipeg's population, but bicyclists in this age group account for 40% of fatalities involving bicyclists over the analysis period.

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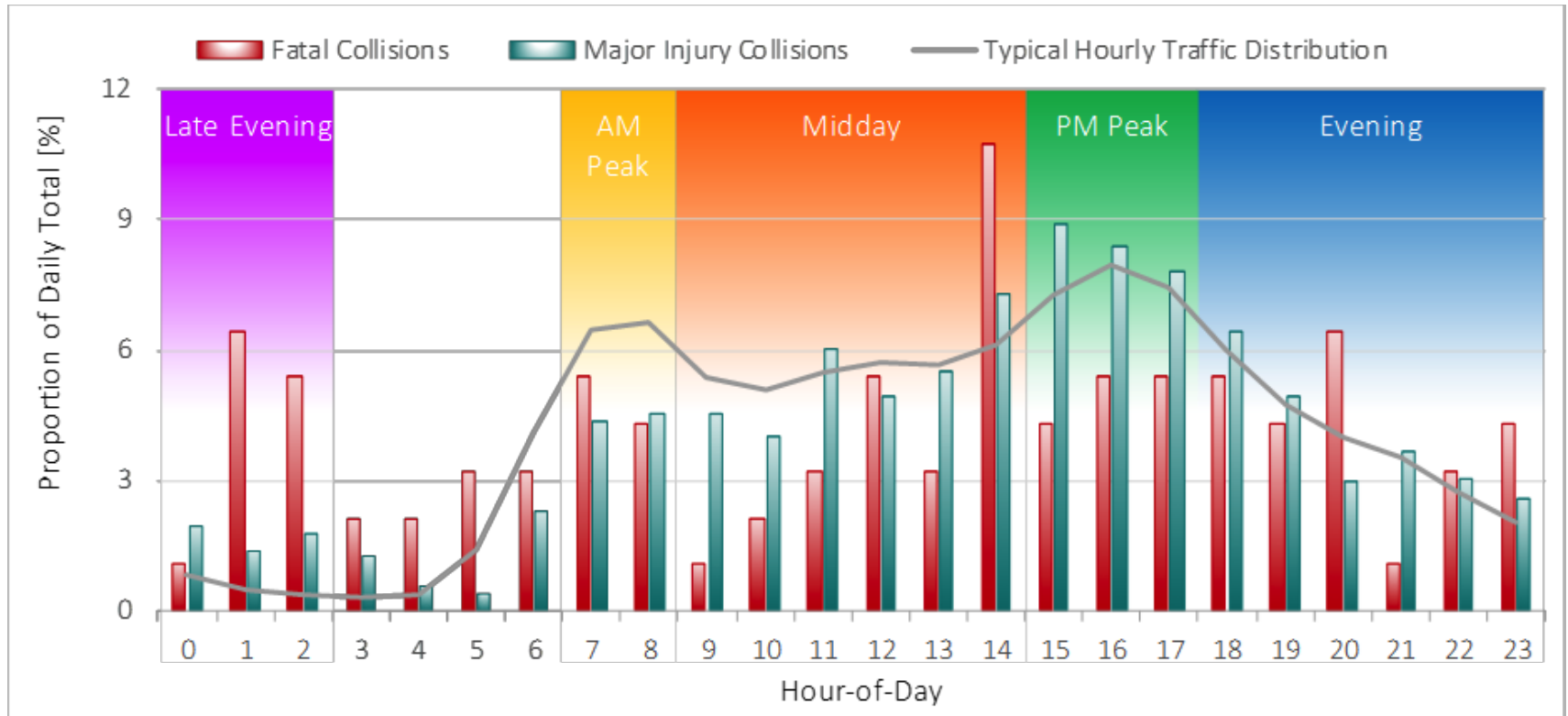
Bicyclist Fatalities & Major Injuries

Some more key notes:

- Bicyclists aged 25-59 also make up a disproportionate percentage of those killed or severely injured in collisions.
 - This demographic accounts for nearly one-half of Winnipeg's population, but bicyclists in this age group represented nearly 60% of fatalities and 70% of major injuries over the analysis period.

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Fatal & Major Injury Collisions by Time of Day



Source: City of Winnipeg and MPI

Collision data from 2012 - 2018

winnipeg.ca/roadsafetyplan

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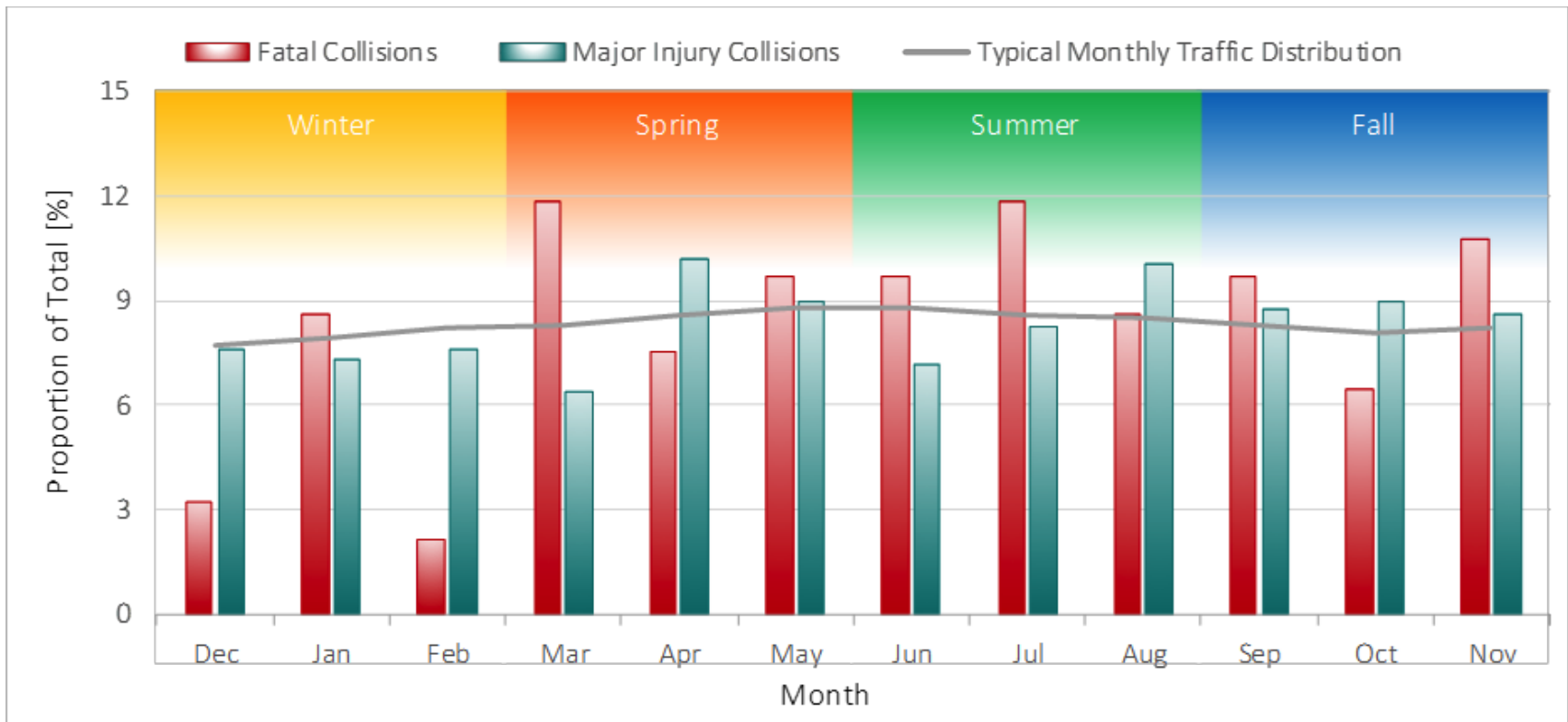
Fatal & Major Injury Collisions by Time of Day

Some key notes:

- The previous slide compares the number of fatal and major injury collisions to typical traffic volumes throughout each hour of the day. Collision frequency tends to increase when traffic volumes are higher because there are more users on the road, and therefore more interactions between road users.
- The hours between midnight and 3 a.m. accounted for 7% of total fatal and major injury collisions. However, these same hours only account for approximately 2% of total daily traffic, indicating that there may be an over-representation of severe collisions relative to traffic volume during the early morning hours.

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Fatal & Major Injury Collisions by Month



Source: City of Winnipeg and MPI
Collision data from 2012 - 2018

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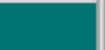
Fatal & Major Injury Collisions by Month

Some key notes:

- The previous slide compares the proportion of fatal and major injury collisions to the proportion of typical traffic volumes throughout each month of the year.
- The proportion of fatal and injury collisions during the spring, summer, and fall months is slightly higher than what would be expected based on traffic volumes during these times of the year.
- During the winter, the proportion of fatal and major injury collisions is similar or below what would be expected based on traffic volumes.

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Fatal & Major Injury Collisions by Speed Limit

Max Posted Speed	Relative Length of Road Network (km)	Fatal Collisions									Major Injury									TOTAL
		2012	2013	2014	2015	2016	2017	2018		Total	2012	2013	2014	2015	2016	2017	2018		Total	
50		12	4	5	5	7	6	4	43		34	28	26	36	58	50	45	277		320
60		6	4	4	3	6	3	5	31		36	24	27	55	57	50	66	315		346
70		0	0	0	2	1	1	2	6		5	5	6	7	9	14	8	54		60
80		0	1	1	0	3	1	1	7		7	8	11	8	11	9	12	66		73
90		1	0	0	1	1	0	0	3		1	0	0	2	1	3	3	10		13
Total		19	9	10	11	18	11	12	90		83	65	70	108	136	126	134	722		812

Source: City of Winnipeg and MPI

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Fatal & Major Injury Collisions by Speed Limit

Some key notes:

- The previous slide compares the number and proportion of fatal and major injury collisions to the proportion of the City's road network with different speed limits.
- Most fatal and major injury collisions (43%) took place on streets posted at 60 km/h. Streets posted at 60 km/h account for approximately 11% of Winnipeg's road network.
- Approximately 40% of fatal and major injury collisions took place on streets posted at 50 km/h. Streets posted at 50 km/h account for the majority of Winnipeg's road network (76% of total network kilometres).

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Factors Contributing to Collisions

Contributing Factor Categories	Fatal								Major Injury								TOTAL
	2012	2013	2014	2015	2016	2017	2018	Total	2012	2013	2014	2015	2016	2017	2018	Total	
Driver Action	80%	64%	67%	77%	65%	53%	69%	70%	82%	81%	73%	86%	84%	86%	87%	84%	82%
Human Condition	17%	36%	17%	20%	30%	42%	25%	25%	12%	14%	21%	11%	11%	6%	4%	10%	12%
Vehicle Condition	0%	0%	8%	0%	0%	0%	0%	1%	1%	1%	0%	1%	0%	0%	0%	0%	0%
Environmental	2%	0%	8%	3%	5%	5%	6%	4%	5%	3%	7%	3%	5%	8%	9%	6%	6%

- **Driver action** - (e.g., following too closely, turning improperly, exceeding speed limit, passing improperly, fail to yield right-of-way, careless driving, disobey traffic control device, etc.)
- **Human condition** – (e.g., loss of consciousness, extreme fatigue, defective eyesight, ability impaired by alcohol, ability impaired by drugs, distraction, etc.)
- **Vehicle condition** – (e.g., defective brakes, defective steering, defective tires, etc.)
- **Environmental factors** – (e.g., slippery road surface, obstructed view, defective traffic control, weather, animal action, debris on roadway, etc.)

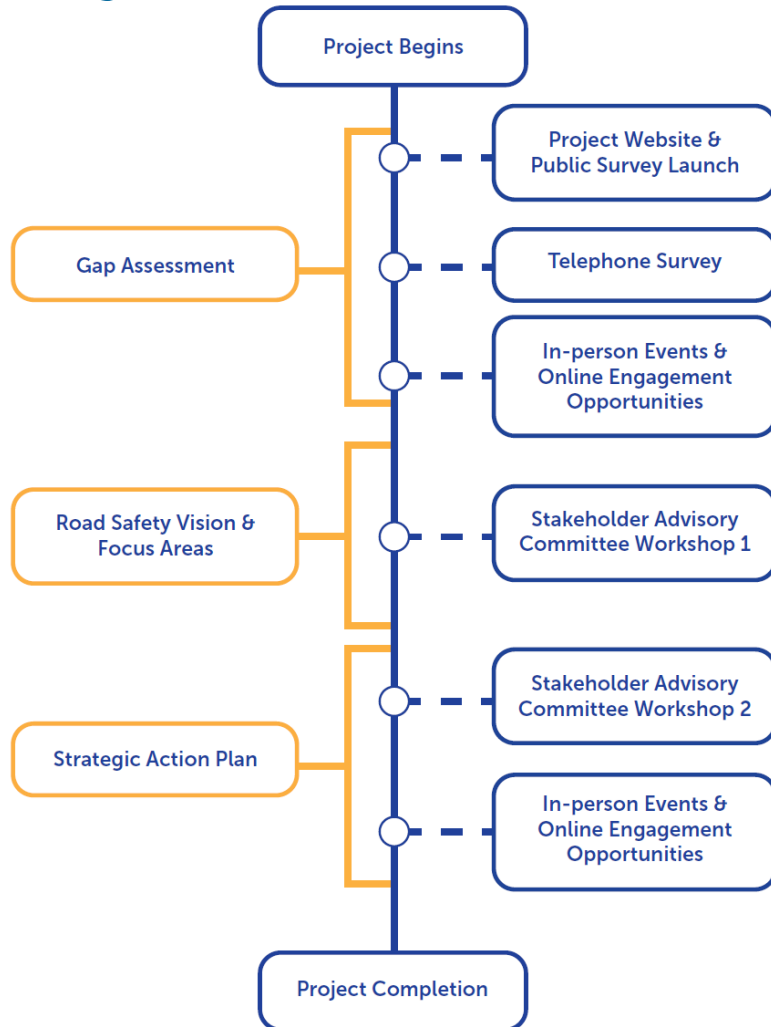
Road Safety Strategic Action Plan

Moving Forward

- Vision and focus areas for road safety in Winnipeg
- Development of road safety actions
- Phase 2 public engagement
- Refinement and prioritization of actions
- Implementation plan
- Road Safety Strategic Action Plan presentation to Council

Road Safety Strategic Action Plan

Project Timeline



Winnipeg Road Safety Strategic Action Plan

Thank you

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