CAC Exhibit _____

MPI 2014/15 General Rate Application

Follow up to Undertakings and CAC/BW Information Requests

October 3, 2013

Public Interest Law Centre
of Legal Aid Manitoba
3rd floor – 287 Broadway
Winnipeg, MB R3C 0R9

CAC/Bike Winnipeg (MPI) 2-18 Reference: CAC (MPI) 1 - 48

Preamble: In the response to CAC 1-48 h), MPI details a number of agencies who partner with MPI in road safety activities. However, the references to provincial government agencies appears to be limited to the generic phrase "Government of Manitoba" and the WRHA. No federal agencies appear to be referenced.

a) Within the Government of Manitoba and apart from the WRHA, please list the other government departments and crown agencies that collaborate with MPI to deliver road safety programs.

b) Can MPI confirm that there is no ongoing collaboration with any Federal Government department or agency in delivering road safety programming? If not, please identify the Federal government departments and agencies that collaborate with MPI to deliver road safety programs and summarize the nature and extent of the discussion.

RESPONSE:

a) The Corporation consults with the following provincial government departments and crown agencies on road safety matters as required:
   - Justice
   - Infrastructure and Transportation
   - Conservation and Water Stewardship
   - Health
   - Healthy Living, Seniors and Consumer Affairs
   - Local Government
   - Manitoba Liquor and Lotteries

b) The Corporation regularly consults with Transport Canada on road safety matters and national safety and theft deterrent standards for vehicles manufactured for sale in Canada.

Undertaking # 12

MPI to provide the 2006 through 2010 average percentage of people killed in traffic collisions recorded as not wearing or using the available safety equipment at the time of the collision.

RESPONSE:

On average, for the 2006-2010 period, approximately 46% of fatally injured collision victims were not wearing or using available safety equipment based on traffic collision data for this period.

Traffic Accident Report Database

Seatbelt and safety equipment use by vehicle occupants killed and injured (aged 6+)

			2006	2007	2008	2009	2010	2011
Total victims (all people killed and injured combined)	Urban	Seat belt/safety equipment IN USE	92.6%	93.7%	93.2%	93.8%	92.5%	95.3%
		Seat belt/safety equipment NOT IN USE	2.9%	2.3%	2.1%	2.6%	2.8%	1.5%
		Unknown	4.5%	3.9%	4.6%	3.6%	4.8%	3.1%
		Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	Rural	Seat belt/safety equipment IN USE	83.7%	86.8%	85.5%	87.8%	86.7%	87.7%
		Seat belt/safety equipment NOT IN USE	10.7%	8.6%	9.3%	7.0%	6.3%	6.1%
		Seat belt/safety equipment NOT AVAILABLE	.1%	-	-	.3%	.1%	-
		Unknown	5.6%	4.6%	5.2%	4.9%	6.8%	6.3%
		Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
	Total	Seat belt/safety equipment IN USE	89.8%	91.6%	90.8%	91.7%	90.7%	93.3%
		Seat belt/safety equipment NOT IN USE	5.3%	4.2%	4.4%	4.1%	3.9%	2.7%
		Unknown	4.9%	4.1%	4.8%	4.1%	5.4%	3.9%
		Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Source: Traffic Accident Report Database, 2006 to 2011, maintained by Manitoba Public Insurance

CAC (MPI) Pre-Ask 5

Please provide data on the number of cyclists' deaths in the calender year of 2012 relating to traffic collision.

RESPONSE:

There were 7 cyclists' deaths from traffic collisions in the calendar year of 2012.

1. MPI Fatalities - Count of Claims - Insurance Year Incurred-to-date as of Aug 31, 2013

Insurance Year	All Fatalities	Motor Vehicles (MV)			Vulnerable Road Users (VRU)				Ratio MV / All	Ratio VRU/All
		Driver	Passenger	Total	Motorcycle & Mopeds	Peds	Cyclists	Total		
2000	143	68	27	95	2	12	1	15	66.43%	10.49%
2001	145	59	28	87	3	13	4	20	60.00%	13.79%
2002	147	53	40	93	4	13	0	17	63.27%	11.56%
2003	142	61	30	91	1	14	2	17	64.08%	11.97%
2004	163	66	36	102	2	17	2	21	62.58%	12.88%
2005	135	51	28	79	5	10	2	17	58.52%	12.59%
2006	169	80	46	126	2	16	2	20	74.56%	11.83%
2007	155	69	26	95	1	23	4	28	61.29%	18.06%
2008	129	59	31	90	2	15	3	20	69.77%	15.50%
2009	132	72	20	92	4	15	1	20	69.70%	15.15%
2010	127	57	31	88	3	19	3	25	69.29%	19.69%
2011	153	74	43	117	1	18	3	22	76.47%	14.38%
2012	120	51	25	76	5	19	7	31	63.33%	25.83%
2013*	73	38	15	53	5	5	3	13	72.60%	17.81%

*Reflects first six months of the year

2. MPI Serious Injuries - Count of Claims - Insurance Year Incurred-to-date as of Aug 31, 2013

Insurance Year	All Serious Injuries	Motor Vehicles (MV)			Vulnerable Road Users (VRU)				Ratio MV / All	Ratio VRU/All
		Driver	Passenger	Total	Motorcycle & Mopeds	Peds	Cyclists	Total		
2000	77	33	21	54	2	5	1	8	70.13%	10.39%
2001	69	31	12	43	3	2	0	5	62.32%	7.25%
2002	80	28	21	49	4	7	0	11	61.25%	13.75%
2003	76	39	11	50	1	5	0	6	65.79%	7.89%
2004	64	22	20	42	2	5	1	8	65.63%	12.50%
2005	92	44	21	65	5	7	1	13	70.65%	14.13%
2006	108	56	24	80	8	7	0	15	74.07%	13.89%
2007	105	58	26	84	6	5	4	15	80.00%	14.29%
2008	106	61	20	81	3	14	2	19	76.42%	17.92%
2009	96	53	22	75	5	7	3	15	78.13%	15.63%
2010	97	48	24	72	15	5	2	22	74.23%	22.68%
2011	69	29	22	51	6	7	2	15	73.91%	21.74%
2012	39	20	7	27	1	4	4	9	69.23%	23.08%
2013*	8	5	1	6	1	0	1	2	75.00%	25.00%

*Reflects first six months of the year

3. MPI Fatalities - Cost - Insurance Year Incurred-to-date as of Aug 31, 2013 ($000)

Insurance Year	All Fatalities	Motor Vehicles (MV)			Vulnerable Road Users (VRU)				Ratio MV / All	Ratio VRU/All
		Driver	Passenger	Total	Motorcycle & Mopeds	Peds	Cyclists	Total		
2000	8,483	4,101	1,566	5,667	171	1,029	78	1,278	66.80%	15.07%
2001	9,014	4,296	1,518	5,814	27	613	158	797	64.49%	8.85%
2002	9,443	5,281	2,564	7,845	393	359	0	752	83.07%	7.97%
2003	7,815	4,383	1,498	5,881	82	662	63	807	75.25%	10.33%
2004	8,747	4,443	2,253	6,696	57	1,016	95	1,167	76.55%	13.34%
2005	10,776	4,038	3,811	7,849	876	582	35	1,493	72.84%	13.85%
2006	12,520	6,462	4,069	10,531	523	1,200	46	1,769	84.11%	14.13%
2007	8,878	4,660	2,011	6,670	382	1,305	431	2,117	75.13%	23.85%
2008	8,420	4,409	2,504	6,914	51	1,011	697	1,759	82.11%	20.89%
2009	9,521	5,528	1,952	7,480	637	1,342	0	1,980	78.56%	20.79%
2010	9,410	5,205	1,842	7,047	1,047	833	197	2,076	74.89%	22.06%
2011	5,404	5,715	2,120	7,835	137	709	142	987	144.99%	18.27%
2012	8,543	5,367	1,291	6,658	830	937	475	2,242	77.94%	26.25%
2013*	3,367	2,325	520	2,845	589	99	34	721	84.50%	21.43%

*Reflects first six months of the year

4. MPI Serious Injuries - Cost - Insurance Year Incurred-to-date as of Aug 31, 2013 ($000)

Insurance Year	All Serious Injuries	Motor Vehicles (MV)			Vulnerable Road Users (VRU)				Ratio MV / All	Ratio VRU/All
		Driver	Passenger	Total	Motorcycle & Mopeds	Peds	Cyclists	Total		
2000	63,944	28,585	18,143	46,728	1,372	3,135	327	4,834	73.08%	7.56%
2001	63,051	21,584	10,211	31,795	1,844	933	0	2,777	50.43%	4.40%
2002	72,355	20,608	17,017	37,625	2,007	5,851	0	7,858	52.00%	10.86%
2003	69,734	33,519	9,302	42,821	319	6,998	0	7,317	61.41%	10.49%
2004	70,349	16,582	36,957	53,539	1,946	3,994	383	6,323	76.10%	8.99%
2005	72,184	31,228	18,511	49,739	3,958	4,906	510	9,373	68.91%	12.99%
2006	100,900	38,880	31,524	70,404	5,627	5,434	0	11,061	69.78%	10.96%
2007	97,819	48,121	33,500	81,620	4,975	2,024	4,436	11,434	83.44%	11.69%
2008	83,834	44,060	20,721	64,781	2,143	10,440	678	13,261	77.27%	15.82%
2009	72,260	33,732	21,300	55,032	3,335	5,622	4,180	13,137	76.16%	18.18%
2010	67,018	28,320	18,929	47,250	9,315	4,880	838	15,034	70.50%	22.43%
2011	55,374	17,440	27,222	44,662	5,242	3,075	610	8,928	80.66%	16.12%
2012	30,552	17,656	2,785	20,441	623	4,491	3,993	9,108	66.90%	29.81%
2013*	3,565	2,195	490	2,685	388	0	493	881	75.30%	24.70%

*Reflects first six months of the year

7. MPI Serious Injuries - Cost - Ultimate Value ($000)

Insurance Year	All Serious Injuries	Motor Vehicles (MV)			Vulnerable Road Users (VRU)				Ratio MV / All	Ratio VRU/All
		Driver	Passenger	Total	Motorcycle & Mopeds	Peds	Cyclists	Total		
2000	65,436	29,252	18,566	47,818	1,404	3,208	335	4,947	73.08%	7.56%
2001	64,714	22,153	10,480	32,633	1,893	958	0	2,851	50.43%	4.40%
2002	73,433	20,915	17,270	38,186	2,037	5,938	0	7,975	52.00%	10.86%
2003	70,952	34,105	9,464	43,569	325	7,120	0	7,445	61.41%	10.49%
2004	71,595	16,875	37,611	54,487	1,981	4,065	390	6,435	76.10%	8.99%
2005	73,630	31,854	18,882	50,736	4,037	5,004	520	9,561	68.91%	12.99%
2006	102,623	39,544	32,062	71,606	5,723	5,526	0	11,250	69.78%	10.96%
2007	100,490	49,435	34,415	83,850	5,111	2,079	4,557	11,747	83.44%	11.69%
2008	86,967	45,707	21,495	67,202	2,223	10,830	703	13,756	77.27%	15.82%
2009	83,524	38,990	24,620	63,610	3,855	6,498	4,831	15,184	76.16%	18.18%
2010	78,255	33,069	22,103	55,172	10,877	5,699	978	17,554	70.50%	22.43%
2011	67,738	21,334	33,301	54,635	6,413	3,762	747	10,921	80.66%	16.12%
2012	40,848	23,606	3,723	27,329	834	6,005	5,338	12,177	66.90%	29.81%
2013*	7,242	4,458	996	5,453	788	0	1,000	1,789	75.30%	24.70%

*Reflects first six months of the year

CAC/Bike Winnipeg (MPI) 2-4 Reference: CMMG (MPI) 1-1

Preamble: In its response to CMMG (MPI) 1-1, the Corporation provides a comparison of projected versus actual losses for the motorcycle major class.

a) Please provide the actual annual total losses for non-motorized vulnerable road users (cyclists and pedestrians) from 2002 – 2013 YTD.

b) Does MPI perform a projection for total annual losses for non-motorized vulnerable road users (cyclists and pedestrians)? If so, please provide the project annual total losses for non-motorized vulnerable road users (cyclists and pedestrians) from 2002 – 2013 YTD.

RESPONSE:

a) Refer to the table below. The figures provided are as at September 19, 2013.

Loss	Cyclist		Pedestrian		Total	
Year	Count	Incurred	Count	Incurred	Count	Incurred
2002	146	799,895	305	8,958,413	451	9,758,308
2003	180	1,549,783	320	11,107,570	500	12,657,353
2004	172	1,428,066	300	8,153,944	472	9,582,010
2005	167	1,714,800	289	7,856,174	456	9,570,974
2006	185	1,896,129	372	11,088,529	557	12,984,658
2007	190	6,437,118	379	8,739,130	569	15,176,249
2008	148	1,977,526	358	15,900,056	506	17,877,583
2009	182	5,939,851	370	10,972,190	552	16,912,041
2010	219	3,396,555	387	11,095,531	606	14,492,085
2011	195	3,153,050	479	13,265,486	674	16,418,536
2012	196	6,659,514	390	11,910,250	586	18,569,764
2013	154	1,870,541	190	2,616,456	344	4,486,998

b) The Corporation does not perform such a projection.

CAC/Bike Winnipeg (MPI) 2-5 Reference: Traffic Collision Reports

Preamble: CAC MB and Bikes Winnipeg are of the opinion that better informed consumers are an essential component in any effort to reduce the tragic social and economic costs of motor vehicle accidents.

a) Has Manitoba Public Insurance reviewed the practice of other jurisdictions such as SGI and ICBC in providing electronic access to injury statistics and disseminating of traffic collision statistics? If so, what improvements in the provision of electronic access to injury statistics and disseminating of traffic collision statistics is MPI recommending?

b) Please outline MPI's plans, if any, to improve the electronic access and dissemination of traffic collision statistics to the public (e.g. open data strategy).

RESPONSE:

a) The Corporation plans to publish the annual Traffic Collision Statistics Report electronically and make it available on the Corporation's public website commencing with the release of the 2012 statistics report. The Corporation also releases relevant collision statistics through news releases and on its public website. Examples include wildlife collision hot spots, annual reports on high volume collision intersections in the City of Winnipeg, and the percentage of fatalities associated with speed, impaired driving, non-use of seat belts and distracted driving.

b) An open data strategy for dissemination of traffic collision statistics is not being contemplated at this time.

CAC/Bike Winnipeg (MPI) 2-9 Reference: CCMTA "Road Safety Strategy 2015

Preamble: CAC Manitoba and Bikes Winnipeg are of the view that information garnered through participation in the CCMTA "Vulnerable Road Users Task Force" may provide import insight in reducing the tragic social and economic costs of accidents.

a) Please indicate whether MPI or Manitoba currently have a representative on the CCMTA "Vulnerable Road Users Task Force".

b) Has MPI reviewed any reports from the CCMTA "Vulnerable Road Users Task Force" with a view to incorporating these insights into Basic road safety programming? If so, please explain how these reports have affected current or planned road safety programming.

c) Please provide electronic copies of any decisions and reports from the CCMTA "Vulnerable Road Users Task Force" concerning the 7 "Mandate" items listed in the Terms of Reference which have been referenced by MPI for road safety purposes.

RESPONSE:

a) Manitoba is not represented on the Vulnerable Users Task Force but is represented on the Canadian Council of Motor Transport Administrators (CCMTA) more broadly.

b) The Corporation reviews all reports produced through CCMTA and uses them to inform its road safety programming efforts where applicable.

c) The Vulnerable Road Users Strategy and reports produced by this task force are available at the following links:

http://www.ccmta.ca/english/committees/rsrp/vulnerable/vulnerable-strategy.cfm

http://www.ccmta.ca/english/committees/rsrp/vulnerable/vulnerable-reports.cfm

CAC/Bike Winnipeg (MPI) 2-14 Reference: CMMG (MPI) 1-10

With reference to the response to CMMG (MPI) 1-10, please break out the costs of the specific ads related to pedestrians and cyclists and provide a further breakdown of the expenditures related to pedestrians and cyclists.

RESPONSE:

For the 2012/13 fiscal year ending February 28, 2013, expenditures (Basic share) for road safety advertising specific to cycling and pedestrian safety was as follows:

- Television $19,818
- Radio $10,647
- Print $6,765

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CAC/Bike Winnipeg (MPI) 2-20 Reference: CMMG (MPI) 1-17

Please set out the annual expenditures directed towards the reduction of wildlife collisions from 2002 to 2013YTD.

RESPONSE:

Please refer to the following table.

Wildlife Reduction Expenditures (Basic Share)
2002-2013 YTD

2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
$4,216	$6,156	$44,501	$18,836	$23,532	$43,883	$45,739	$47,590	$55,742	$127,118	$9,968	$16,930

CAC/Bike Winnipeg (MPI) 2-26 Reference: PUB (MPI) 1 -11

Preamble: According to this response, the avoidance of 50 thefts per 1,000 vehicles justified the investment, or foregone revenue, by MPI of $5.5 million.

Apart from its work on impaired driving, unsafe speed, wildlife accidents and seat belts, has MPI developed any similar cost benefit relationships?

RESPONSE:

No additional cost benefit relationships have been developed.

Transportation Canada Observational Study

Seatbelt Use for All Occupants in Light-Duty Vehicles[1] by Jurisdiction (2006-2010)

Province/ Territory	2006 Rural (%)	2007 Urban (%)	2009 Rural (%)	2010 Urban (%)
Nfld.	85.5	86.9	91.8	93.6
PEI	95.5	98.6	81.9	91.7
NS	90.4	93.2	89.4	90.5
N.B.	88.8	93.3	92.3	95.6
QC	91.2	93.3	92.1	96.7
ON	88.3	93.4	95.8	96.1
MB	86.4	89.7	90.7	94.5
SK	82.5	95.4	90.4	97.8
AB	86.4	89.3	90.4	92.3
B.C.	87.5	95.3	91.6	97.3
YT	77.6	85.1	64.9	85.4
NWT	83.1	89.9	38.2	93.7
Nunavut	N/A	N/A	N/A	N/A
Canada	88.3	93.1	92	95.8

Source: Transport Canada Road Safety Fact Sheet TP 2436E, 1994-2011.

[1] Light-duty vehicles include passenger cars, passenger vans, SUVs, and light trucks.

Undertaking # 13

MPI to indicate whether or not the internal performance indicators are employed; and, if so, provide the results for the 2010, 2011, 2012, and, if possible, 2013 year.

RESPONSE:

Internal performance indicators related to drinking and driving continue to be employed and results for 2010 through 2012 are provided in the following table. Internal performance indicators for 2013 are not yet available.

Internal Performance Indicators	Baseline 1998-2002	2004-07 Avg.	Sep-10	Sep-11	Jun-12
% of drivers who drink and report that they had planned or decided not to drive after drinking.	46%	48%	49%	46%	45%
% of drivers who think it is "somewhat likely" or "very likely" for a drunk driver to be stopped by police	47%	44%	44%	42%	48%
% of drivers who drink who think it is "somewhat likely" or "very likely" for a drunk driver to be stopped by police	46%	42%	44%	41%	44%
% of drivers who believe that roadside checks are "effective" or "very effective"	86%	79%	77%	75%	76%

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Undertaking # 14

MPI to indicate whether or not, in terms of unsafe speed program evaluation, the Corporation surveys to assess the perceived risk of being apprehended; and provide the three (3) most recent years of the internal performance indicators as measured against the baseline.

RESPONSE:

The Corporation can confirm it surveys Manitobans on the perceived risk of being apprehended for unsafe speed. Results from four most recent surveys are provided in the following table.

Internal Performance Indicators	Feb-09	Feb-10	Feb-11	Feb-12
% of Manitobans who think it is "somewhat likely" or "very likely" for a speeding driver to be stopped by police	47%	49%	48%	48%

*Source: PRA, Manitoba Omnibus, February 2012
PRA's Omnibus was fielded by telephone with a random sample of 800 adult (18+) Manitobans selected by random digit dialing. The theoretical margin of error for a sample this size is +/- 3.5%, 19 times out of 20. Subgroups will have a larger margin of error.

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MPI 18

Undertaking # 15

MPI to review the internal performance indicators related to occupant restraint, as it may relate to the perceived risk of being apprehended; and, if that information is available, will provide the three (3) most recent years as compared to the baseline.

RESPONSE:

The Corporation can confirm it surveys Manitobans on the perceived risk of being apprehended for non-use of occupant restraints. Results from three most recent surveys are provided in the following table.

Internal Performance Indicators	Dec-10	Apr-11	Apr-12
% of Manitobans who think it is "somewhat likely" or "very likely" for a person who is not wearing a seatbelt to be stopped by police	50%	53%	55%

*Source: PRA, Manitoba Omnibus, April 2012
PRA's Omnibus was fielded by telephone with a random sample of 800 adult (18+) Manitobans selected by random digit dialing. The theoretical margin of error for a sample this size is +/- 3.5%, 19 times out of 20. Subgroups will have a larger margin of error.

Undertaking # 16

MPI to indicate if it uses perceived risk of being apprehended as an internal performance indicator; and, if it does, provide the three (3) most recent years as measured against the baseline.

RESPONSE:

The Corporation can confirm it surveys Manitobans on the perceived risk of being apprehended for use of handheld cell phones while driving. Results from surveys undertaken to-date are provided in the following table.

Internal Performance Indicators	Nov-11	Nov-12
% of Manitobans who think it is "somewhat likely" or "very likely" for a driver using a handheld cell phone to be stopped by police	35%	39%

*Source: PRA, Manitoba Omnibus, November 2012
PRA's Omnibus was fielded by telephone with a random sample of 800 adult (18+) Manitobans selected by random digit dialing. The theoretical margin of error for a sample this size is +/- 3.5%, 19 times out of 20. Subgroups will have a larger margin of error.

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Undertaking # 17

MPI to provide an estimate of the increase in the RoadWatch budget of two hundred fifty thousand (250,000), how much went to the RCMP to enhance monitoring of winter and ice roads.

RESPONSE:

Approximately $165,000 of the increased Road Watch budget in 2011/12 (66%) was allocated to the RCMP. Of this amount, approximately $30,000 was allocated to enhanced monitoring of winter and ice roads.

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Undertaking # 18

MPI to, for the budget of six hundred thousand (600,000) for the 2014/'15 year, provide a breakdown by police force.

RESPONSE:

Road Watch funding allocations by participating police agencies have not yet been negotiated for 2014/15. However based on budget allocations for the 2013/14 year, the Corporation anticipates funding will be approximately allocated on the following percentage basis:

RCMP:	50%
Winnipeg Police Service:	25%
Brandon Police Service:	15%
Other participating agencies:	10%

Other participating agencies include police services in Morden, Rivers, Winkler, Ste. Anne, and the Dakota Ojibiway Police Service.

CAC/Bike Winnipeg (MPI) 2-7

Preamble: CAC MB and Bikes Winnipeg are interested in understanding how research into cyclist and pedestrian fatalities may assist in reducing the tragic social and economic costs of motor vehicle accidents.

a) Has MPI reviewed the most recent Ontario Coroner's "Cycling Death Review" or "Pedestrian Death Review" for its implications in terms of minimizing the economic and social costs associated with cycling and pedestrian fatalities associated with motor vehicles? If so, please advise how the MPI review of these documents has influenced basic road safety expenditures and planning.

b) Please outline any strategies or plans to conduct, finance or commission detailed investigations into fatal injuries of vulnerable road users similar to the Ontario Coroner's "Cycling Death Review" and the "Pedestrian Death Review". Please outline any relevant discussions or negotiations with Manitoba Health, the Medical Officer of Health or other government entities regarding a similar review to Ontario's.

RESPONSE:

a) The Corporation has reviewed both of the reports. Recommendations related to education and awareness are consistent with the Corporation's current programming efforts in most respects. This includes a broad cycling safety education campaign focused at both motorists and cyclists sharing the road safely, distribution of cycling safety materials at retail points-of-sale, cycling and pedestrian safety information in schools, and cycling/pedestrian safety information incorporated into the provincial driver's handbook and the high school driver education curriculum. Recommendations relating to legislation, infrastructure, engineering, and enforcement are outside of the Corporation's mandate.

b) The Corporation is not aware of any plans to conduct similar studies in Manitoba.

Office of the Chief Coroner for Ontario

Cycling Death Review

A Review of All Accidental Cycling Deaths in Ontario
from January 1st, 2006 to December 31st, 2010

Road Safety is Everyone's Responsibility

The Basis for Recommendations

The issue of cycling safety is one which generates strong opinions and positions. For virtually any strategy or action that one can suggest, there are arguments that can be made pro and con. Many issues have become politicized and polarized to a degree that it is challenging to achieve broad agreement.

For this Review, we established at the outset that the recommendations must arise from the data pertaining to the deaths that we review. In other words, there must be a connection between the circumstances of the deaths and the recommendations made to prevent similar deaths. We have avoided making any recommendations, however positive and well-intentioned, if they are not supported by our data. Similarly, while we recognize that strategies such as mandatory helmet legislation, the introduction of a one-meter passing rule and side guards for heavy trucks are highly controversial areas, we have made recommendations that reflect the realities of the data from the deaths that we reviewed.

The origin of every one of the 14 recommendations in the Cycling Death Review can be traced back to the death of one or more cyclists in Ontario between 2006 and 2010. We feel that these recommendations speak for the 129 cyclists who lost their lives during the Review period, and, if implemented together, they will help to protect cyclists in Ontario for generations to come.

EXECUTIVE SUMMARY

The Office of the Chief Coroner conducted a detailed review of accidental cycling deaths in Ontario for the period beginning January 1st, 2006 and ending December 31st, 2010.

- There were 129 deaths examined in this Cycling Death Review.
- 86% (111 of 129) of those killed while cycling were male.
- The peak age for cycling deaths was 45-54 years; over half of cycling fatalities (66 of 129; 51%) occurred in persons aged 45 and older.
- Children represented a smaller, but significant, portion of cycling deaths. A total of 19 deaths (15%) occurred in those aged 19 and under; 8 of those (6%) were in children aged 14 or under.
- Numbers of cycling fatalities in Ontario declined each year from 2006 (41) to 2009 (14), but rose again (to 25) in 2010.
- The peak months for cycling fatalities were July, August and September (46%).
- A total of 96 of the 129 deaths (74%) occurred in the Spring and Summer months.
- The vast majority of cycling deaths occurred during clear weather, on dry roads, with good visibility.
- More than half (69 of 129; 53%), of the fatal cycling collisions occurred in daylight conditions.
- The peak time for fatal collisions (25 of 129; 19%) occurred between 8:00 pm and 10:00 pm.
- Only 27% (35 of 129) of those who died as the result of a cycling collision were wearing a helmet. Despite mandatory legislation, only 6.25% (1 of 16) of cyclists under the age of 18 who died were wearing a helmet. Those cyclists whose cause of death included a head injury were three times less likely to be wearing a helmet than those who died of other types of injuries.
- In cases where the type of cycling activity was known, 63% of fatal collisions occurred during recreational activities, and 31% during commuting. The balance represented sport cycling activities, either solo or in a group setting.
- In 44 cases, contributing factors on the part of the cyclist alone were identified. In 33 cases, contributing factors on the part of the driver of a vehicle alone were identified. In 48 cases, contributing factors were identified on the part of both the cyclist and the driver. In three cases, the circumstances of the collision were unclear.

Our recommendations include:

- Adoption of a "complete streets" approach – focused on the safety of all road users - to guide the redevelopment of existing communities and the design of new communities throughout Ontario.
- Development of an Ontario Cycling Plan to guide the development of policy, legislation and regulations and the commitment of infrastructure funding to support cycling in Ontario.
- A comprehensive cycling safety public awareness and education strategy, starting in public schools, and continuing through the purchase of every new and used bicycle and through driver's license testing.
- Legislative change (*Highway Traffic Act (HTA)*; *Municipal Act*; relevant Municipal By-Laws) aimed at ensuring clarity and consistency regarding interactions between cyclists and other road users.
- Strategies to promote and support helmet use for cyclists of all ages.
- Implementation of mandatory helmet legislation for cyclists of all ages, within the context of an evaluation of the impact of this legislation on cycling activity.
- Establishment of a "one-meter" rule for vehicles when passing cyclists.
- Prioritizing the development of paved shoulders on provincial highways.
- Mandatory side-guards for heavy trucks.
- Enforcement, education and public safety activities targeted to the specific issues of cycling safety identified in a given community.