BW (MPI)

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Volume:	**AI.13-4**	**Page No.:**	**13**
Topic:	**Loss Prevention Appendices**		
Sub Topic:	**Mature Driver**		
Issue:	**Fatalities of mature people**		

Preamble: In the above noted page, the following statements are made:

"…Though total traffic fatalities have steadily declined in the past decade, there has already been an upward trend in fatalities in the 65 years or over age category as a percentage of all fatalities in Manitoba, and a slight upward trend for the 55-64 age group, as well. In other words, the advances in vehicle technology which have contributed to the declines in fatalities and injuries for the general population have not benefitted older drivers to the same extent."

Question:

a) Please provide the total traffic fatalities in the past decade, by year, and by victim type (driver, passenger, vulnerable road user (motorcycle + pedestrian + cyclist)).

b) For a) the 65+ age group and b) the 55-64 age group, please provide the number of fatalities by victim type, by year, for the past decade.

c) In a separate response to 2) above, please provide the number of fatalities by victim type, by year, for the past decade for the a) 65+ age group and b) the 55-64 age group, by type of vehicle.

d) Please outline which "advances in vehicle technology that have contributed to the declines in fatalities for the general population" by victim type.

Rationale for Question:

a) Bike Winnipeg seeks to continue to assist in critically evaluating the quality and clarity of MPI's data collection and analysis regarding whether the "steady decline" in fatality numbers exists for vulnerable road users;

b) Bike Winnipeg suggests that older persons (65+) use public transport and active transport modes more often than younger persons. Further, and in any event, describing fatality counts by victim type is a plausible inquiry for safety program design.

c) Bike Winnipeg would like to assist in critically evaluating whether MPI has prioritized road safety interventions directed at commercial drivers for the protection of older persons, particularly as vulnerable road users.

d) Bike Winnipeg notes that the MPI continues to emphasize the favorable fatality trends for those within a motor vehicle, particularly due to advances in technology; however, Bike Winnipeg suggests, that similar trend analysis and programming attention to those victims outside of a vehicle's protective environment is also required in order to critically evaluate the optimum size of MPI's road safety budget, the adequacy of MPI's road safety budget programs and the quality and clarity of MPI's data collection, analysis and accessibility regarding collisions involving vulnerable road users.

RESPONSE:

a)

Table 1, Fatally Injured Victims by Road User Type

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Drivers	56	67	65	48	55	43	59	46	41	34
Passengers	39	34	22	19	17	23	33	27	25	14
Vulnerable Road Users	18	18	22	25	14	21	18	23	19	20
Total	**113**	**119**	**109**	**92**	**86**	**87**	**110**	**96**	**85**	**68**

Source: Traffic Collision Statistics Reports
Note: 2015 data is not yet available

b)

Table 2, Fatally Injured Victims by Road User Type and Age Group

			2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Age of Victim	**55 to 64**	**Drivers**	5	7	5	6	5	-	7	5	1	6
		Passengers	3	1	1	1	1	-	1	-	1	2
		Vulnerable Road Users	2	1	1	3	2	1	3	1	2	1
		Total	**10**	**9**	**7**	**10**	**8**	**1**	**11**	**6**	**4**	**9**
	65 or older	**Drivers**	8	16	12	8	13	7	16	9	11	8
		Passengers	5	8	2	2	1	3	5	2	3	6
		Vulnerable Road Users	3	4	7	3	3	8	3	6	4	4
		Total	**16**	**28**	**21**	**13**	**17**	**18**	**24**	**17**	**18**	**18**

Source: Traffic Collision Statistics Reports
Note: 2015 data is not yet available

c) Please refer to Attachment A.

d) There are many vehicle safety technologies that have contributed to declines in fatalities for persons involved in motor vehicle collisions. Chief among these are seatbelts and passenger cabin airbags.

New vehicle technology that assists drivers in avoiding collisions, such as forward collision warning and braking, pedestrian detection systems, traction control, electronic stability control and blind spot detection contribute to reducing serious injury and deaths of all road users including pedestrians, cyclists, motorcyclists and occupants of motor vehicles.

Vehicle body structure design technologies that include crushable hoods and fenders, bumper system padding and pedestrian air bags are intended to reduce injury to pedestrians and cyclists should a collision occur.

Fatally Injured Victims by Road User Type - Victims Aged 55+ by Type of Vehicle Conveying Victim

			2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Passenger vehicle	55 to 64	Drivers	1	2	3	2	2	-	4	1	-	2
		Passengers	3	-	-	-	-	-	-	-	-	2
		Vulnerable Road Users	-	-	-	-	-	-	-	-	-	-
		Total	4	2	3	2	2	-	4	1	-	4
	65 or older	Drivers	5	8	8	5	8	4	9	7	7	4
		Passengers	3	4	-	1	1	1	2	1	3	4
		Vulnerable Road Users	-	-	-	-	-	-	-	-	-	-
		Total	8	12	8	6	9	5	11	8	10	8
Mini-Van/ Multi-Purpose Van	55 to 64	Drivers	2	2	1	1	2	-	-	1	-	-
		Passengers	-	-	-	1	-	-	1	-	-	-
		Vulnerable Road Users	-	-	-	-	-	-	-	-	-	-
		Total	2	2	1	2	2	-	1	1	-	-
	65 or older	Drivers	1	2	1	1	1	-	3	-	2	1
		Passengers	1	3	1	-	-	-	1	1	-	-
		Vulnerable Road Users	-	-	-	-	-	-	-	-	-	-
		Total	2	5	2	1	1	-	4	1	2	1
Van <4500 kgs	55 to 64	Drivers	1	-	-	-	-	-	-	-	-	-
		Passengers	-	-	-	-	-	-	-	-	-	-
		Vulnerable Road Users	-	-	-	-	-	-	-	-	-	-
		Total	1	-	-	-	-	-	-	-	-	-
	65 or older	Drivers	-	-	-	-	-	-	-	-	-	-
		Passengers	-	-	-	-	-	-	-	-	-	-
		Vulnerable Road Users	-	-	-	-	-	-	-	-	-	-
		Total	-	-	-	-	-	-	-	-	-	-
Pick Up <4500 kgs	55 to 64	Drivers	1	3	1	1	-	-	3	3	1	2
		Passengers	-	1	1	-	1	-	-	-	1	-
		Vulnerable Road Users	-	-	-	-	-	-	-	-	-	-
		Total	1	4	2	1	1	-	3	3	2	2
	65 or older	Drivers	2	4	2	2	3	2	4	2	1	2
		Passengers	1	-	1	1	-	1	1	-	-	2
		Vulnerable Road Users	-	-	-	-	-	-	-	-	-	-
		Total	3	4	3	3	3	3	5	2	1	4
Truck >4500 kgs Unit Chassis	55 to 64	Drivers	-	-	-	-	-	-	-	-	-	1
		Passengers	-	-	-	-	-	-	-	-	-	-
		Vulnerable Road Users	-	-	-	-	-	-	-	-	-	-
		Total	-	-	-	-	-	-	-	-	-	1
	65 or older	Drivers	-	-	-	-	-	-	-	-	-	1
		Passengers	-	-	-	-	-	-	-	-	-	-
		Vulnerable Road Users	-	-	-	-	-	-	-	-	-	-
		Total	-	-	-	-	-	-	-	-	-	1

			2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Power Unit (Semi-Trailer)	55 to 64	Drivers	-	-	-	1	-	-	-	-	-	1
		Passengers	-	-	-	-	-	-	-	-	-	-
		Vulnerable Road Users	-	-	-	-	-	-	-	-	-	-
		Total	-	-	-	1	-	-	-	-	-	1
	65 or older	Drivers	-	-	1	-	-	-	-	-	-	-
		Passengers	-	-	-	-	-	-	-	-	-	-
		Vulnerable Road Users	-	-	-	-	-	-	-	-	-	-
		Total	-	-	1	-	-	-	-	-	-	-
Truck - Other	55 to 64	Drivers	-	-	-	-	1	-	-	-	-	-
		Passengers	-	-	-	-	-	-	-	-	-	-
		Vulnerable Road Users	-	-	-	-	-	-	-	-	-	-
		Total	-	-	-	-	1	-	-	-	-	-
	65 or older	Drivers	-	2	-	-	1	-	-	-	1	-
		Passengers	-	1	-	-	-	1	1	-	-	-
		Vulnerable Road Users	-	-	-	-	-	-	-	-	-	-
		Total	-	3	-	-	1	1	1	-	1	-
Motorcycle/ Scooter	55 to 64	Drivers	-	-	-	-	-	-	-	-	-	-
		Passengers	-	-	-	-	-	-	-	-	-	-
		Vulnerable Road Users	2	1	-	1	1	1	1	-	1	1
		Total	2	1	-	1	1	1	1	-	1	1
	65 or older	Drivers	-	-	-	-	-	-	-	-	-	-
		Passengers	-	-	-	-	-	-	-	-	-	-
		Vulnerable Road Users	-	-	1	-	-	-	-	-	1	-
		Total	-	-	1	-	-	-	-	-	1	-
Bicycle	55 to 64	Drivers	-	-	-	-	-	-	-	-	-	-
		Passengers	-	-	-	-	-	-	-	-	-	-
		Vulnerable Road Users	-	-	1	-	-	-	-	-	-	-
		Total	-	-	1	-	-	-	-	-	-	-
	65 or older	Drivers	-	-	-	-	-	-	-	-	-	-
		Passengers	-	-	-	-	-	-	-	-	-	-
		Vulnerable Road Users	-	-	1	-	1	1	-	2	1	2
		Total	-	-	1	-	1	1	-	2	1	2
Farm Equipment	55 to 64	Drivers	-	-	-	-	-	-	-	-	-	-
		Passengers	-	-	-	-	-	-	-	-	-	-
		Vulnerable Road Users	-	-	-	-	-	-	-	-	-	-
		Total	-	-	-	-	-	-	-	-	-	-
	65 or older	Drivers	-	-	-	-	-	1	-	-	-	-
		Passengers	-	-	-	-	-	-	-	-	-	-
		Vulnerable Road Users	-	-	-	-	-	-	-	-	-	-
		Total	-	-	-	-	-	1	-	-	-	-

			2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
All-Terrain Vehicle	55 to 64	Drivers	-	-	-	1	-	-	-	-	-	-
		Passengers	-	-	-	-	-	-	-	-	-	-
		Vulnerable Road Users	-	-	-	-	-	-	-	-	-	-
		Total	-	-	-	1	-	-	-	-	-	-
	65 or older	Drivers	-	-	-	-	-	-	-	-	-	-
		Passengers	-	-	-	-	-	-	-	-	-	-
		Vulnerable Road Users	-	-	-	-	-	-	-	-	-	-
		Total	-	-	-	-	-	-	-	-	-	-
Pedestrian	55 to 64	Vulnerable Road Users	-	-	-	2	1	-	2	1	1	-
		Total	-	-	-	2	1	-	2	1	1	-
	65 or older	Vulnerable Road Users	3	4	5	3	2	7	3	4	2	2
		Total	3	4	5	3	2	7	3	4	2	2

Source: Traffic Collision Statistics Reports
Note: 2015 data is not yet available

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Volume:	**AI.13-4**	**Page No.:**	**13**
Topic:	**Loss Prevention Appendices**		
Sub Topic:	**Traffic Safety Culture**		
Issue:	**Research activities**		

Preamble: The Corporation notes that "More and more we are noticing road safety strategies and recommendations to change the overall social norm towards driving, referred to as a traffic safety culture."

Question:

a) Please outline the number of staff assigned to specifically monitor and report on these "road safety strategies and recommendations"; notably, national and international developments of road safety strategies and recommendations.

b) Please provide a summary of the reports, literature searches, and recommendations that have arisen from the efforts of the above person(s).

c) Please provide MPI's position with respect to its role in the past, present and future as a driving entity and force for change to the social norm and traffic safety culture.

Rationale for Question:

Bike Winnipeg seeks to determine whether MPI is devoting sufficient resources to investigate international developments and programming or effectively developing such concepts into effective road safety programs and lower bodily injury counts and costs. This information will allow Bike Winnipeg to assist in critically evaluating the optimum size of MPI's road safety budget, the adequacy of MPI's road safety programs with respect to vulnerable roads users and the quality and clarity of MPI's date collection, analysis and accessibility regarding collisions involving vulnerable road users.

RESPONSE:

a) Four staff from the Road Safety Programming Department monitor and report on national and international jurisdictional activities, strategies and plans as part of their function as business analysts engaged in program development, redesign and evaluation.

b) Though not comprehensive, a sample of endnotes from the Road Safety Priorities Supplemental Analysis (January 2016) and 2016/17 Ideation: Supplementary Analysis (April 2016) are provided in Attachment A. This work was used to develop road safety priorities for 2016/17 and new programming concepts for consideration in 2017/18, all of which have been shared with the External Stakeholder Committee on Loss Prevention, of which Bike Winnipeg is a member. Please refer to *CAC (MPI) 1-109* for 2015 business cases related to road safety programming that the Corporation plans to implement in 2016/17.

c) As is the case in most other jurisdictions, Manitoba Public Insurance road safety campaigns have traditionally focused on the risks and consequences of unsafe or illegal driving behaviours. Effecting behaviour change through social norms to create a traffic safety culture requires Manitobans to internalize the safety message and understand how their actions impact themselves and their loved ones. In many cases, correcting the perception that risky behaviour is normal (perceived social norm).

   The Corporation intends to launch a new and innovative campaign aimed at overall traffic safety culture. It will also determine, in collaboration with other stakeholders in loss prevention, the unique social factors impacting specific issues, and address those in individual issue campaigns. A social norm messaging will be used where appropriate.

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BW (MPI) 1-3

Volume:	**AI.13-4**	**Page No.:**	**12**
Topic:	**Loss Prevention Appendices**		
Sub Topic:	**Fail to yield Right-of-Way**		
Issue:	**Crash configuration for VRU victims**		

Preamble: This paragraph indicates that failure to yield Right-of-Way "figure prominently in serious injuries or death, in large part because this action exposes road users to the dangerous 90 [degree] crash configuration (side impact)."

Question:

a) Please provide the top 5 crash configurations, by count of serious injuries and death, for driver of motor vehicle victims, for 2010 - 2015.

b) Please provide the top 5 crash configurations, by count of serious injuries and death, for pedestrian victims, for 2010 - 2015.

c) Please provide the top 5 crash configurations, by count of serious injuries and death, for cyclist victims, for 2010 - 2015.

d) Please outline the demerit point structure for failure to yield Right of Way crashes by bodily injury outcome, including fatality.

Rationale for Question:

Bike Winnipeg seeks to ensure the MPI's analysis of crash configurations used as the foundation for the above noted paragraphs does not omit or marginalize the analysis of crash configurations for vulnerable road users. If shown, this omission would partially explain gaps in the safety programming response to injury/fatality trends of VRUs.

RESPONSE:

a), b), and c)

Top-5 (Known) Collision Configurations for People Killed and Seriously Injured

			2010	2011	2012	2013	2014
Driver	**Killed**	**Off road**	12	11	9	8	12
		Head on	8	8	10	12	6
		Intersection 90 degrees	5	11	7	4	4
		Rear end	-	2	3	1	1
		Fixed Object	-	1	3	1	-
	Serious Injury	**Intersection 90 degrees**	41	43	46	49	46
		Off road	35	40	45	30	32
		Rear end	16	18	20	16	29
		Head on	17	15	20	19	11
		Fixed Object	4	9	18	18	12
Pedestrian	**Killed**	**Pedestrian**	13	9	13	8	10
		Intersection 90 degrees	-	-	-	1	-
	Serious Injury	**Pedestrian**	27	19	5	16	16
		Intersection 90 degrees	1	-	2	-	-
		Fixed Object	-	-	3	-	-
		Turning	-	1	-	1	-
		Rear end	-	-	1	-	-
		Head on	-	-	1	-	-
		Overtaking	-	1	-	-	-
Bicyclist	**Killed**	**Pedestrian**	1	1	1	-	-
		Overtaking	-	-	-	1	-
	Serious Injury	**Intersection 90 degrees**	5	1	2	1	-
		Turning	1	-	-	1	1
		Side swipe	2	-	-	-	-

Source: Traffic Collision Statistics Reports

Note: 2015 data is not yet available
Note: Where there are not five or more known configurations, all known configurations are presented.

d) Drivers who are convicted for failure to yield the right of way drop two levels on the Driver Safety Rating Scale. There is no range determined by human toll outcome if a collision occurs when the offence was made, though other charges may be laid against the driver which, upon conviction, would result in additional movement on the Driver Safety Rating scale.

BW (MPI) 1-4

Volume:	**LP**	**Page No.:**	**23-24**
Topic:	**Loss Prevention**		
Sub Topic:	**Successful Engagement Activities**		
Issue:	**Intervention targeting**		

Preamble: In the above noted pages, the following statements are made:

"The Corporation is pursuing the development of a new line of road safety initiatives in collaboration with the Manitoba Trucking Association, including education and awareness **targeted at vulnerable road users** (share the road safely with trucks)…" (emphasis added)

Question:

a) Please identify and explain the initiatives "targeted at" Manitoba truckers to share the road safely with cyclists.

b) Please identify and explain the initiatives "targeted at" Manitoba car drivers to share the road safely with cyclists.

c) Please identify and explain the initiatives "targeted at" Manitoba truckers and Manitoba drivers to share the road safely with pedestrians.

Rationale for Question:

Bike Winnipeg is concerned that MPI data collection may be overlooking the main causative factor in road safety interventions to prevent vulnerable road users bodily injuries; namely, the mass and speed of the motor vehicle. Bike Winnipeg suggests that road safety programs must be directed, at minimum with equal rigor and resources, towards those who are in the best position of intervening to prevent vulnerable road user injuries and fatalities: the drivers. This information will assist Bike Winnipeg in critically evaluating the optimum size of MPI's road safety budget, the adequacy of MPI's road safety programs with respect to vulnerable roads users

and the quality and clarity of MPI's date collection, analysis and accessibility regarding collisions involving vulnerable road users.

RESPONSE:

a) Manitoba Public Insurance is in the preliminary stages of development for the new line of road safety initiatives in collaboration with the Manitoba Trucking Association (MTA). Collaboration efforts are planned for the fall of 2016 to identify specific initiatives targeted at cyclists and will include all relevant stakeholders through the External Stakeholder Committee on Loss Prevention, of which Bike Winnipeg is a participant. The MTA and MPI agree that it is important to educate both truck drivers and vulnerable road users about the specific risks that are inherent when vulnerable road users and truck drivers interact on the roadway.

b) Current initiatives targeted at Manitoba car drivers to share the road safely with cyclists include the following:

Program / Campaign	Audience	
60 Second Driver: "Cars and Cyclists"	Drivers and cyclists	Aired on CTV and available on mpi.mb.ca
60 Second Driver: "New Cycling Infrastructure in Winnipeg"	Drivers	In production
High School Driver Education Program	New drivers (youth)	Information specific to motorist and cyclist interactions
Presentations to community groups	New / experienced divers and cyclists	Information specific to motorist and cyclist interactions
"Share the Road" campaign	Drivers and cyclists	Advertisements on Winnipeg Transit, radio stations, and billboards
Information booths at community events	Drivers and cyclists	Information specific to motorist and cyclist interactions

Program / Campaign	Audience	
Cycling Champion Workshops	Drivers and cyclists	Course teaches bike safety and hazards on the road.
Winnipeg Free Press Driving Tips	Drivers and cyclists	Traffic tips featured in the Winnipeg Free Press.
Brian Barkley Traffic Tips	Drivers and cyclists	Traffic tips on CJOB and Power 97.
Printed brochures	Drivers and cyclists	"Bike Safety" brochure available at locations throughout the city including Manitoba Public Insurance Service Centres, Brokers, Sponsorship Events, Cycling shops, and schools
Driver Handbook	Drivers	'Sharing the Road – Motorists and Cyclists' section updated to reflect new cycling content and instructions on safe passing

c) For initiatives targeted at Manitoba truckers to share the road safely with pedestrians, refer to response a). For initiatives targeted at Manitoba drivers related to pedestrians, refer to the table below.

Program / Campaign	Audience	
60 Second Driver: "Pedestrian Safety", "School Zones", "School Patrols", "Crosswalks", "Child Safety"	Drivers and pedestrians	Aired on CTV and /or available on mpi.mb.ca
High School Driver Education Program	New drivers (youth)	Information specific to motorist and pedestrian interactions

Program / Campaign	Audience	
"Back to school" campaign	Drivers and pedestrians	Advertisements on Winnipeg Transit, radio stations, digital billboards and enhanced enforcement funding to promote awareness of reduced speed limits and pedestrian safety in school zones.
Winnipeg Free Press Driving Tips	Drivers and pedestrians	Traffic tips featured in the Winnipeg Free Press.
Information booths at community events	Drivers and pedestrians	Information specific to motorist and pedestrian interactions
Halloween Safety Promotion	Drivers and kindergarten to grade 6 students	Safety items for trick or treating, information for parents that include driving tips
Brian Barkley Traffic Tips	Drivers and pedestrians	Traffic tips on CJOB and Power 97.
Driver Handbook	Drivers	'Pedestrian safety' section

It must also be recognized that the Corporation's public awareness campaigns focused specifically on cyclist and pedestrian safety do not represent the totality of its efforts to address road safety risks for vulnerable road users. The Corporation's position, as stated in prior General Rate Applications, is that broader public awareness campaigns such as those related to distracted driving, speed, and impaired driving are of benefit to all road users, and commonly highlight the greater risk for those most vulnerable on the roadway.

BW (MPI) 1-5

Volume:	**LP**	**Page No.:**	**57 – Table**
Topic:	**Loss Prevention**		
Sub Topic:	**Fatal Collisions and People Killed**		
Issue:	**Fatal Trend Analysis**		

Preamble: Bike Winnipeg wishes to review the long term MPI injury data in a disaggregated fashion to better understand trends relating to fatalities and serious injuries. Bike Winnipeg wishes to review the distribution of fatalities and serious injuries amongst different road users including drivers, passengers and different categories of vulnerable road users including pedestrians, cyclists and motorcyclists, and the distributions in relation to the quantity of licensed drivers and commercial and non-commercial registered vehicles.

Question:

a) Please confirm the data source for the table referenced above.

b) Using the same data source, please complete the tables provided in Attachment B, with regard to the victim type for fatalities ("people killed"), licensed drivers, and vehicles registered.

1. Fatalities ("people killed")
2. Licensed Active Drivers
3. Registered Vehicle (Commercial and Non-Commercial)
4. Fatalities per Licensed Drivers
5. Fatalities per Non-Commercial Registered Vehicles
6. Fatalities per Commercial Registered Vehicles

c) Using the same data course, and similar table format as in Attachment B, please provide the annual percentage change in with regard to victim type for fatalities, ("people killed"), licensed drivers, and vehicles registered.

1. Fatalities - Count of Claims

2. Licensed Active Drivers
3. Registered Vehicle (Commercial and Non-Commercial)

Rationale for Question:

Bike Winnipeg seeks to continue to assist with critically evaluating the optimum size of MPI's road safety budget, the adequacy of MPI's road safety programs with respect to vulnerable roads users and the quality and clarity of MPI's date collection, analysis and accessibility regarding collisions involving vulnerable road users.

Bike Winnipeg seeks to confirm the accuracy, relevance of analysis using rolling five-year averages, and the conclusions about long term trends and causation drawn from such statistics. In addition, the aggregation of victim type does not allow for highlighting the road safety trends from the point of view of vulnerable roads users.

Bike Winnipeg also seeks to better understand MPI's interpretation of ratios where annual changes to denominators hide changes to risk of fatality, particularly for vulnerable road users. Finally, Bike Winnipeg is concerned about the relevance of tables presented in the filing using data sources that do not represent actual claims made to MPI.

RESPONSE:

a) All data is sourced from published Traffic Collision Statistics Reports.

b) Please refer to Attachment A.

c) Please refer to Attachment B.

1. Fatalities ("People Killed") – Count – by victim type

			Motor Vehicles		Calculated	Vulnerable Road Users			Calculated	Ratio	Ratio
Calendar Year	All Fatalities	Unknown/ errors	Driver	Passenger	Sub-total Vehicle Fatals	Motorcycle & Mopeds Fatalities	Peds	Cyclists	Sub Total VRU Fatals	Motor Vehicles / All Fatals	VRU/All Fatals
1993	134		n/a	n/a	n/a	n/a	17	n/a	n/a	n/a	n/a
1994	119		n/a	n/a	n/a	n/a	17	n/a	n/a	n/a	n/a
1995*	128		107		107	5	14	2	21	84%	16%
1996*	93		73		73	1	16	3	20	78%	22%
1997	119		63	32	95	2	20	2	24	80%	20%
1998	121		59	32	91	2	24	4	30	75%	25%
1999	113		57	32	89	2	21	1	24	79%	21%
2000	111		62	30	92	4	15	0	19	83%	17%
2001	94		59	18	77	3	10	4	17	82%	18%
2002	109		53	36	89	6	14	0	20	82%	18%
2003	102		57	29	86	3	13	2	18	84%	18%
2004	99		54	25	79	3	15	2	20	80%	20%
2005	113		57	39	96	4	11	2	17	85%	15%
2006	119		67	34	101	2	14	2	18	85%	15%
2007	109		65	22	87	2	16	4	22	80%	20%
2008	92		50	19	69	5	15	3	23	75%	25%
2009	86		55	17	72	4	9	1	14	84%	16%
2010	87		43	23	66	3	14	4	21	76%	24%
2011	110		59	33	92	4	10	4	18	84%	16%
2012	96		46	26	72	5	13	5	23	75%	24%
2013	85		41	25	66	5	10	4	19	78%	22%
2014	68		34	13	47	4	11	5	20	69%	29%
2015	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2016 YTD (June 30)	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total**	2,307		981	485	1,466	69	319	54	442	64%	19%

** Driver / passagner fatality breakdown not availible for 1995 and 1996.*

*** Totals for driver and passenger fatalites exclude 1995 & 1996.*

2. Licensed Drivers - Count	
Calendar Year	Licensed Drivers
1993	672,937
1994	675,659
1995	680,142
1996	684,798
1997	687,229
1998	692,941
1999	702,851
2000	706,512
2001	710,456
2002	700,169
2003	703,889
2004	711,488
2005	716,169
2006	724,330
2007	752,398
2008	765,060
2009	776,209
2010	790,331
2011	813,691
2012	838,481
2013	855,791
2014	869,239
2015	n/a
2016 YTD (June 30)	n/a
Total	16,230,769

3. Registered Vehicles - Count

Calendar Year	Non-Commercial Registered Vehicles	Commercial Registered Vehicles	Total
1993	735,808	54,784	790,592
1994	748,450	62,244	810,694
1995	756,286	60,419	816,705
1996	722,148	49,969	772,117
1997	729,272	53,023	782,295
1998	726,259	49,906	776,165
1999	737,492	54,348	791,840
2000	744,170	56,854	801,024
2001	756,767	62,036	818,803
2002	723,889	70,146	794,035
2003	734,365	68,432	802,797
2004	745,731	72,495	818,226
2005	754,959	73,788	828,747
2006	766,174	78,533	844,707
2007	784,796	80,764	865,560
2008	808,892	85,811	894,703
2009	824,824	85,909	910,732
2010	843,825	90,089	933,914
2011	866,628	91,655	958,283
2012	895,400	97,991	993,390
2013	911,781	101,012	1,012,793
2014	926,533	106,525	1,033,058
2015	n/a	n/a	n/a
2016 YTD (June 30)	n/a	n/a	n/a
Total	17,244,449	1,606,733	18,851,180

4. Fatalities ("people killed") per 10,000 Licensed Active Drivers – by victim type										
				Motor Vehicles		Calculated	Vulnerable Road Users			Calculated
Calendar Year	Number Licensed Active Drivers	All Fatalities	Unknown/ errors	Driver	Passenger	Sub-total Vehicle Fatals	Motorcycle & Mopeds Fatalities	Peds	Cyclists	Sub Total VRU Fatals
1993	672,937	2.0		n/a	n/a	n/a	n/a	0.3	n/a	n/a
1994	675,659	1.8		n/a	n/a	n/a	n/a	0.3	n/a	n/a
1995	680,142	1.9		1.6		1.6	0.07	0.2	0.03	0.3
1996	684,798	1.4		1.1		1.1	0.01	0.2	0.04	0.3
1997	687,229	1.7		0.9	0.5	1.4	0.03	0.3	0.03	0.3
1998	692,941	1.7		0.9	0.5	1.3	0.03	0.3	0.06	0.4
1999	702,851	1.6		0.8	0.5	1.3	0.03	0.3	0.01	0.3
2000	706,512	1.6		0.9	0.4	1.3	0.06	0.2	0.00	0.3
2001	710,456	1.3		0.8	0.3	1.1	0.04	0.1	0.06	0.2
2002	700,169	1.6		0.8	0.5	1.3	0.09	0.2	0.00	0.3
2003	703,889	1.4		0.8	0.4	1.2	0.04	0.2	0.03	0.3
2004	711,488	1.4		0.8	0.4	1.1	0.04	0.2	0.03	0.3
2005	716,169	1.6		0.8	0.5	1.3	0.06	0.2	0.03	0.2
2006	724,330	1.6		0.9	0.5	1.4	0.03	0.2	0.03	0.2
2007	752,398	1.4		0.9	0.3	1.2	0.03	0.2	0.05	0.3
2008	765,060	1.2		0.7	0.2	0.9	0.07	0.2	0.04	0.3
2009	776,209	1.1		0.7	0.2	0.9	0.05	0.1	0.01	0.2
2010	790,331	1.1		0.5	0.3	0.8	0.04	0.2	0.05	0.3
2011	813,691	1.4		0.7	0.4	1.1	0.05	0.1	0.05	0.2
2012	838,481	1.1		0.5	0.3	0.9	0.06	0.2	0.06	0.3
2013	855,791	1.0		0.5	0.3	0.8	0.06	0.1	0.05	0.2
2014	869,239	0.8		0.4	0.1	0.5	0.05	0.1	0.06	0.2
2015	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a
2016 YTD (June 30)	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	16,230,769									

5. Fatalities ("people killed") per 10,000 Non-Commercial Registered Vehicles – by victim type										
				Motor Vehicles		Calculated	Vulnerable Road Users			Calculated
Calendar Year	Number of Non-Commercial Registered Vehicles	All Fatalities	Unknown/ errors	Driver	Passenger	Sub-total Vehicle Serious Injuries	Motorcycle & Mopeds Fatalities	Peds	Cyclists	Sub Total VRU Serious Injuries
1993	735,808	1.8		n/a	n/a	n/a	n/a	0.2	n/a	n/a
1994	748,450	1.6		n/a	n/a	n/a	n/a	0.2	n/a	n/a
1995	756,286	1.7		1.4		1.4	0.07	0.2	0.03	0.3
1996	722,148	1.3		1.0		1.0	0.01	0.2	0.04	0.3
1997	729,272	1.6		0.9	0.4	1.3	0.03	0.3	0.03	0.3
1998	726,259	1.7		0.8	0.4	1.3	0.03	0.3	0.06	0.4
1999	737,492	1.5		0.8	0.4	1.2	0.03	0.3	0.01	0.3
2000	744,170	1.5		0.8	0.4	1.2	0.05	0.2	0.00	0.3
2001	756,767	1.2		0.8	0.2	1.0	0.04	0.1	0.05	0.2
2002	723,889	1.5		0.7	0.5	1.2	0.08	0.2	0.00	0.3
2003	734,365	1.4		0.8	0.4	1.2	0.04	0.2	0.03	0.2
2004	745,731	1.3		0.7	0.3	1.1	0.04	0.2	0.03	0.3
2005	754,959	1.5		0.8	0.5	1.3	0.05	0.1	0.03	0.2
2006	766,174	1.6		0.9	0.4	1.3	0.03	0.2	0.03	0.2
2007	784,796	1.4		0.8	0.3	1.1	0.03	0.2	0.05	0.3
2008	808,892	1.1		0.6	0.2	0.9	0.06	0.2	0.04	0.3
2009	824,824	1.0		0.7	0.2	0.9	0.05	0.1	0.01	0.2
2010	843,825	1.0		0.5	0.3	0.8	0.04	0.2	0.05	0.2
2011	866,628	1.3		0.7	0.4	1.1	0.05	0.1	0.05	0.2
2012	895,400	1.1		0.5	0.3	0.8	0.06	0.1	0.06	0.3
2013	911,781	0.9		0.4	0.3	0.7	0.05	0.1	0.04	0.2
2014	926,533	0.7		0.4	0.1	0.5	0.04	0.1	0.05	0.2
2015	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a
2016 YTD (June 30)	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	17,244,449									

6. Fatalities ("people killed") per 10,000 Commercial Registered Vehicles – by victim type										
				Motor Vehicles		Calculated	Vulnerable Road Users			Calculated
Calendar Year	Number of Commercial Registered Vehicles	All Fatalities	Unknown/errors	Driver	Passenger	Sub-total Vehicle Serious Injuries	Motorcycle & Mopeds Fatalities	Peds	Cyclists	Sub Total VRU Serious Injuries
1993	54,784	24.5		n/a	n/a	n/a	n/a	3.1	n/a	n/a
1994	62,244	19.1		n/a	n/a	n/a	n/a	2.7	n/a	n/a
1995	60,419	21.2		17.7		17.7	0.8	2.3	0.3	3.5
1996	49,969	18.6		14.6		14.6	0.2	3.2	0.6	4.0
1997	53,023	22.4		11.9	6.0	17.9	0.4	3.8	0.4	4.5
1998	49,906	24.2		11.8	6.4	18.2	0.4	4.8	0.8	6.0
1999	54,348	20.8		10.5	5.9	16.4	0.4	3.9	0.2	4.4
2000	56,854	19.5		10.9	5.3	16.2	0.7	2.6	0.0	3.3
2001	62,036	15.2		9.5	2.9	12.4	0.5	1.6	0.6	2.7
2002	70,146	15.5		7.6	5.1	12.7	0.9	2.0	0.0	2.9
2003	68,432	14.9		8.3	4.2	12.6	0.4	1.9	0.3	2.6
2004	72,495	13.7		7.4	3.4	10.9	0.4	2.1	0.3	2.8
2005	73,788	15.3		7.7	5.3	13.0	0.5	1.5	0.3	2.3
2006	78,533	15.2		8.5	4.3	12.9	0.3	1.8	0.3	2.3
2007	80,764	13.5		8.0	2.7	10.8	0.2	2.0	0.5	2.7
2008	85,811	10.7		5.8	2.2	8.0	0.6	1.7	0.3	2.7
2009	85,909	10.0		6.4	2.0	8.4	0.5	1.0	0.1	1.6
2010	90,089	9.7		4.8	2.6	7.3	0.3	1.6	0.4	2.3
2011	91,655	12.0		6.4	3.6	10.0	0.4	1.1	0.4	2.0
2012	97,991	9.8		4.7	2.7	7.3	0.5	1.3	0.5	2.3
2013	101,012	8.4		4.1	2.5	6.5	0.5	1.0	0.4	1.9
2014	106,525	6.4		3.2	1.2	4.4	0.4	1.0	0.5	1.9
2015	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a
2016 YTD (June 30)	n/a	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total	1,606,733									

1. Fatalities ("People Killed") – Count – by victim type

			Motor Vehicles		Calculated	Vulnerable Road Users			Calculated	Ratio	Ratio
Calendar Year	All Fatalities	Unknown/ errors	Driver	Passenger	Sub-total Vehicle Fatals	Motorcycle & Mopeds Fatalities	Peds	Cyclists	Sub Total VRU Fatals	Motor Vehicles / All Fatals	VRU/All Fatals
1993	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
1994	-11.2%		n/a	n/a	n/a	n/a	0.0%	n/a	n/a	n/a	n/a
1995*	7.6%		n/a		n/a	n/a	-17.6%	n/a	n/a	n/a	n/a
1996*	-27.3%		n/a		-31.8%	-80.0%	14.3%	50.0%	-4.8%	n/a	57%
1997	28.0%		n/a	n/a	30.1%	100.0%	25.0%	-33.3%	20.0%	n/a	328%
1998	1.7%		-6.3%	0.0%	-4.2%	0.0%	20.0%	100.0%	25.0%	-5.8%	22.9%
1999	-6.6%		-3.4%	0.0%	-2.2%	0.0%	-12.5%	-75.0%	-20.0%	4.7%	-14.3%
2000	-1.8%		8.8%	-6.3%	3.4%	100.0%	-28.6%	-100.0%	-20.8%	5.2%	-19.4%
2001	-15.3%		-4.8%	-40.0%	-16.3%	-25.0%	-33.3%	n/a	-10.5%	-1.2%	5.7%
2002	16.0%		-10.2%	100.0%	15.6%	100.0%	40.0%	-100.0%	17.6%	-0.3%	1.5%
2003	-6.4%		7.5%	-19.4%	-3.4%	-50.0%	-7.1%	n/a	-10.0%	3.3%	-3.8%
2004	-2.9%		-5.3%	-13.8%	-8.1%	0.0%	15.4%	0.0%	11.1%	-5.4%	14.5%
2005	14.1%		5.6%	56.0%	21.5%	33.3%	-26.7%	0.0%	-15.0%	6.5%	-25.5%
2006	5.3%		17.5%	-12.8%	5.2%	-50.0%	27.3%	0.0%	5.9%	-0.1%	0.5%
2007	-8.4%		-3.0%	-35.3%	-13.9%	0.0%	14.3%	100.0%	22.2%	-6.0%	33.4%
2008	-15.6%		-23.1%	-13.6%	-20.7%	150.0%	-6.3%	-25.0%	4.5%	-6.0%	23.9%
2009	-6.5%		10.0%	-10.5%	4.3%	-20.0%	-40.0%	-66.7%	-39.1%	11.6%	-34.9%
2010	1.2%		-21.8%	35.3%	-8.3%	-25.0%	55.6%	300.0%	50.0%	-9.4%	48.3%
2011	26.4%		37.2%	43.5%	39.4%	33.3%	-28.6%	0.0%	-14.3%	10.2%	-32.2%
2012	-12.7%		-22.0%	-21.2%	-21.7%	25.0%	30.0%	25.0%	27.8%	-10.3%	46.4%
2013	-11.5%		-10.9%	-3.8%	-8.3%	0.0%	-23.1%	-20.0%	-17.4%	3.5%	-6.7%
2014	-20.0%		-17.1%	-48.0%	-28.8%	-20.0%	10.0%	25.0%	5.3%	-11.0%	31.6%
2015	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
2016 YTD (June 30)	n/a		n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Total											

2. Licensed Drivers - Count	
Calendar Year	Licensed Drivers
1993	n/a
1994	0.4%
1995	0.7%
1996	0.7%
1997	0.4%
1998	0.8%
1999	1.4%
2000	0.5%
2001	0.6%
2002	-1.4%
2003	0.5%
2004	1.1%
2005	0.7%
2006	1.1%
2007	3.9%
2008	1.7%
2009	1.5%
2010	1.8%
2011	3.0%
2012	3.0%
2013	2.1%
2014	1.6%
2015	n/a
2016 YTD (June 30)	n/a
Total	

3. Registered Vehicles - Count

Calendar Year	Non-Commercial Registered Vehicles	Commercial Registered Vehicles	Total
1993	n/a	n/a	n/a
1994	1.7%	13.6%	2.5%
1995	1.0%	-2.9%	0.7%
1996	-4.5%	-17.3%	-5.5%
1997	1.0%	6.1%	1.3%
1998	-0.4%	-5.9%	-0.8%
1999	1.5%	8.9%	2.0%
2000	0.9%	4.6%	1.2%
2001	1.7%	9.1%	2.2%
2002	-4.3%	13.1%	-3.0%
2003	1.4%	-2.4%	1.1%
2004	1.5%	5.9%	1.9%
2005	1.2%	1.8%	1.3%
2006	1.5%	6.4%	1.9%
2007	2.4%	2.8%	2.5%
2008	3.1%	6.2%	3.4%
2009	2.0%	0.1%	1.8%
2010	2.3%	4.9%	2.5%
2011	2.7%	1.7%	2.6%
2012	3.3%	6.9%	3.7%
2013	1.8%	3.1%	2.0%
2014	1.6%	5.5%	2.0%
2015	n/a	n/a	n/a
2016 YTD (June 30)	n/a	n/a	n/a
Total			

BW (MPI) 1-6

Volume:	**AI.13 Appendix B**	**Page No.:**	**5 and 10**
Topic:	**Loss Prevention and Road Safety**		
Sub Topic:	**Accident Maps: Collision-Related Fatalities at Intersections - Winnipeg (Pedestrians and Bicycle)**		
Issue:	**Map presentation**		

Preamble: It is noted that the accident maps produced for the GRA do not indicate basic aspects of the built environment (e.g. lanes, type of intersection, flow volume), determinants of driver behavior (speed limit), sufficient zoom level to indicate particular locations. As well, it is noted MPI is in possession of sufficient data to extend the time period of the input data to ten years, at minimum. Finally, it is noted that the page format for presentation of these maps is too small.

Question:

a) Please indicate the source entity, including consultants, which provide input for the construction of the above maps.

b) Please reproduce the above maps with data input from 2005 - 2015.

c) Please reproduce the above maps with data input from 2005 - 2015, with clear indication of the average speed of the section where the fatalities occur (e.g. 30km, 50km, under 80 km, over 80km).

d) For the pedestrian maps, please indicate the location of major grocery stores, hospitals, schools and personal care homes.

e) For all maps, please segment the map into sections (e.g. Portage ave area, Main street area, neighborhoods) as needed. Please do not provide maps of areas where no fatalities occurred.

Rationale for Question:

Bike Winnipeg seeks to continue to assist with critically evaluating the quality and clarity of MPI's date collection, analysis and accessibility regarding collisions involving

vulnerable road users. The mapping presently provided by MPI is unclear and, therefore not as helpful as it could be, for road safety intervention purposes, as opposed to such mapping used in other jurisdictions that identify critical areas for targeted intervention. Bike Winnipeg would like to assist in critically evaluating what assistance, resources or priority MPI is placing upon this critical road safety planning tool.

RESPONSE:

a) The maps are created using Manitoba Public Insurance internal staff and resources.

b) Please refer to the following attachments for the 2005-2015 maps:

Attachment A: Accident Maps: Collision-Related Bicycle Fatalities at Intersections – Winnipeg MB (2005-2015)

Attachment B: Accident Maps: Collision-Related Pedestrian Fatalities at Intersections – Winnipeg MB (2005-2015)

c) This information is not readily available. Should the intervener choose to pursue this mapping request further, it is recommended that they submit it as a research project to the External Stakeholder Committee on Loss Prevention with intent to prove a hypothesis on the impact of speed on high collision locations with vulnerable road users. Current speed limit information for Manitoba, including Winnipeg is available through the Province of Manitoba website: http://web2.gov.mb.ca/laws/regs/current/204.92.pdf

d) This information is not readily available. Should the intervener choose to pursue this mapping request further, it is recommended that they submit it as a research project to the External Stakeholder Committee on Loss Prevention with intent to prove a hypothesis on the impact of these facilities on high collision locations with vulnerable road users.

c) Please refer to the following attachments for the 2005-2015 maps:

Attachment C: Accident Maps: Collision-Related Bicycle Fatalities at Intersections – Winnipeg MB: Eastern Zoom (2005-2015)

Attachment D: Accident Maps: Collision-Related Bicycle Fatalities at Intersections – Winnipeg MB: Northern Zoom (2005-2015)

Attachment E: Accident Maps: Collision-Related Bicycle Fatalities at Intersections – Winnipeg MB: Southern Zoom (2005-2015)

Attachment F: Accident Maps: Collision-Related Bicycle Fatalities at Intersections – Winnipeg MB: Downtown Zoom (2005-2015)

Attachment G: Accident Maps: Collision-Related Pedestrian Fatalities at Intersections – Winnipeg MB: Downtown Zoom (2005-2015)

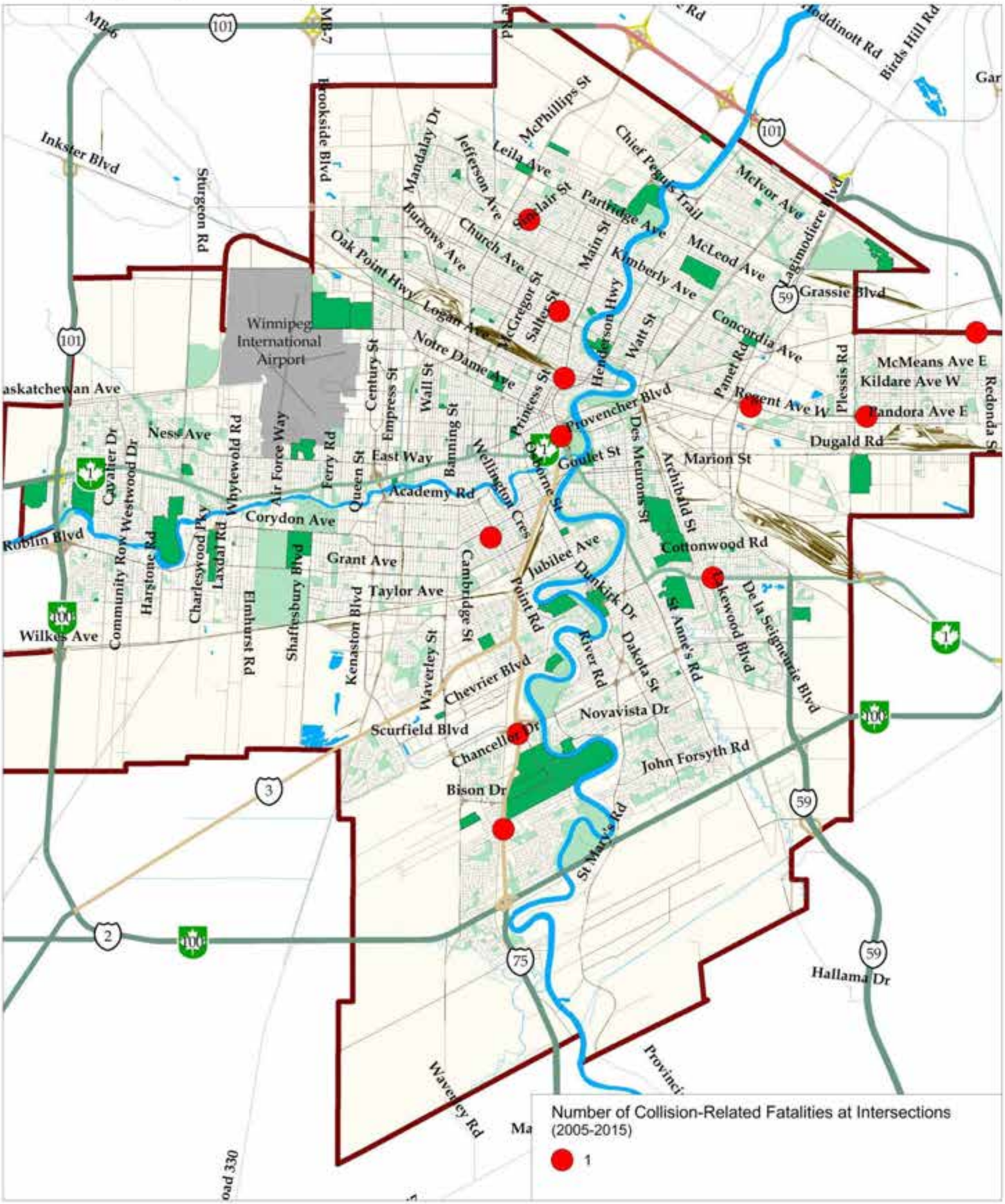
Attachment H: Accident Maps: Collision-Related Pedestrian Fatalities at Intersections – Winnipeg MB: Eastern Zoom (2005-2015)

Attachment I: Accident Maps: Collision-Related Pedestrian Fatalities at Intersections – Winnipeg MB: Northern Zoom (2005-2015)

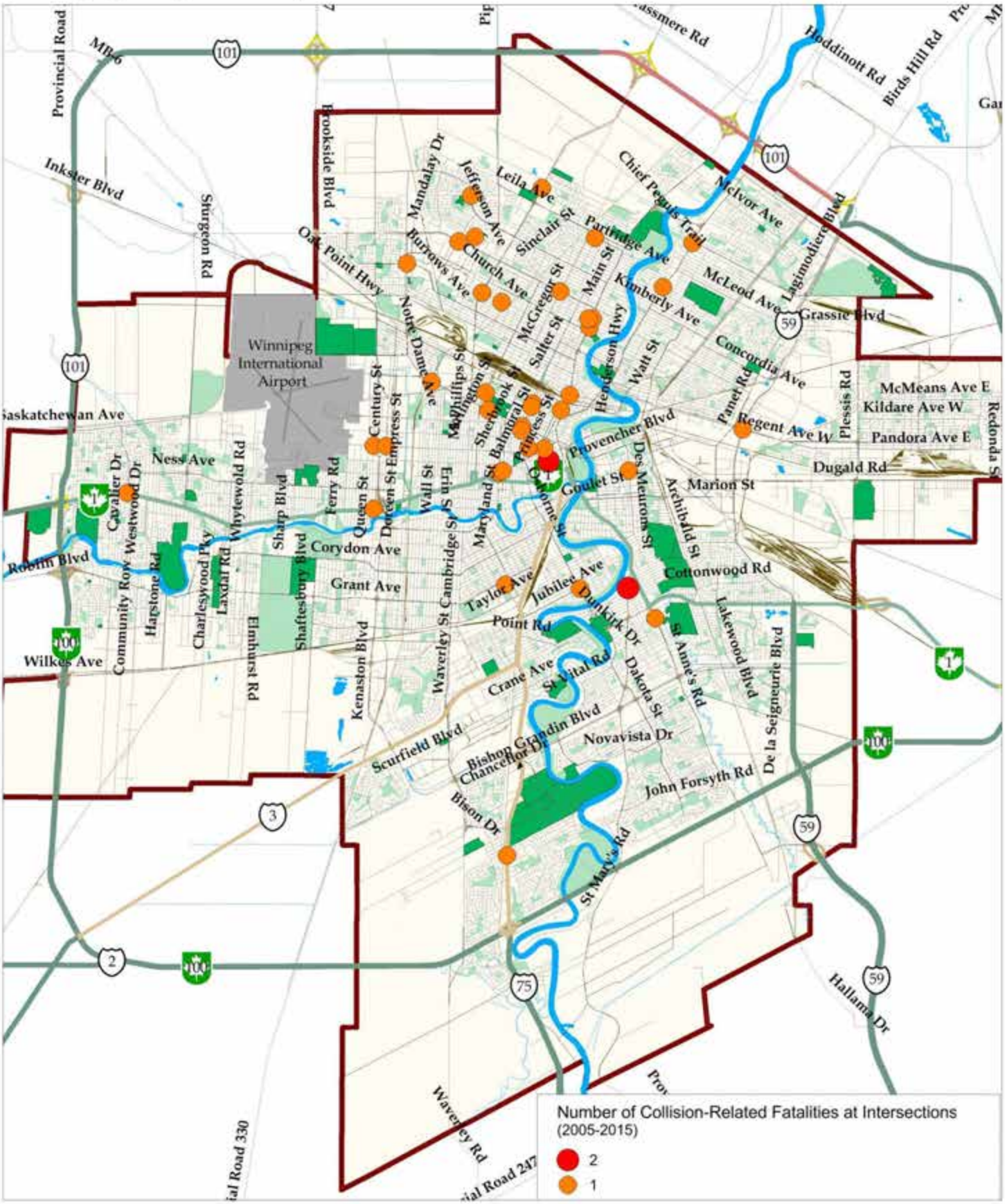
Attachment J: Accident Maps: Collision-Related Pedestrian Fatalities at Intersections – Winnipeg MB: Southern Zoom (2005-2015)

Attachment K: Accident Maps: Collision-Related Pedestrian Fatalities at Intersections – Winnipeg MB: Western Zoom (2005-2015)

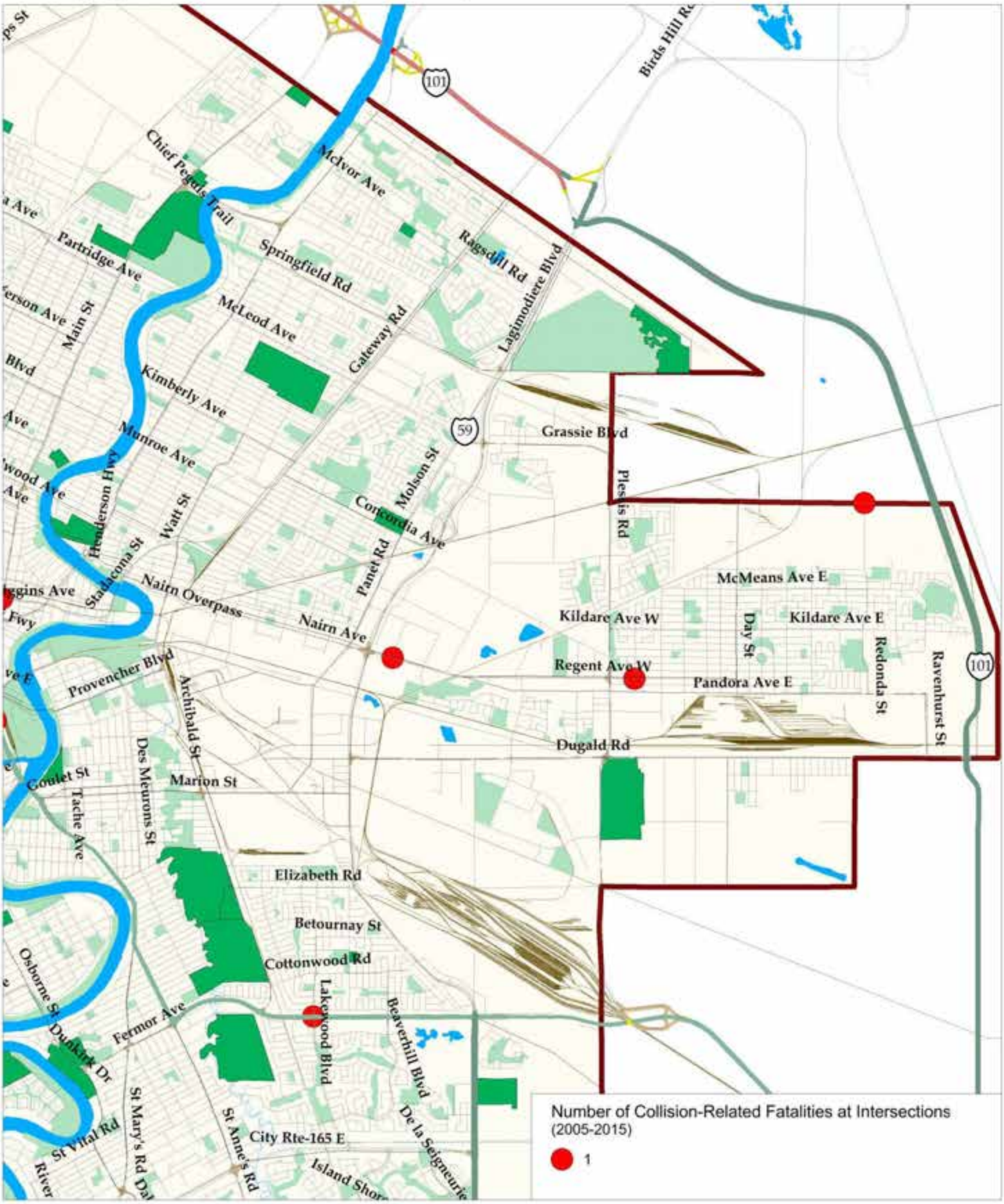
Accident Maps: Collision-Related Bicycle Fatalities at Intersections - Winnipeg MB (2005-2015)



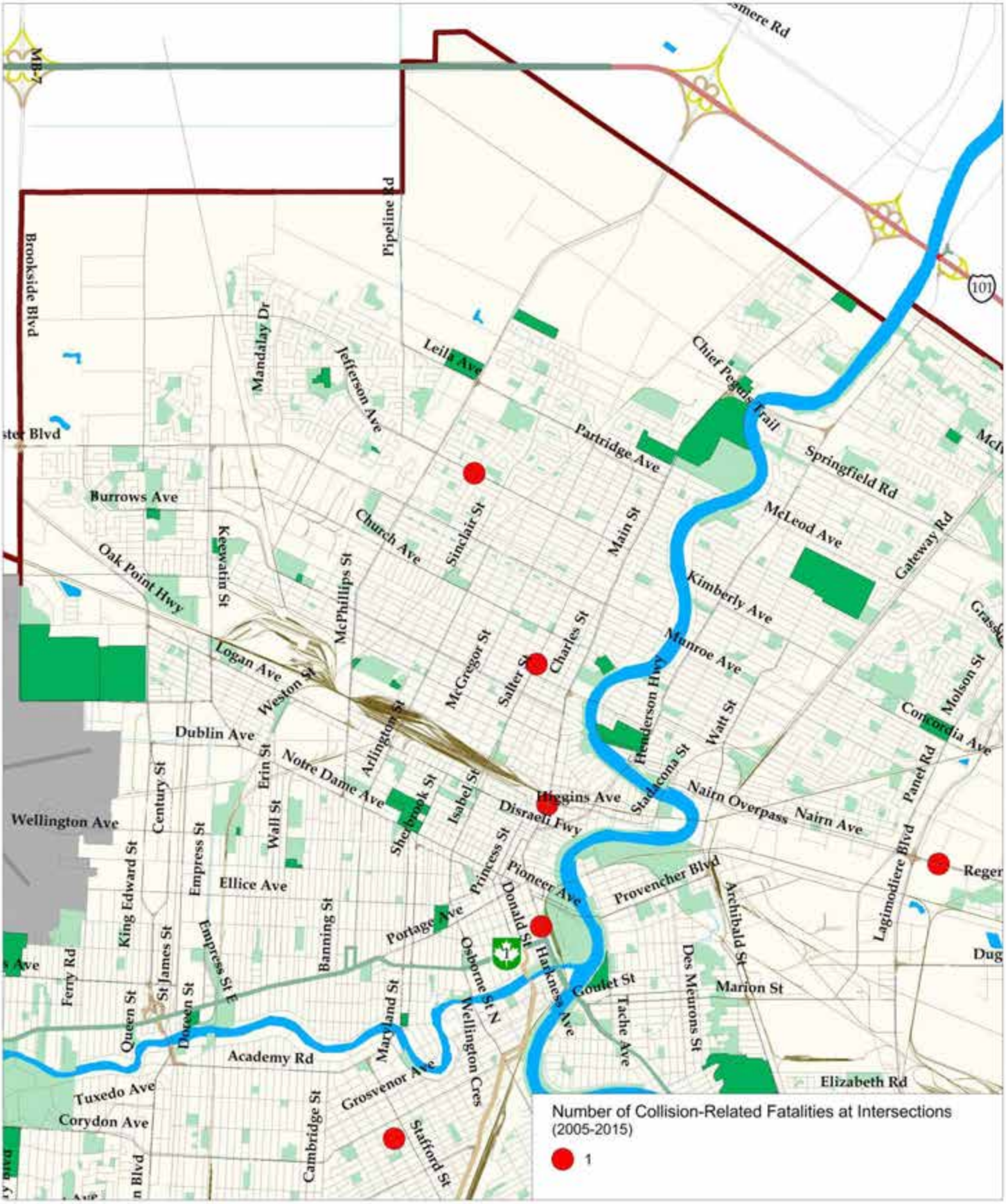
Accident Maps: Collision-Related Pedestrian Fatalities at Intersections - Winnipeg MB (2005-2015)



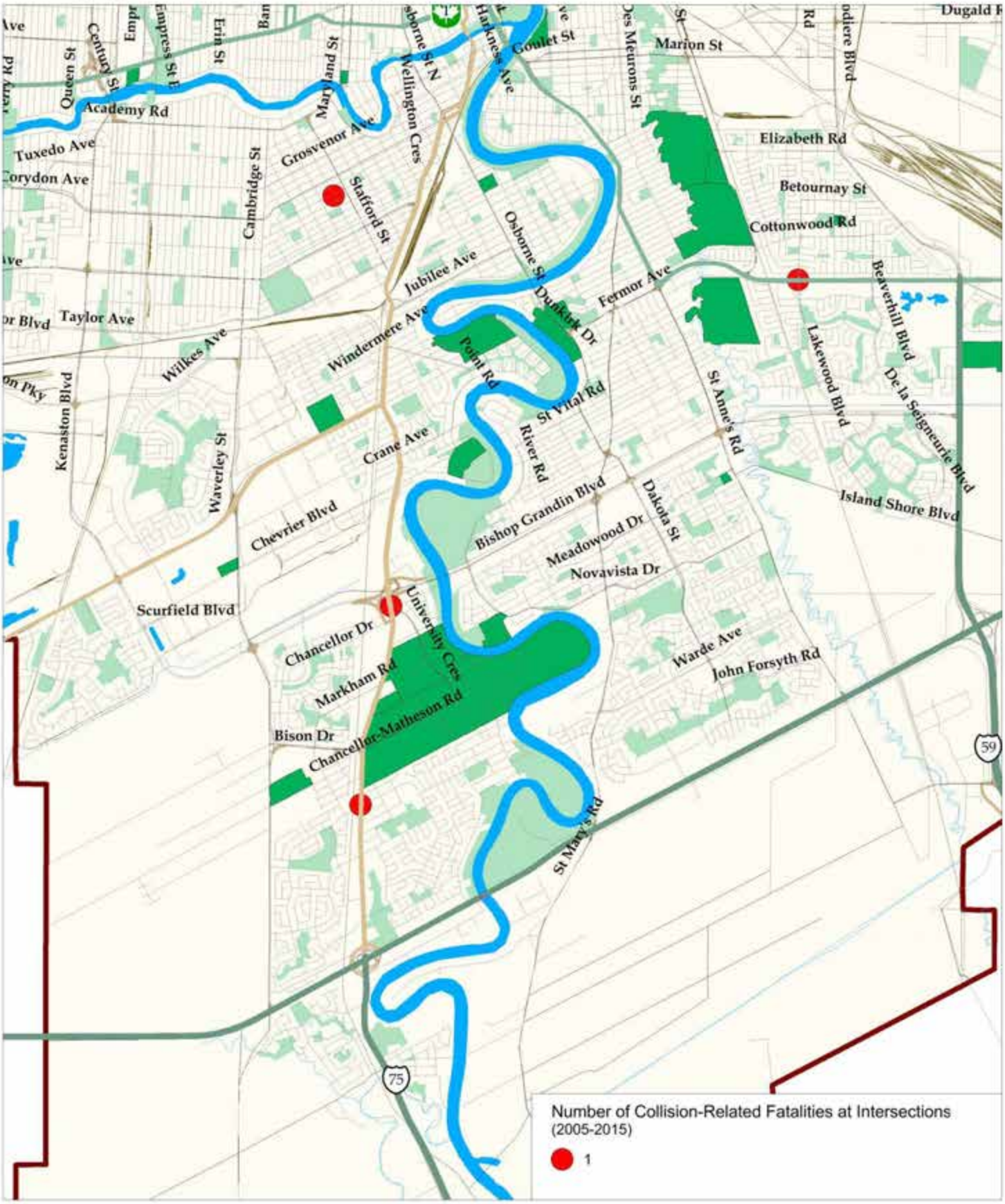
Accident Maps: Collision-Related Bicycle Fatalities at Intersections - Winnipeg MB:Eastern Zoom (2005-2015)



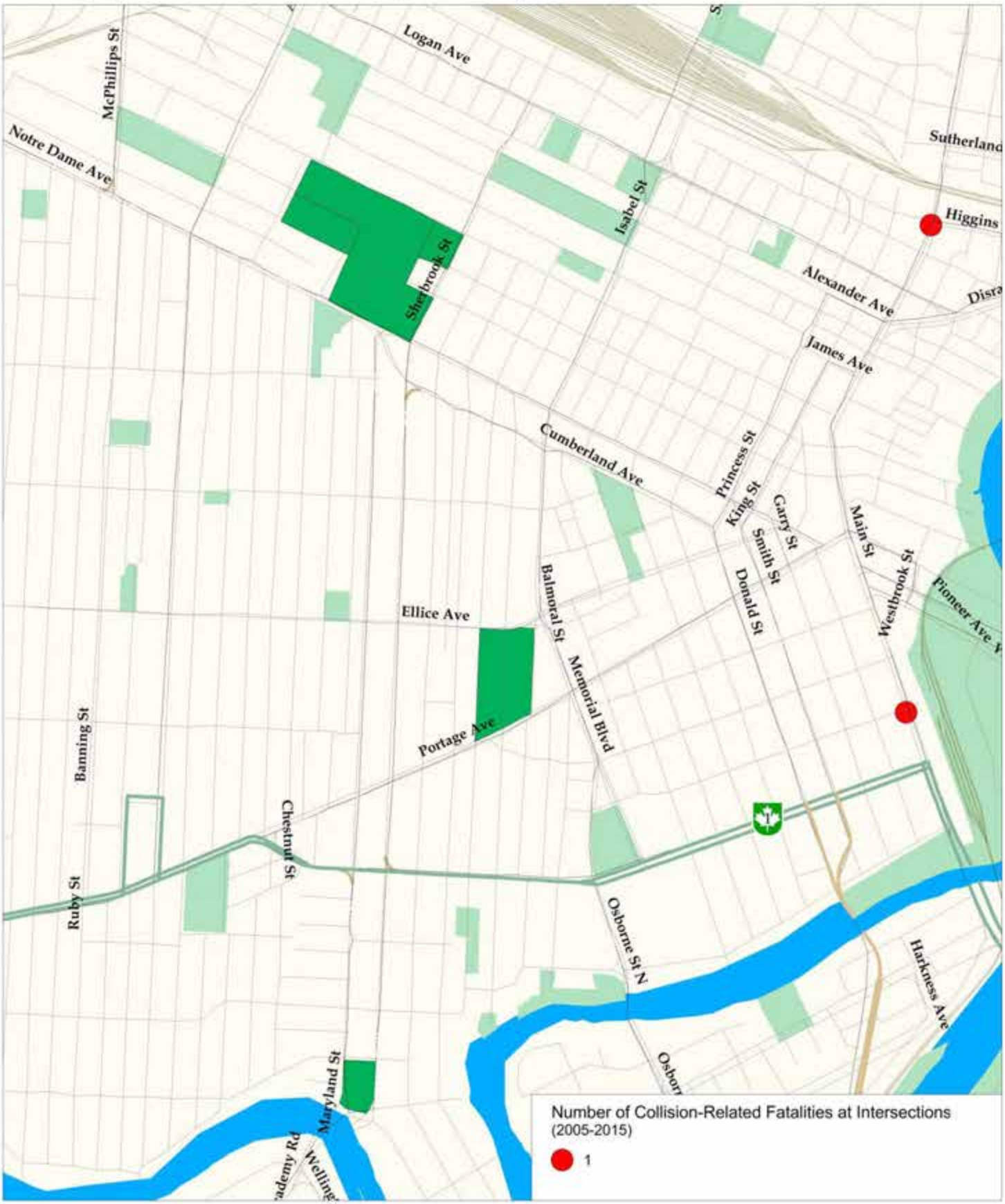
Accident Maps: Collision-Related Bicycle Fatalities at Intersections - Winnipeg MB:Northern Zoom (2005-2015)



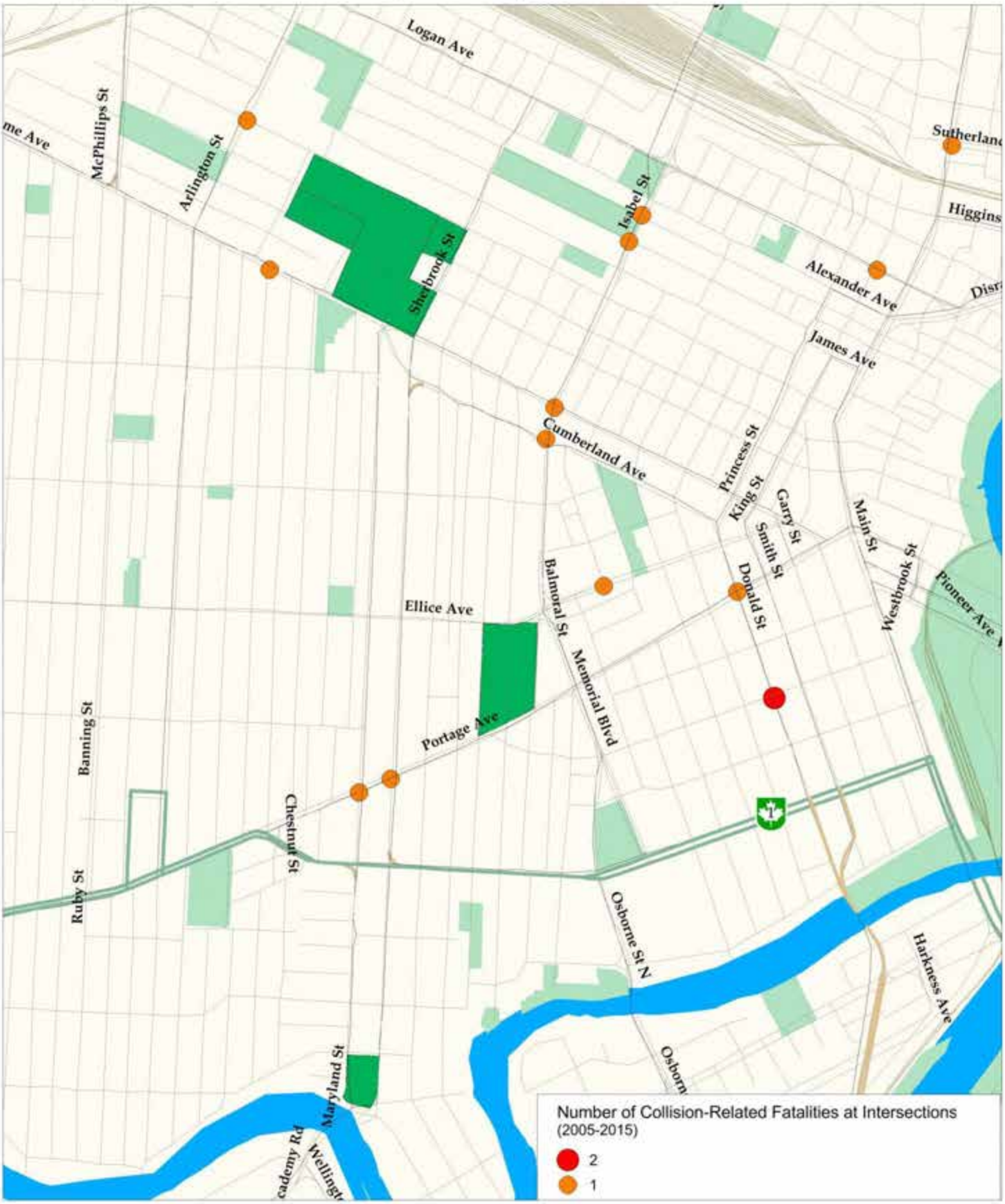
Accident Maps: Collision-Related Bicycle Fatalities at Intersections - Winnipeg MB: Southern Zoom (2005-2015)



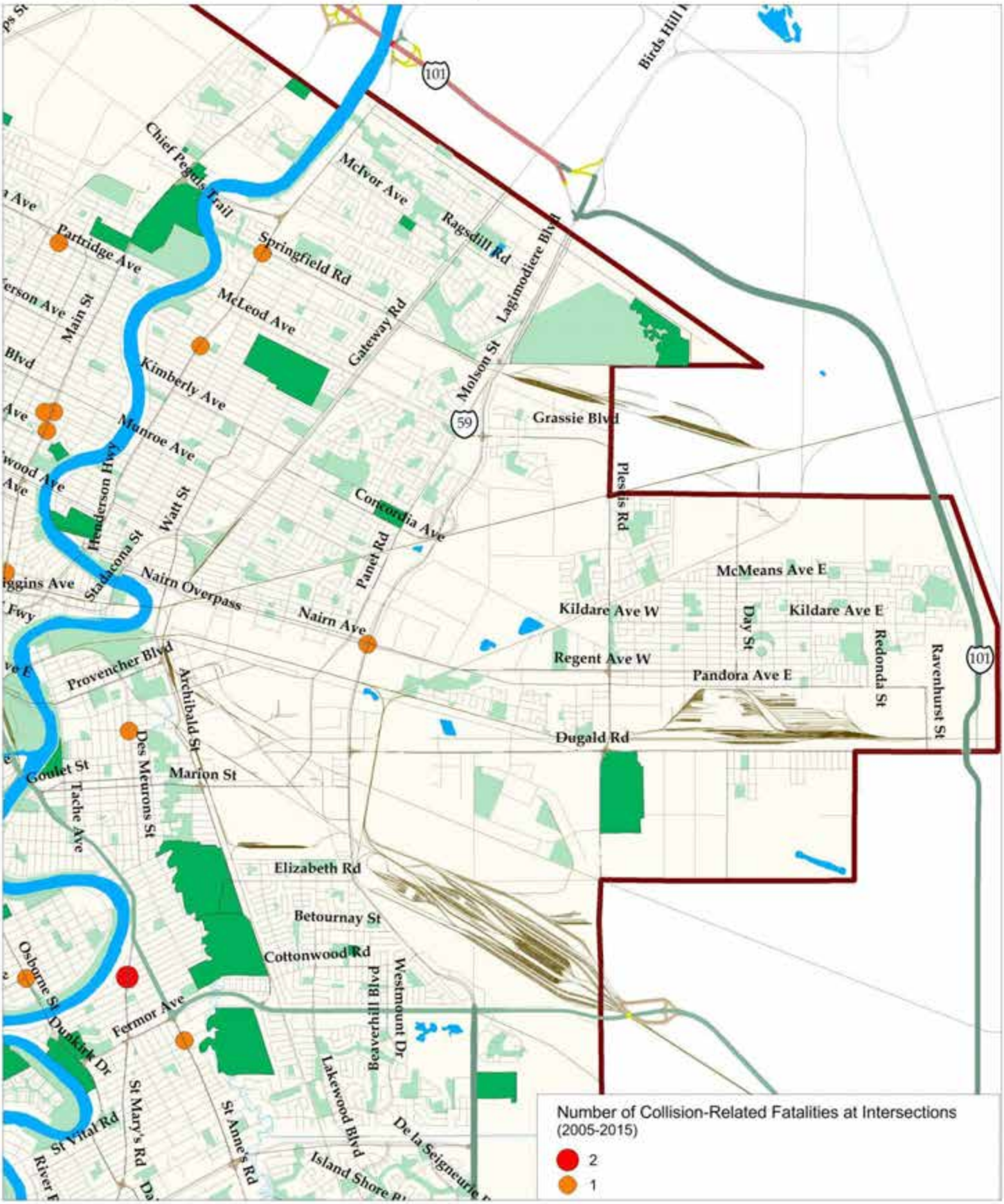
Accident Maps: Collision-Related Bicycle Fatalities at Intersections - Winnipeg MB: Downtown Zoom (2005-2015)



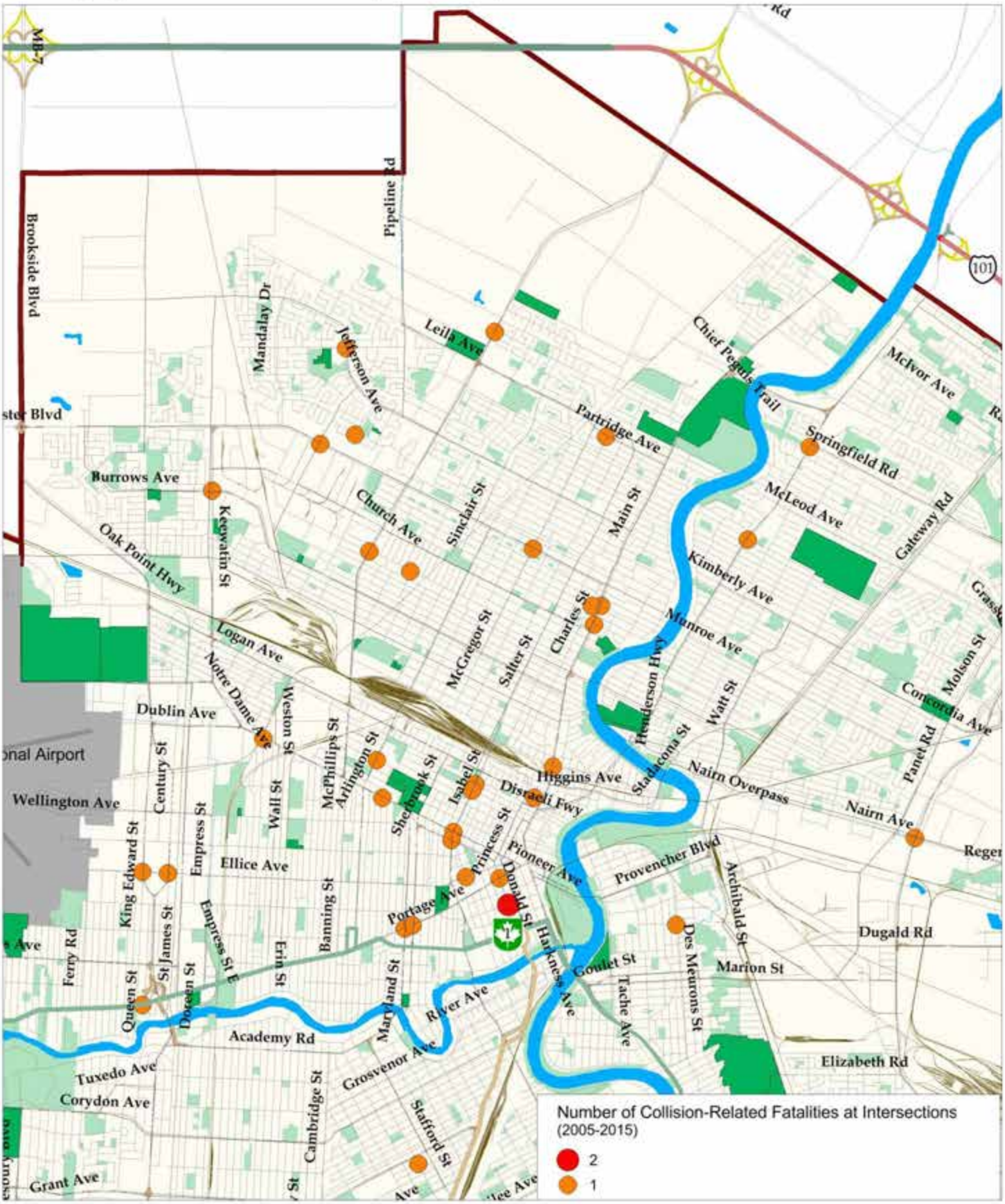
Accident Maps: Collision-Related Pedestrian Fatalities at Intersections - Winnipeg MB: Downtown Zoom (2005-2015)



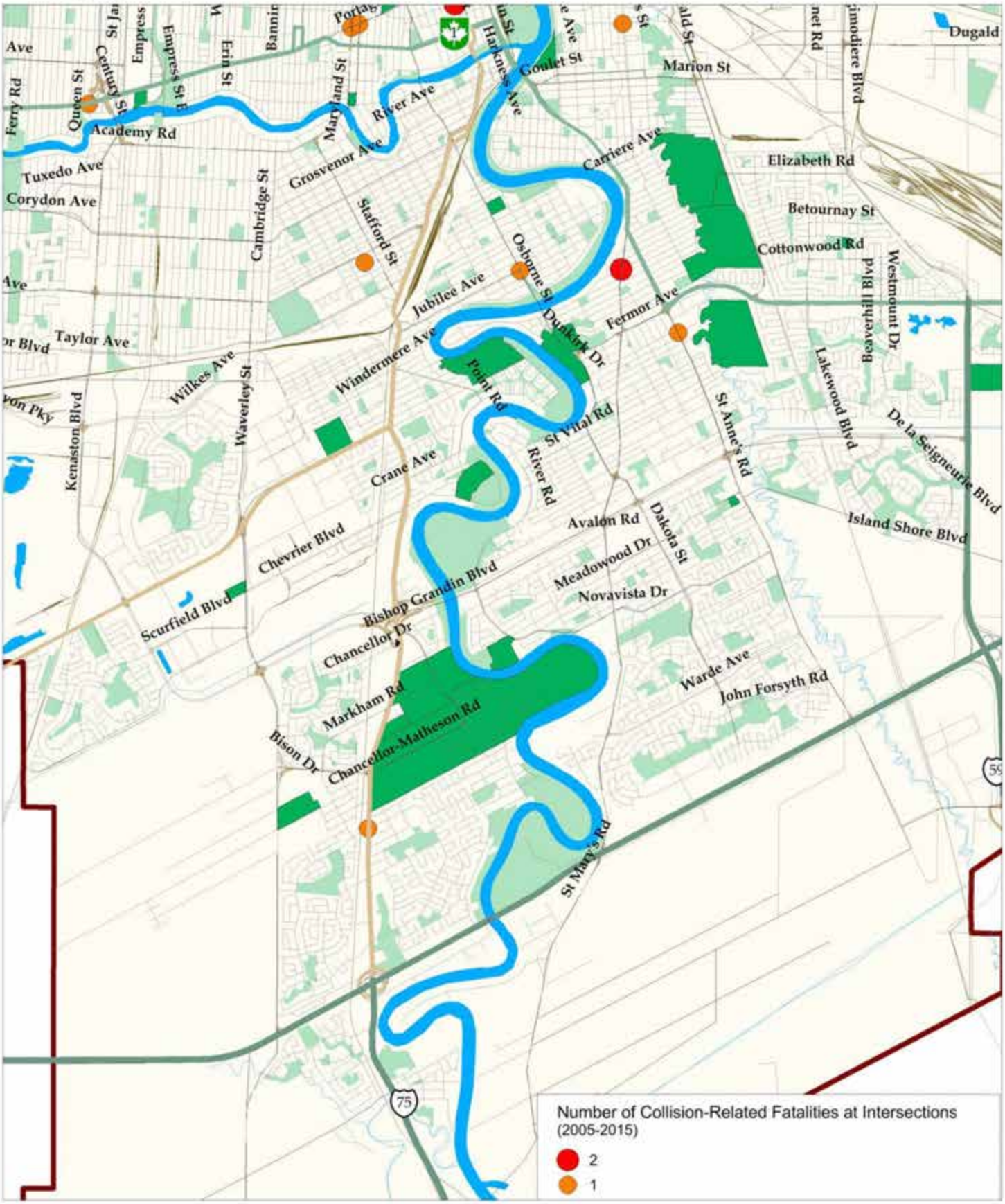
Accident Maps: Collision-Related Pedestrian Fatalities at Intersections - Winnipeg MB: Eastern Zoom (2005-2015)



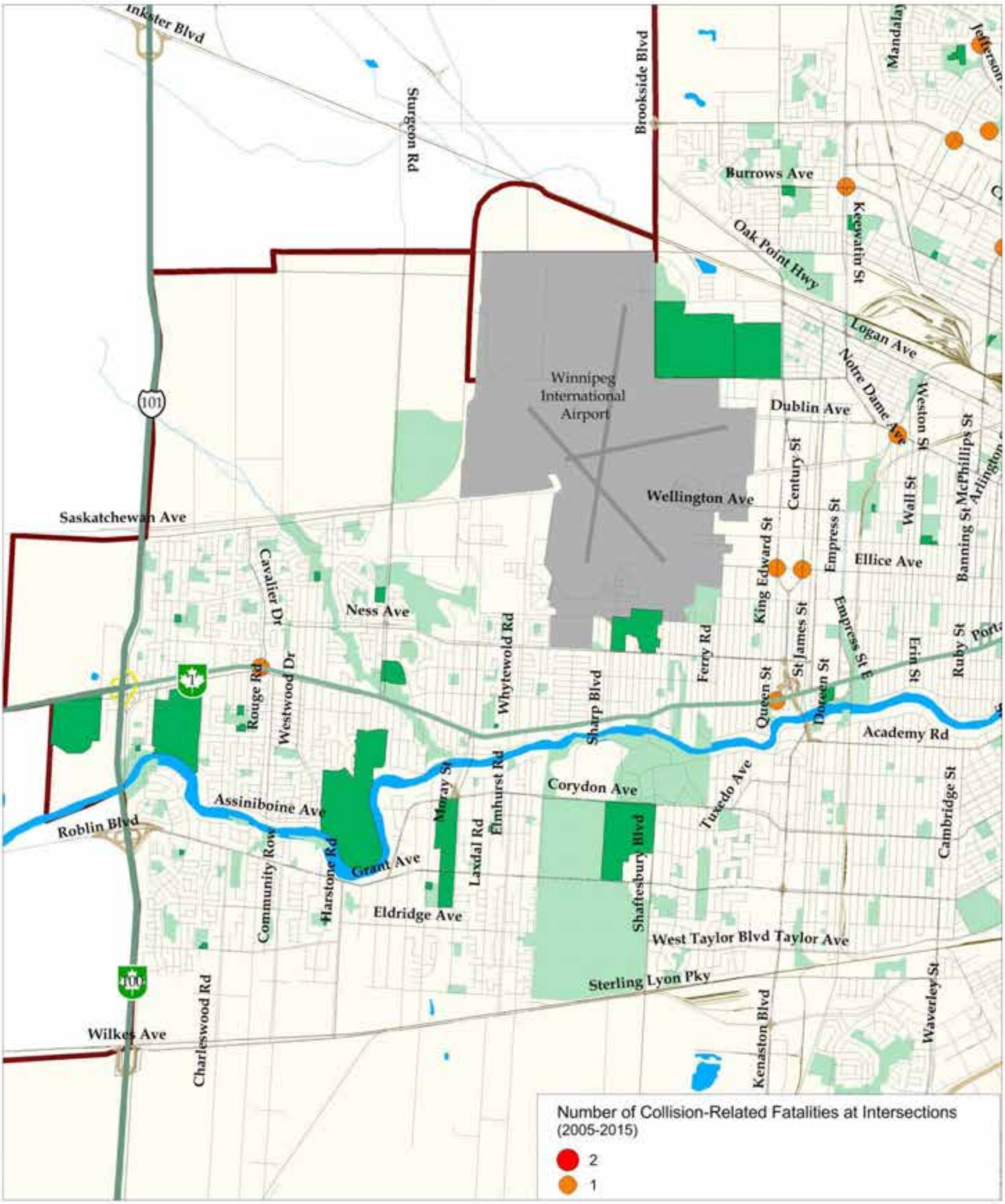
Accident Maps: Collision-Related Pedestrian Fatalities at Intersections - Winnipeg MB: Northern Zoom (2005-2015)



Accident Maps: Collision-Related Pedestrian Fatalities at Intersections - Winnipeg MB: Southern Zoom (2005-2015)



Accident Maps: Collision-Related Pedestrian Fatalities at Intersections - Winnipeg MB: Western Zoom (2005-2015)



BW (MPI) 1-7

Volume:	**LP.4.13.1**	**Page No.:**	**56**
Topic:	**Loss Prevention**		
Sub Topic:	**Road Safety - Reducing Human Toll**		
Issue:	**MPI claims success**		

Preamble: MPI makes the following statement:

"The Corporation's efforts have, in conjunction with the work of all other relevant stakeholders in road safety, contributed to an overall downward trending in actual motor vehicle fatalities and fatal collisions….over the last two decades"

Question:

a) Please indicate whether or not "actual motor vehicle fatalities and fatal collisions" in the above paragraph is intended to included vulnerable road users.

b) Please chart (graph) the number of fatal drivers (exclude passengers), by year, for the last two decades. Please include the linear trend line; including its formula and R squared value (as provided in Excel).

c) Please chart (graph) the number of fatal vulnerable road users (pedestrians, cyclists, motorcyclists, other (excluding passengers)), by year, for the last two decades. Please indicate the linear trend line, including its formula and R squared value (as provided in Excel).

d) Please repeat #2 and #3 above for bodily injuries.

Rationale for Question:

Bike Winnipeg seeks to continue to assist with critically evaluating the optimum size of MPI's road safety budget, the adequacy of MPI's road safety programs with respect to vulnerable roads users and the quality and clarity of MPI's date collection, analysis and accessibility regarding collisions involving vulnerable road users.

MPI continues to use statistics (averages) instead of charts or graphs for the presentation of trends over a time line and risk assessment. In addition, the variability inherent in the distributions described by the averages is not presented. This approach minimizes the impact of the trends, and fails to provide clear information for risk assessment.

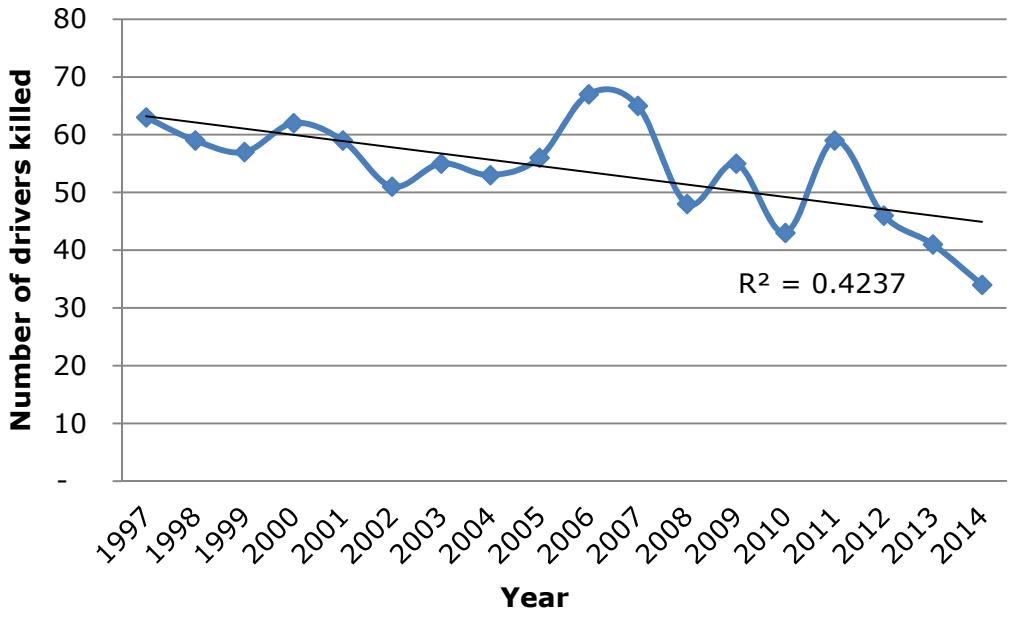
Further, Bike Winnipeg seeks to assist in critically evaluating MPI's reason(s) why it opts not to consider, analyze and program based on the different risk and outcomes experienced by those inside and those outside (vulnerable road users) of a motor vehicle.

RESPONSE:

a) Yes.

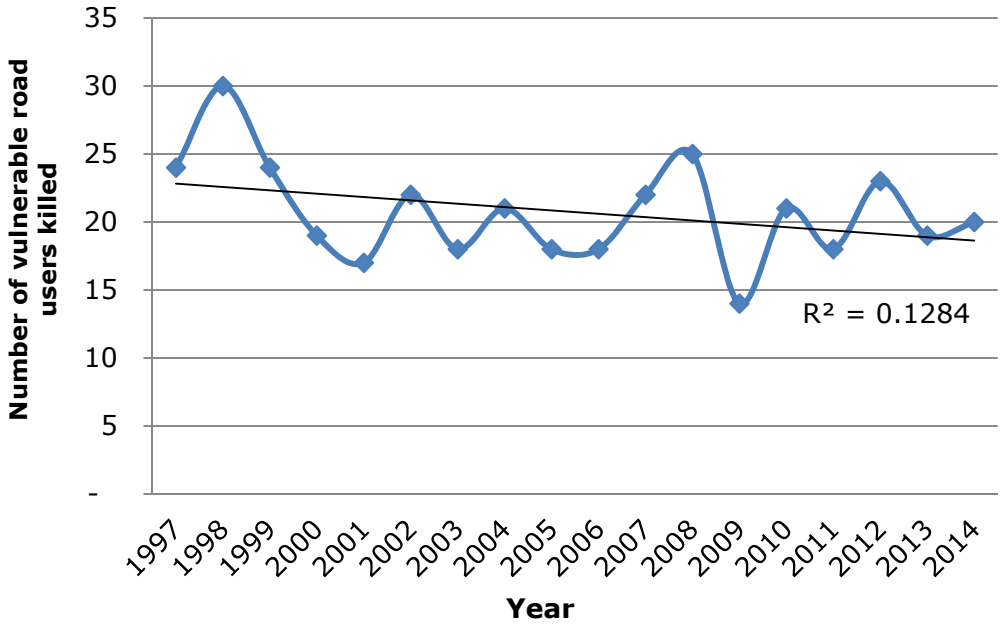
b) For responses b), c) and d), data is not available by road user category for 1996 or 2015.

Figure 1, Number of drivers killed in motor vehicle collisions: 1997-2014



c)

Figure 2, Number of vulnerable road users killed in motor vehicle collisions: 1997-2014



d)

Figure 3, Number of drivers injured in motor vehicle collisions: 1997-2014

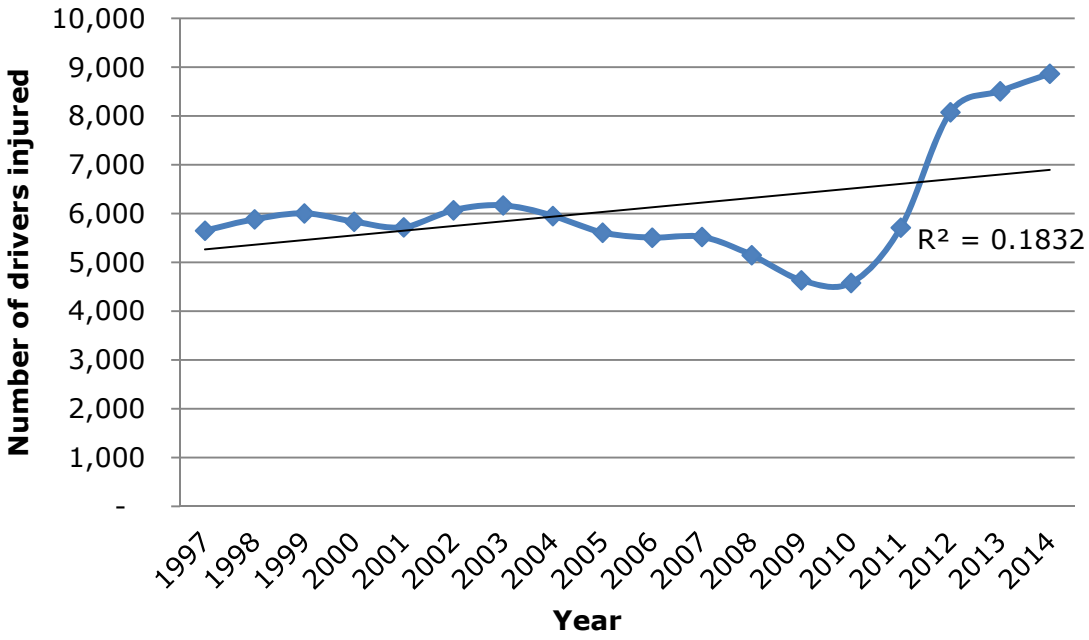
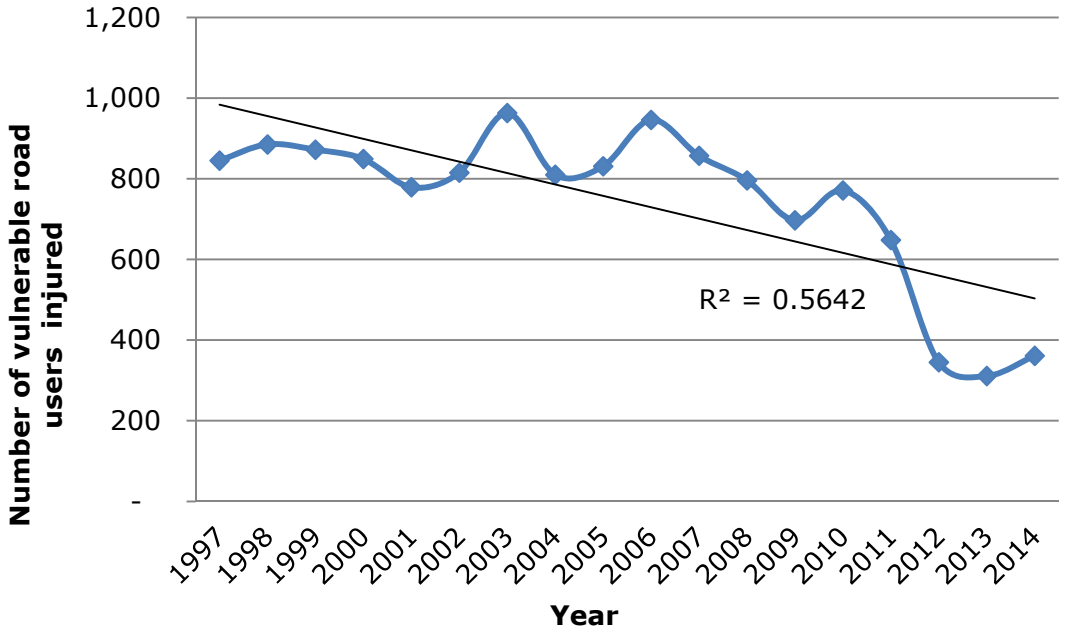


Figure 4, Number of vulnerable road users injured in motor vehicle collisions: 1997-2014



BW (MPI) 1-8

Volume:	**1**	**Page No.:**	**OV p. 38 line 14-16**
Topic:	**Road safety**		
Sub Topic:	**Optimal budget**		
Issue:	**Top – Down Methodology**		

Preamble: In PUB order 128/15 required, *inter alia*, the board asked MPI to advise the board of what percentage of its revenue should be allocated to road safety and loss prevention initiatives and why.

MPI replied that it has not adopted a target percentage of revenue, or 'cap' on funding for road safety, but introduces and maintains programs that demonstrate a net benefit.

Question:

Please confirm,

a) If MPI has identified other jurisdictions which consistently have been successful in reducing road injuries and fatalities,

b) If MPI has identified the extent to which programs of information, education, supplemental enforcement, played a role in the success of these other jurisdictions, and,

c) If MPI has considered and outlined what those road safety programs cost.

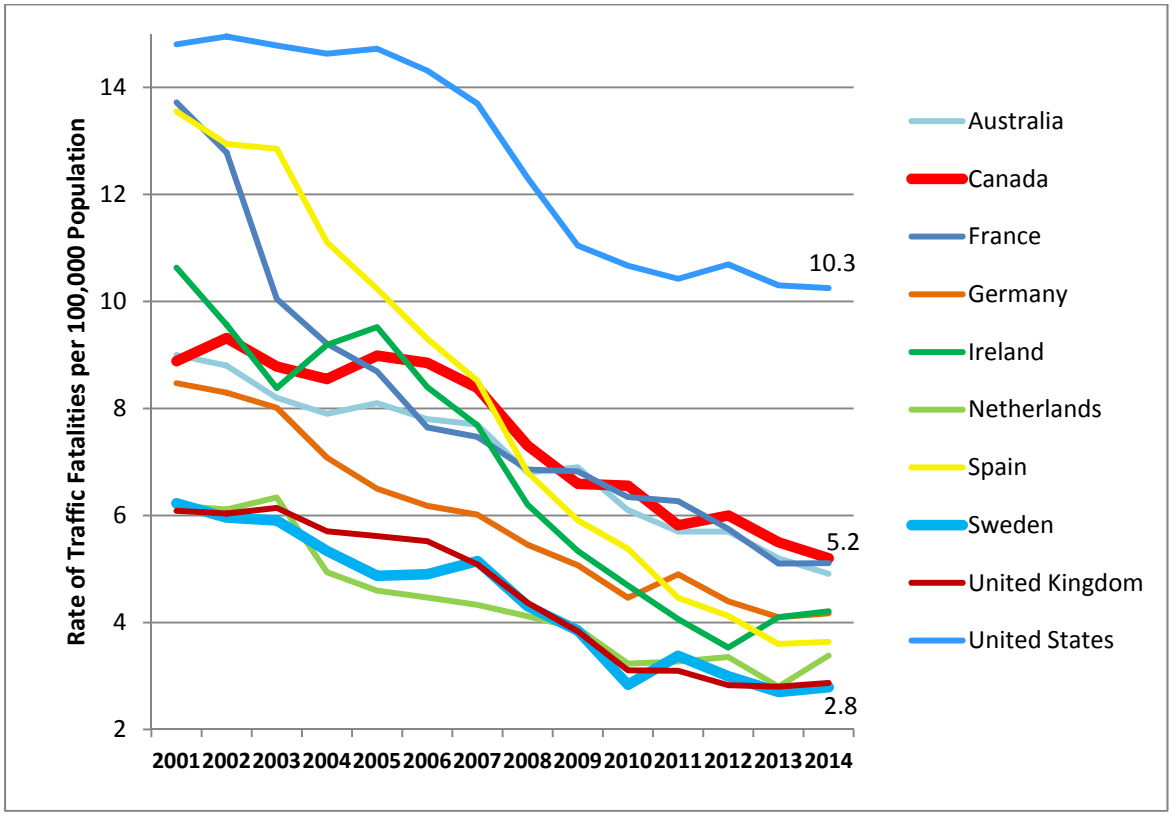
Rationale for Question:

Bike Winnipeg seeks to continue to assist with critically evaluating the optimum size of MPI's road safety budget, the adequacy of MPI's road safety programs with respect to vulnerable roads users and the quality and clarity of MPI's date collection, analysis and accessibility regarding collisions involving vulnerable road users. Bike Winnipeg suggests that in order to develop a top-down budget for road safety programs (i.e. optimization) it is imperative to understand what it costs to achieve change in behaviour that results in fewer road injuries and fatalities.

RESPONSE:

a) Yes. Countries with the lowest and relatively consistent reductions in rate of traffic fatality include: UK, Sweden and the Netherlands. (Figure 1). Comparative data for injuries are unavailable across all countries.

Figure 1 – Rate of Traffic Fatalities for Selected OECD Countries



Source:
https://data.oecd.org/transport/road-accidents.htm;
https://www.tc.gc.ca/media/documents/roadsafety/cmvtcs2014_eng.pdf.

b) Manitoba Public Insurance has identified that countries with low and consistent reductions in rate of their traffic fatality attribute their success to adopting a 'safe system' approach to road safety (safe roads, safe vehicles, safe speeds and safe drivers) where all stakeholders and initiatives (including enforcement) play an important role. High performing jurisdictions furthermore credit their success to the ongoing setting of aggressive goals for reducing the rate of fatalities. Manitoba has adopted a model that considers health, infrastructure and other

safety contributors, where initiatives may be operationalized through the Provincial Road Safety Committee.

The Canadian Council of Motor Transport Administrators inventories road safety initiatives which are either proven effective or considered promising if measured effectiveness is not yet available. The Corporation reviews these initiatives to determine whether they can be adopted or adapted to address specific road safety challenges within Manitoba.

Key facts summarizing the success of specific initiatives and/or projects have been noted where applicable in the Corporation's road safety planning documents: 2016/17 Summary of Road Safety Priorities and Supplemental Analysis (January 2016), 2016/17 Ideation: Concepts and Suggestions and Supplemental Analysis (April 2016). This work was used to develop road safety priorities for 2016/17 and new programming concepts for consideration in 2017/18, all of which have been shared with the External Stakeholder Committee on Loss Prevention, of which Bike Winnipeg is a member.

c) When the Corporation identifies a proven and promising initiative that may have applicability in Manitoba, it then considers the costs involved for the Manitoba context if it intends to pursue it within a business case.

BW (MPI) 1-9

Volume:	**1**	**Page No.:**	**OV p. 38 line 14-16**
Topic:	**Road safety**		
Sub Topic:	**Optimal budget**		
Issue:	**MPI share of responsibility**		

Preamble: In PUB order 128/15 required, inter alia, the board asked MPI to advise the board of what percentage of its revenue should be allocated to road safety and loss prevention initiatives and why.

MPI replied that it has not adopted a target percentage of revenue, or 'cap' on funding for road safety, but introduces and maintains programs that demonstrate a net benefit.

In LP.2-9, MPI describes its road safety mandate as follows:

> Prevention programs proactively seek to reduce the probability of loss occurrences or loss severity by educating drivers, building awareness, changing behaviour, or providing incentives for equipment or education that will better equip drivers and vehicles on the roadways…

And

> Non-discretionary programs, while mandated through legislation and regulations, provide ongoing opportunities for loss prevention by setting standards and requirements for drivers and vehicles, and ensuring compliance.

Questions:

a) Has MPI been delegated full responsibility within the Manitoba Government for "educating drivers, building awareness, changing behaviour, or providing incentives for equipment or education that will better equip drivers and vehicles on the roadways"?

b) If not,

- According to MPI, which other provincial agencies share in these responsibilities and to what extent?

- According to MPI, what share of the budget for these programs is (or should) MPI responsible for?

c) Does MPI receive any resources from the Manitoba Government for any of these responsibilities, either directly or indirectly?

Rationale for Question:
Bike Winnipeg seeks to continue to assist with critically evaluating the optimum size of MPI's road safety budget, the adequacy of MPI's road safety programs with respect to vulnerable roads users and the quality and clarity of MPI's date collection, analysis and accessibility regarding collisions involving vulnerable road users.

In that regard, it is necessary to understand MPI's share of responsibility for road safety education and behaviour change programs in Manitoba in order to determine what extent of MPI's rate base should be accorded to provincial programs addressing these needs, and the nature of any associated resources provided to MPI by the Government. This information will assist with the critical evaluation of the optimum size of MPI's road safety budget.

RESPONSE:
a) No. The Corporation has not been delegated as the sole agency responsible for educating drivers, building awareness, changing behaviour, or providing incentives for equipment or education that will better equip drivers and vehicles on the roadway. The Corporation's authority is limited to paragraph 6(2)(h) of *The Manitoba Public Insurance Corporation Act* which states:

> "The corporation has the power and capacity to do all acts and things necessary or required for the purpose of carrying out its functions and powers and, without limiting the generality of the foregoing, the corporation may carry out either alone or jointly with other board,

commission, corporation, department or agency of government, or any private person, agency, or association, introduce, establish, supervise, finance and promote programs relating to health, rehabilitation, safety and the reduction of risk in respect of any branch or class of insurance in which the corporation is engaged"

b) The Corporation maintains that safety on the roadway is a shared responsibility between a wide range of stakeholders in Manitoba. Specific provincial agencies that share an interest in the responsibilities listed above include municipal and provincial governments and Crown agencies; law enforcement; advocacy, consumer, and community groups; public health organizations; private driving schools; and the provincial transportation industry. Refer to the 2016 General Rate Application (GRA), *Volume III AI.13* for the Stakeholder Maps contained within the *Operational Plan and Frameworks for Road Safety Programming*.

The proportion of total dollars invested in road safety by the Corporation relative to other loss prevention stakeholders has not been quantified. The appropriate share of a particular partnership initiative is dependent upon alternative resources available and the value of the programming toward the loss prevention goals of the Corporation.

c) The Corporation receives annual funding from the Government of Manitoba for costs related to administration of *The Drivers and Vehicles Act* (DVA), as reported in the Corporation's Annual Report. This includes costs to administer certain regulatory programs under the DVA, which also form part of the Corporation's loss prevention portfolio of programs. This funding is not part of the Basic Compulsory Insurance.

BW (MPI) 1-10

Volume:	**LP.1**	**Page No.:**	**7**
Topic:	**Road Safety**		
Sub Topic:	**Legislative mandate**		
Issue:	**Requirement to reduce claims costs**		

Preamble: On page 7 of LP.1 states that:
These efforts are grounded in the Corporation's legislated mandate under sections 6(1) and 6(2) of The Manitoba Public Insurance Corporation Act, and as Administrator of The Drivers and Vehicles Act. Through legislation, the Corporation has a clear mandate to explore new loss prevention concepts through research, and develop those concepts into programs and activities that are likely to reduce risk, claims and claims costs.

Question:

a) Is it MPI's position that there is a requirement in the above noted legislation that requires it to limit investment in road safety programs to those that are likely to reduce "claims costs"?

b) Please elaborate MPI's position with respect to question 1 above.

Rationale for Question:
Bike Winnipeg seeks to continue to assist with critically evaluating the optimum size of MPI's road safety budget, the adequacy of MPI's road safety programs with respect to vulnerable roads users and the quality and clarity of MPI's date collection, analysis and accessibility regarding collisions involving vulnerable road users. In that regard, Bike Winnipeg that limiting road safety programs to those that are likely to reduce MPI's claims costs results in different priorities than in most other jurisdictions, where the focus of road safety is to reduce human fatalities and suffering. It is therefore important to understand whether this requirement is based on MPI's legislated mandate.

RESPONSE:

a) No.

b) As indicated in the reference provided, through legislation the Corporation's mandate applies to loss prevention concepts, programs and activities that are likely to reduce risk, claims and claims costs. The Corporation believes that by reducing risk on the road, reductions in claims and claims costs will logically follow.

Manitoba Public Insurance is supportive of road safety initiatives that contribute to the broader public good with the view that these public objectives precisely align with its objectives as the public provider of Basic auto insurance and the prescribed mandate to pursue programming to reduce risk on the road. The Corporation prioritizes its investments to ensure that programming efforts align with the issues that cause the greatest human toll on Manitoba roadways and claims costs to MPI.

BW (MPI) 1-11

Volume:	**LP.5.2**	**Page No.:**	**85**
Topic:	**Road Safety**		
Sub Topic:	**Sirius Report**		
Issue:	**Independent consultant advice**		

Preamble: MPI states that:
The Corporation plans to produce Ms. Kroeker-Hall for questioning and cross-examination at the GRA hearings in October 2016.

Question:
Please provide the draft(s) of the report filed by Ms. Kroeker-Hall.

Rationale for Question:
In order to improve the efficiency of the cross examination of this witness Bike Winnipeg requires this information in order to understand what advice the independent consultant provided to MPI in the draft(s) of her report.

RESPONSE:
Bike Winnipeg's request mirrors its request in last year's proceeding. The Corporation's position regarding filing drafts of Ms. Kroeker-Hall's report is the same this year as it was last year. Specifically, the Corporation submits that drafts of Ms. Kroeker-Hall's report are neither relevant nor helpful. The Corporation respectfully declines to produce them.

The Corporation has included Ms. Kroeker-Hall's report in the Application. It contains her findings and recommendations. Drafts would not provide any additional information with respect to her recommendations and findings beyond what is already on the record.

There is also no reasonable basis to challenge Ms. Kroeker-Hall's independence, to the extent that objective underlies Bike Winnipeg's request. The Corporation has

provided Ms. Kroeker-Hall's CV and the Corporation's contract with her company, Sirius Strategic Solutions. These documents demonstrate that (1) Ms. Kroeker-Hall is an independent consultant, and (2) she was asked to perform, and did perform, appropriate work.

Ms. Kroeker-Hall did prepare drafts, but the existence of drafts is not a reasonable basis to call Ms. Kroeker-Hall's professional integrity into question. Independent external consultants (regardless of their profession) will often submit draft reports to a client to confirm the accuracy of information contained in the report and to confirm whether the questions posed have been addressed.

BW (MPI) 1-12

Volume:	**LP**	**Page No.:**	**84**
Topic:	**Road Safety**		
Sub Topic:	**Cost-Benefit**		
Issue:	**Social costs**		

Preamble: The application states:
The Corporation requires that all new road safety programming concepts under consideration must be developed into complete business cases, which includes a requirement to explore potential return on investment (**economic or social**).

Question:
Please table all road safety businesses cases which use social costing.

Rationale for Question:
The effective use of social costing in road safety cost/benefit analyses would be an important change in MPI's practices. Bike Winnipeg would therefore like to explore and assist in critically evaluating such business cases as they pertain to road safety programming concepts currently under consideration.

RESPONSE:
Please refer to *CAC (MPI) 1-109 (a)* for all road safety business cases advanced in 2015/16.

Historically, the Corporation has not used social costs in the analysis of road safety programs given the many related variables outside of the Corporation's control; however, claims cost, in addition to human toll, are appropriate measures for the purposes of considering a road safety business case. Furthermore, the Corporation does not necessarily view return on investment for road safety programs exclusively in financial terms. For example, programming may accrue benefits such as expanding the scope and range of road safety education and awareness, which cannot be measured in dollars. A potential social or cultural shift (or benefit) on a

road safety issue may contribute to a shift in road-user perception and behaviour that is likely to reduce collisions or their severity and may represent a sufficient return to green-light a programming concept. An example is the expanding effort to educate the public on the dangers of drug impaired driving, supported by research which demonstrates that myth and misperception currently dominate the public discourse on cannabis use and driving. Social norms have not been adequately established, as they have on the issue of alcohol impaired driving and the Corporation can mobilize to inform and ultimately change the way people perceive the issue and the choices they make.

BW (MPI) 1-13

Volume:	**L.P. 5.2**	**Page No.:**	**85**
Topic:	**Road Safety**		
Sub Topic:	**Sirius Report**		
Issue:	**Road Safety Consultant**		

Preamble: In order to ensure that its road safety program is well aligned with the Corporate Strategic Plan, current road safety best practices, evidence-based strategies, Manitoba Public Insurance (MPI) has undertaken an independent assessment its road safety model. The review is also intended to advise on the appropriate size of a road safety budget for MPI and if the current budget is being optimally used. Finally, it presents an opportunity to consider MPI's road safety contribution in light of two new governance elements: the Loss Prevention Strategy and Framework and the Provincial Road Safety Committee.

Questions:

a) Please provide a copy of the engagement letter sent to Sirius Strategic Solutions Ltd. ("Sirius") for its involvement in the GRAs.

b) Please provide the expert's file with respect to the preparation of the Sirius Report.

c) Please prove all the documents, materials, studies and reports which were considered and/or relied upon and/cited to prepare the Sirius Report.

d) Please provide the names and CVs of all individuals at Sirius who worked on the Report.

RESPONSE:

a) Please refer to *2016 General Rate Application (GRA) CAC (MPI) 2-22*.

b) Please refer to *BW (MPI) 1-11*.

c) Please refer to Appendix III in the Sirius *Review of MPI's Safety Program Model* for a complete listing of references, filed with the *2016 GRA Volume III AI.13 Loss Prevention Appendices Appendix 10*.

d) Please refer to the *2016 GRA Volume III AI.13 Loss Prevention Appendices Appendix 9*.