

Road to
ZERO

Manitoba Road Safety Plan 2017-2020

PROGRESS REPORT

May 2019



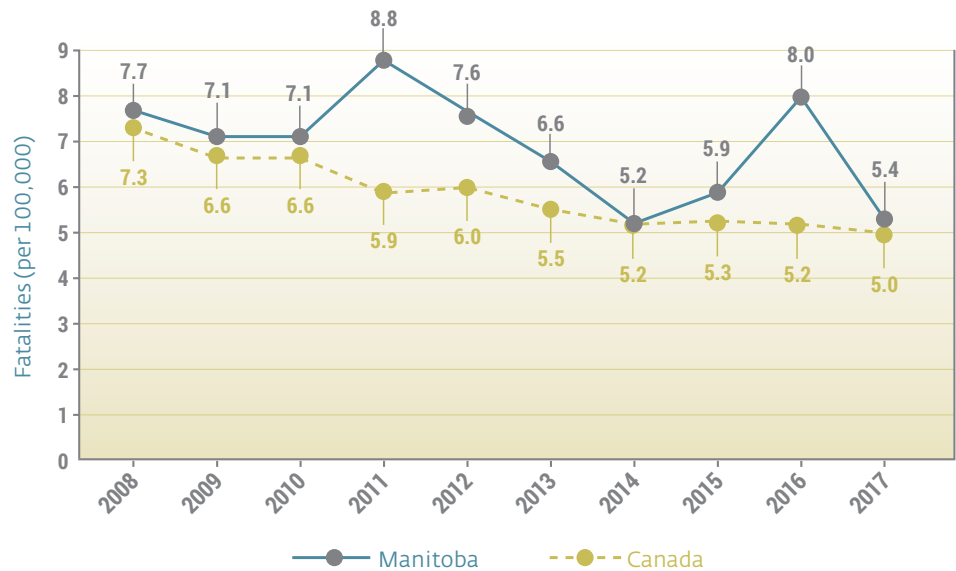
Progress Report

Road Safety Target Review

In keeping with Canada's Road Safety Strategy (RSS) 2025 model of examining rate-based trends in fatalities and serious injuries over the previous ten years (2008–2017), the following charts show that although progress has been made on reducing fatalities on Manitoba's roads, there are still many lives being lost and Manitobans suffering serious injury on our roadways.

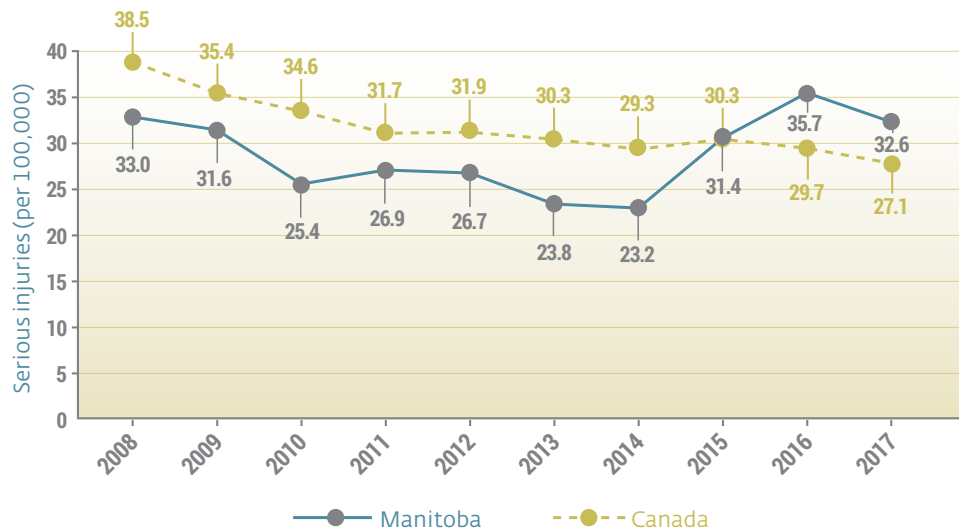
Annual Fatalities per 100,000 Population Resulting from a Crash from 2008 to 2017

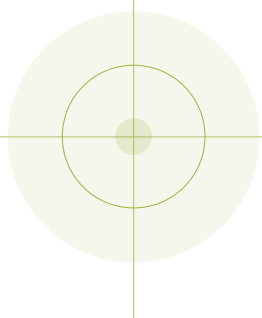
The previous downward trending in the rate of people killed in vehicle collisions in Manitoba continued in 2017.



Annual Serious Injuries per 100,000 Population Resulting from a Crash from 2008 to 2017

After holding steady for a number of years, the number of people seriously injured in crashes, along with serious injury crashes in general, have begun to trend upwards since 2014, but declined in 2017 compared to the previous year.

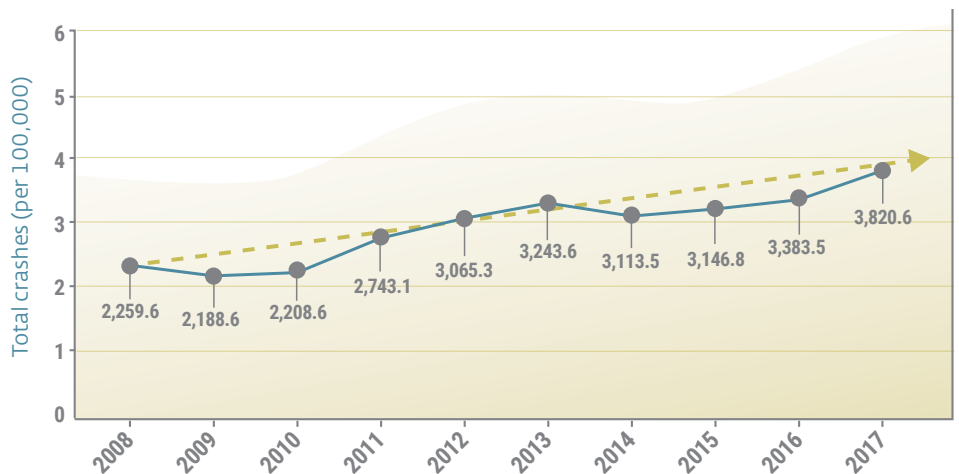




Total Collisions per 100,000 Population from 2008 to 2017 in Manitoba

Total crashes in Manitoba per 100,000 population have been trending upwards for the past ten years. In 2017, the rate increased by 13% compared to 2016 and is 33% higher than the average rate over the past ten years.

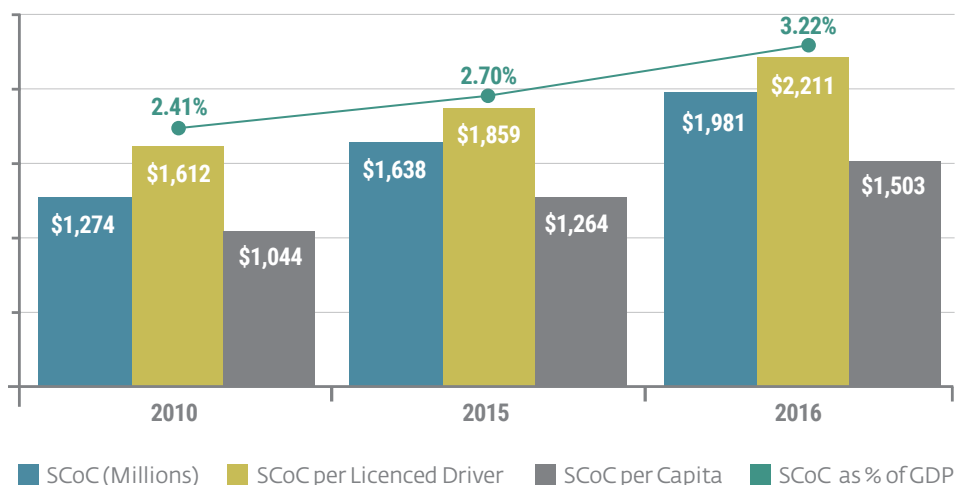
NOTE:
Amendments to the Highway Traffic Act (HTA) in October 2011 changed how collisions were reported. A portion of the increase in collision numbers reported from 2011 onwards can be attributed to this reporting change.



Social Costs of Collisions in Manitoba

The personal and social costs of collisions, injuries and fatalities continue to be significant in Manitoba. According to Transport Canada, the Social Costs of Collisions (SCoC) in Manitoba are estimated to be \$1.98 billion in 2016, up 21% from 2015, or approximately 3.2% of Manitoba's estimated gross domestic product.

In 2016, the SCoC per licenced driver increased to \$2,211, up 19% from 2015, due primarily from an increase in the number of fatalities in 2016.



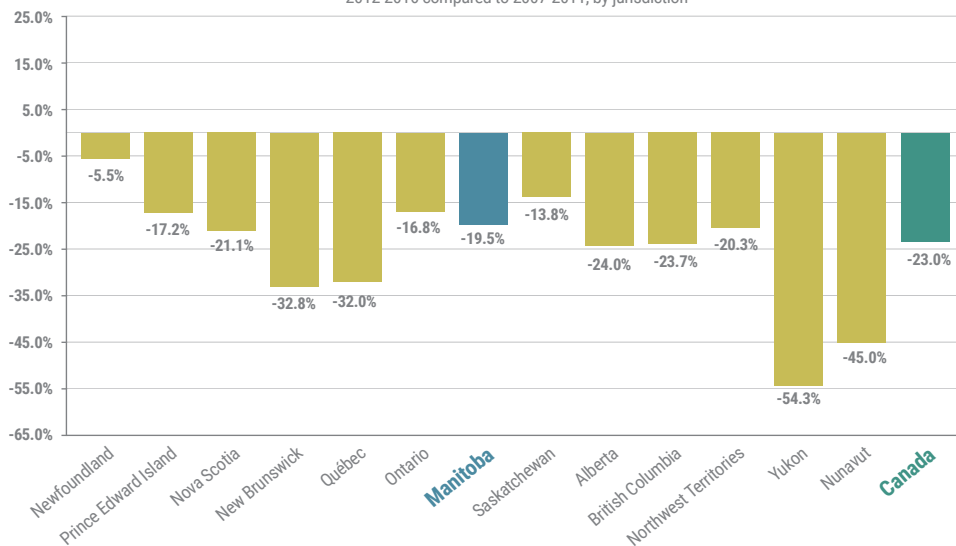
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Fatalities per Billion Vehicle Kilometers Travelled (VKT)

Similar to all other provinces and territories in Canada, Manitoba has seen a reduction in the number of people killed in vehicle crashes per Billion VKTs over the last five years (2012-2016) when compared to the previous five years (2007-2011). Manitoba's percent change (-19.5%) is slightly less than the national average (-23.0%).

Manitoba has also seen an -10.3% change in the number of fatalities when comparing the last five years to the previous five year number.

% Change in Number of Fatalities per Billion VKTs
2012-2016 compared to 2007-2011, by jurisdiction

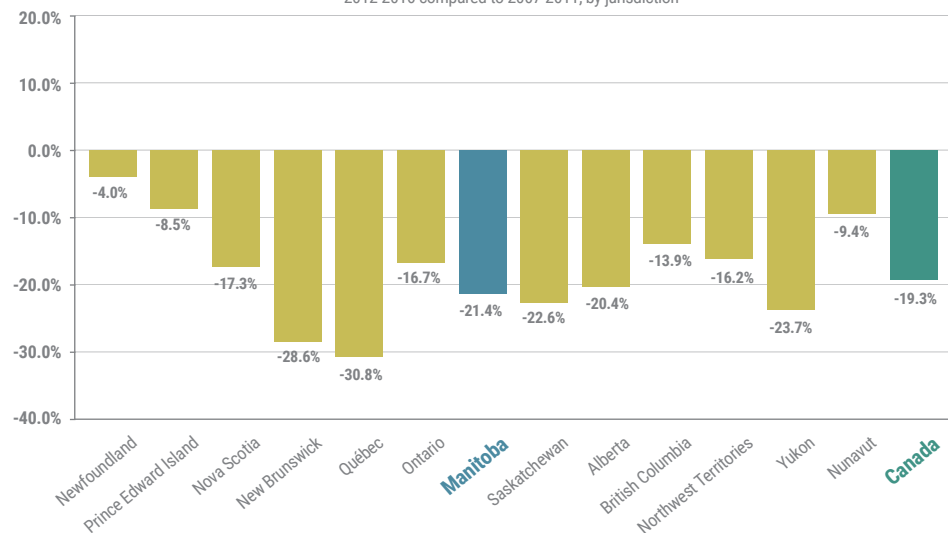


Serious Injuries per Billion Vehicle Kilometers Travelled (VKT)

Similar to fatalities, Manitoba has seen a reduction in the number of people seriously injured in vehicle crashes per Billion VKTs over the last five years (2012-2016) when compared to the previous five years (2007-2011). Manitoba's percent change (-21.4%) is slightly better than the national average (-19.3%).

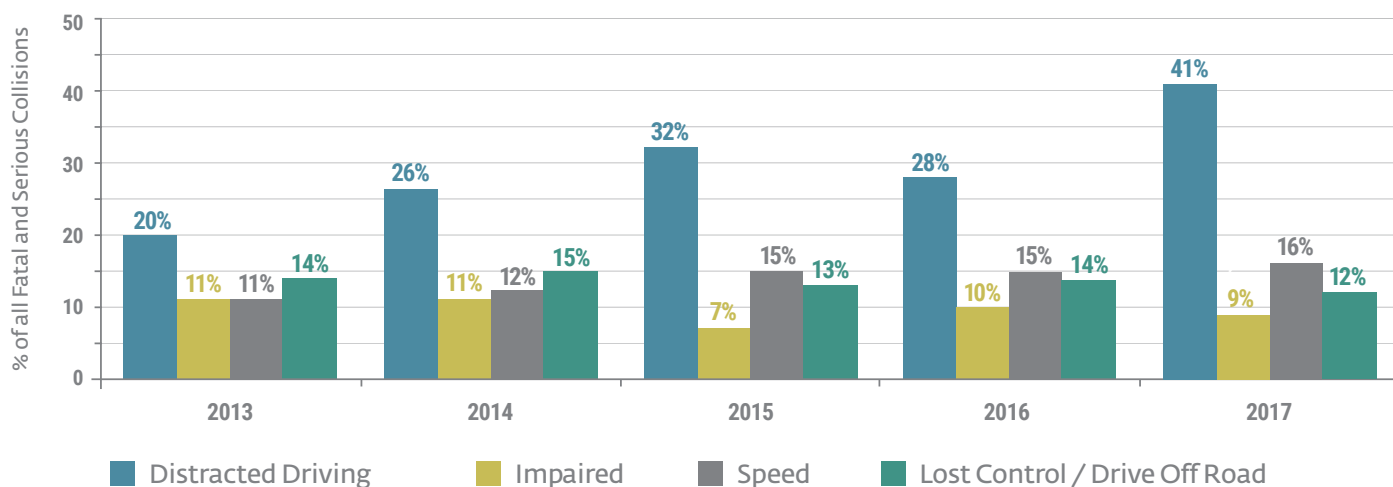
When comparing the number of serious injuries the last five years to the previous five years, Manitoba has seen a -11.6% change, as well.

% Change in Number of People Seriously Injured per Billion VKTs
2012-2016 compared to 2007-2011, by jurisdiction



Contributing Factors

Four contributing factors (distracted driving, speeding, impaired driving and losing control/driving off the roadway) continue to lead the way in fatal and serious injury crashes in Manitoba. Further, distracted driving (includes 'careless driving' and 'distraction/inattention') continues to be the leading contributor to these types of crashes by a considerable margin, connected to nearly 30% (29.4%) of all fatal and serious collisions in Manitoba, on average, over the past five years (2013-2017).



Progress Report

Working Collaboratively For Positive Change To Road Safety

Provincial Road Safety Committee

Chaired jointly by senior representatives from Manitoba Infrastructure and Manitoba Public Insurance, the Provincial Road Safety Committee (PRSC) includes representation from Manitoba Justice; Manitoba Health, Seniors and Active Living; and Manitoba Association of Chiefs of Police. PRSC is tasked with developing a strategic and holistic approach to road safety and facilitating the prioritization of road safety issues, ensuring greater cooperation and collaboration among stakeholders, and focusing resources to maximize results. Therefore, PRSC provides a forum to actively engage relevant stakeholders, with the goal of ensuring safety principles are integrated into all aspects of transportation policy in Manitoba.

The first deliverable of the PRSC was the Road to Zero: Manitoba Road Safety Plan 2017-2020. Released by the Ministers of Infrastructure and Crown Services on September 29, 2017, Road to Zero provides key priorities for the next three years for legislators, administrators, public works, law enforcement and the transportation sector to advance the road safety agenda in Manitoba. To align itself with current national and international best practice in road safety, Road to Zero supports a Toward Zero future vision where roadways are free of traffic fatalities or severe injuries.

Establishment of Technical Working Groups

To progress the goals and vision laid out in the Road to Zero plan, the PRSC established technical working groups – each comprised of representatives from government, road safety stakeholders, and interest groups – that worked cooperatively to address some of the province's more important road safety issues. Technical working group membership included representatives from:

- Manitoba Infrastructure
- Manitoba Justice
- Manitoba Health, Seniors and Active Living
- Manitoba Municipal Relations
- Manitoba Public Insurance
- City of Winnipeg
- Winnipeg Police Service
- Royal Canadian Mounted Police (RCMP)
- CAA Manitoba
- Bike Winnipeg
- Coalition of Manitoba Motorcycle Groups (CMMG)

In 2018, these technical working groups, guided by priorities established in the Road to Zero plan, put forward a number of diverse recommended action items to address the province's serious road safety issues such as impaired driving, speeding, driver distraction, vulnerable road user protection and improved data gathering and sharing. These action items are being assembled and will be offered to provincial government for consideration.





Ongoing Community Engagement

In addition to the work of the Technical Working Groups, road safety stakeholders in Manitoba continued to participate in other committee meetings, working groups and public information sessions related to road safety.

In 2018, Manitoba Infrastructure, Manitoba Education and Training, and Manitoba Public Insurance worked with other Canadian jurisdictions and public auto insurers to establish a harmonized foundation for driver training for class one vehicles. The Manitoba government is now moving forward with a broad consultation with industry and other affected stakeholders on mandatory entry-level training (MELT) for truck drivers in Manitoba. Manitoba Infrastructure plans to consult and collaborate with industry on training standards, approaches to out-of-province drivers coming to Manitoba, and the scope of individuals requiring this training.

Manitoba Infrastructure collaborated extensively with stakeholders and the public during the development of significant road infrastructure projects in the province, such as the South Perimeter Highway Design Study and the New Interchange at PTH 59 and North Perimeter Highway, to ensure the safety needs of all road users are identified and included in the final design. For instance, stakeholder and public consultation resulted in changes to stop-sign controlled access points and closing of median openings on the South Perimeter Highway to prevent unprotected left-turns.

The External Stakeholder Committee on Loss Prevention, hosted by Manitoba Public Insurance, continued to provide updates and seek feedback from committee members on loss prevention and road safety initiatives completed or planned by Manitoba Public Insurance and other committee members. Manitoba Public Insurance continued strategic partnerships and collaboration with a number of key road safety stakeholders and community groups this past year. The corporation continued its partnership with Manitoba Association of Chiefs of Police (MACP) sharing information to ensure enforcement strategies and awareness efforts were aligned, and with MADD Canada on public education and awareness campaigns to better inform Manitobans about the risks associated with impaired driving, especially driving under the influence of cannabis and other drugs. Manitoba Public Insurance partnered with Safety Services Manitoba on the delivery of remedial driver training programs throughout Manitoba, and with CAA Manitoba on the Manitoba School Patrol Program.

Manitoba Public Insurance also continued its efforts with community groups and programs, such as the Immigrant and Refugee Community Organization of Manitoba (IRCOM), Citizen's Bridge and Manitoba Keewatinowi Okimakanak (MKO), to offer adult driver education and training to new Manitobans, and Manitobans located in remote areas. As well, the Corporation continued to identify potential service delivery enhancements for northern customers, including improving their access to driver education, driver testing, and other products and services offered by the Corporation.

Actions Taken

Safe Vehicles

Autonomous Vehicle Legislation



The Manitoba Government announced that it will bring forward legislative amendments to Manitoba's Highway Traffic Act which would allow for testing of autonomous vehicles on provincial highways, with a long-term goal of developing regulations to allow for public use of high-level automated vehicles on Manitoba's roadways.

Forward Collision Warning Technology Pilot with Taxicab Industry

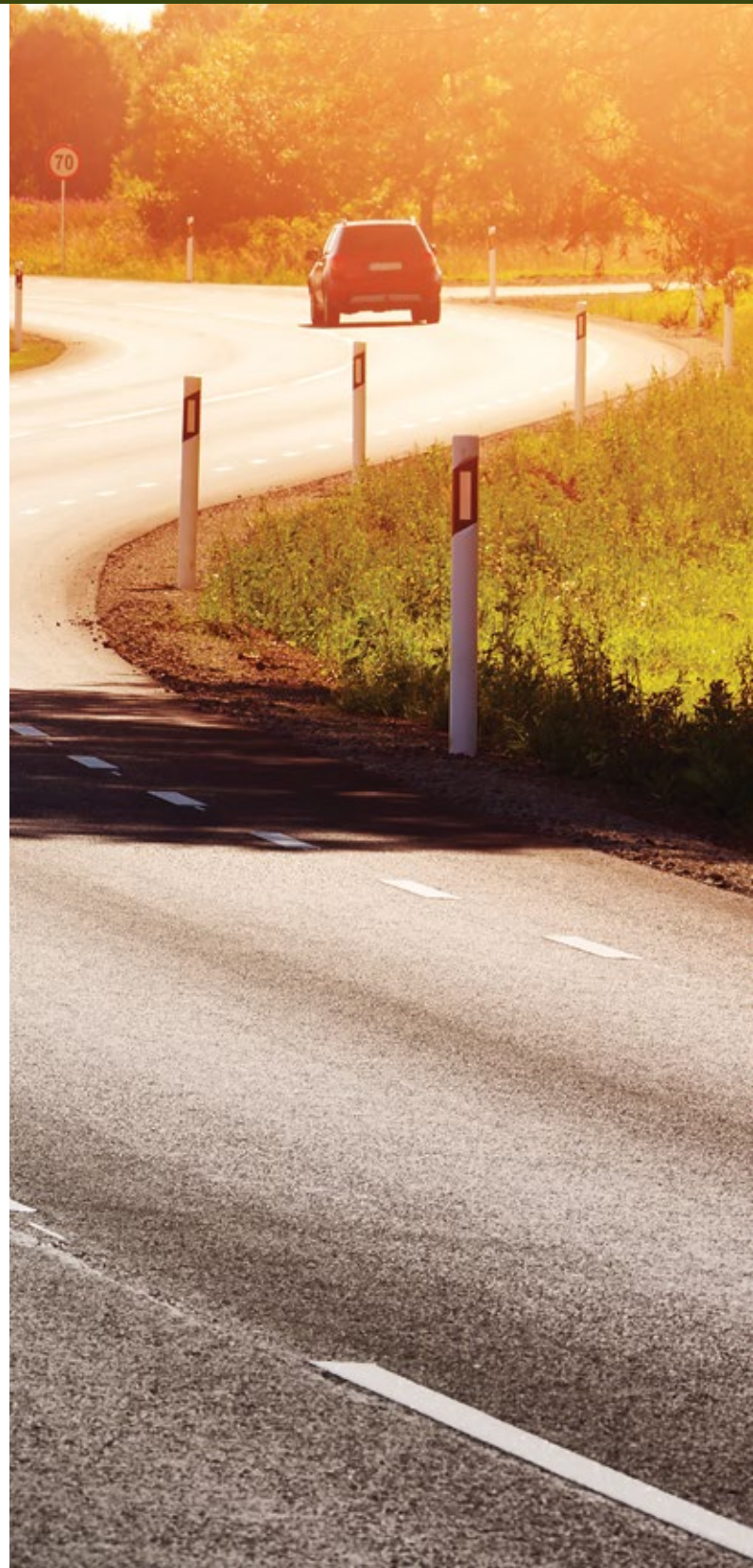


In October 2018, Manitoba Public Insurance commenced an aftermarket forward collision warning pilot program with Winnipeg taxicab companies. The pilot program equipped nearly 100 taxicabs in Winnipeg with Mobileye aftermarket forward collision warning technology.

Driver-Assist Safety Features Awareness



Manitoba Public Insurance launched a new public awareness campaign designed to provide Manitobans with information to better understand the driver-assist safety features available in many vehicles, and how these features can reduce collision risk.



Safe Roads

Safety Measures Incorporated During Road Repair



As Manitoba's road network is upgraded, several safety measures have been incorporated during paving operations across the provincial highway system. These safety improvements include improved intersections, paved shoulders, installation of both edge and centerline rumble strips (to reduce vehicles leaving the roadway or head-on collisions) and installation of better signage and guardrails on a network wide basis.

Road Improvements for the Intersection of Provincial Trunk Highways - PTH 2 and PTH 3



Improvements include the construction of a roundabout at the intersection of PTH 2 and PTH 3 south of Oakbluff that will increase the safety of the intersection by reducing speeds and the number of conflict points and thus, the overall number and severity of collisions.

South Perimeter Highway (PTH 100) Safety Plan



A plan has been developed to enhance road safety along the South Perimeter Highway (PTH 100), and involves changes to access points at most locations including the closure of median openings at stop sign-controlled intersections and at unprotected left-turns.

South Perimeter Highway (PTH 100) Design Study



This study involves the development of a longer-term plan for upgrading PTH 100 to a fully access-controlled freeway with interchanges and grade separations. The reconstructed facility will improve safety by providing additional operating lanes, focusing access to strategic locations and eliminating at-grade intersections.

A component of this study includes the development of a preliminary design for a potential future PTH 75 bypass of the community of St. Norbert. One of the goals of the potential future bypass is to reduce the amount of highway traffic travelling through the community as a means to improve the safety of local residents and visitors attending the local Farmers Market during the summer season.

Lagimodiere Boulevard and North Perimeter Highway (PTH 59 and PTH 101) Interchange Project



The construction of a new interchange at PTH 101 and PTH 59, a new active transportation underpass at Raleigh Street for pedestrians and cyclists, and an upgraded intersection at Bird's Hill Road (PR 202) will separate the various modes of transportation. This will aid in improving safety for both vehicular and pedestrian/cycling traffic.

Greater Traffic Enforcement Presence in Winnipeg



In 2018, Winnipeg Police Service restructured officer shifts for traffic enforcement, resulting in additional officer presence and visible enforcement throughout more hours in the day. These expanded hours allows greater evening coverage, and facilitates impaired driving enforcement efforts.

City of Winnipeg Active Transportation Network/ Downtown Bike Lane System and Street Improvements

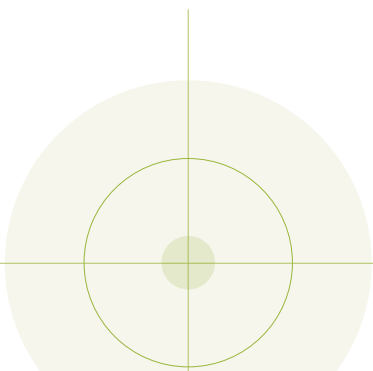


The City of Winnipeg's Pedestrian and Cycling Strategies (PCS) outlines an expansive, citywide active transportation network that covers all areas of the city designed to get cyclists and pedestrians to their destination safely. The City builds on the pedestrian and cycling network through priorities of the PCS in conjunction with road renewal, WalkBike projects and other major projects. For instance, the City recently completed construction of protected bike lanes on McDermot Ave and Bannatyne Ave, connecting the exchange district with Health Sciences Centre and the University of Manitoba. Also, construction of a new, two-way protected bike lane on Garry St is underway and is expected to be complete in 2019. When completed, the new protected bike lane will provide a safe link for cyclists from the Assiniboine Ave cycle track to the Exchange District in downtown Winnipeg.

Transportation Modernization Act (TTMA) Bill 14



The Manitoba Government passed The Traffic and Transportation Modernization Act (TTMA) which is intended to reduce duplication and red tape through the dissolution of the Motor Transport Board and Highway Traffic Board, eliminate the economic regulation of Manitoba's charter bus industry while maintaining all safety related requirements, and remove antiquated vehicle equipment requirements under The Highway Traffic Act.



Actions Taken

Safe Road Users

Traffic Safety Culture



Manitoba Public Insurance launched a new and innovative road safety awareness campaign tagged 'Save the 100' in September 2018. This new and innovative traffic safety culture campaign introduced Manitobans to a new vision for road safety, including a call to shared action and responsibility in eliminating human injury and death on Manitoba roads.

Cannabis-Impaired Driving Awareness Campaign



Drug-impaired driving is a serious and growing road safety concern. Evidence suggests drug-impaired driving is increasing among Canadians. Young people, in particular, lack an appropriate understanding of elevated crash risk related to driving after drug use. Manitoba Public Insurance launched a broad public awareness and education campaign to raise awareness about the dangers and consequences of drug-impaired driving. In response to the federal legalization of non-medical cannabis, this multi-dimensional campaign focused on four primary target audiences: new teen drivers, youth (in general), physicians and their patients, and the general public. In addition to the public awareness campaign, Manitoba Public Insurance introduced new materials in the High School Driver Education program to target new teenage drivers and their parents. Other education efforts included collaboration with the medical community to encourage discussion on the potential impairing effects and associated driving risks of some prescription and over-the-counter medications with their patients.

New Distracted Driving Legislation



To combat the rise of driver distraction in Manitoba, the provincial government enacted new legislation in 2018 that provides stricter penalties for illegal use of hand-operated electronic devices. Drivers now face a tiered administrative licence suspension when charged with prohibited use of a cell phone or similar hand-operated communication device while driving, as well as an increased fine to \$672 (from \$203) upon conviction.

New Impaired Driving Legislation



The Cannabis Harm Prevention Act created a 24-hour driver's licence suspension if a police officer believes the driver is under the influence of a drug and unable to safely operate a motor vehicle. Other new legislation creates new provincial sanctions for drivers who fail oral fluid drug screening devices and for drivers who are charged or convicted of one of the new Criminal Code drug impaired driving offences.

The Manitoba government has also introduced amendments to The Highway Traffic Act that would introduce immediate roadside prohibition legislation. Under the proposed new law, drivers under the influence of alcohol who register a 'warn' on an approved screening device, indicating a blood alcohol content (BAC) of between .05 and .08 would face a new monetary penalty, escalating on a third or subsequent offence. Drivers would also face a driver's licence suspension between three and 60 days, and vehicle impoundment of between three days for a first offence and 30 days for a third or subsequent offence. Those drivers caught a third or subsequent time would also be required to drive with an ignition interlock for a year. For first-time drunk drivers who register a 'fail' on an approved screening device, BAC level over .08, who cause no bodily injury or death, police would have the discretion to impose a new monetary penalty as well as a mandatory ignition interlock of one year, in addition to the other existing roadside sanctions, rather than proceeding with a more time consuming breathalyzer test and a criminal charge.

School Area Traffic Safety Guidelines



A procedural manual and safety assessment toolkit was jointly developed by Manitoba Infrastructure and Manitoba Education and Training to provide direction for both transportation authorities and school administrations/divisions to effectively and consistently address traffic safety issues within school areas. These guidelines improve traffic safety at existing school sites and also provide insights into planning of traffic safety for new schools.

Road Safety Programs for Youth



Manitoba Public Insurance continued community programming efforts directed to young Manitobans. The MADD school assembly program and 'Friends for Life' speaker series offered middle and high school students real-life testimonials of the risks associated with poor driving decisions. A virtual reality (VR) experience, Drivr-X, required youth to make important, life-changing decisions in a three-dimensional VR environment related to three critical road safety issues facing young drivers in Manitoba: distracted driving, speed and drug impaired driving. An interactive and fun 'bike rodeo' workshop introduced early year students across Manitoba to safe cycling concepts. As well, Seven Oaks School Division grades 4 to 8 students in Winnipeg participated in the Bicycle Education and Skills Training (BEST) program and received further instruction to improve their cycling knowledge and on-road riding ability.

Improvements to High School Driver Education



Manitoba Public Insurance is enhancing the High School Driver Education program to include online/web learning technologies, a focus on higher order learning outcomes, making classroom experiences transformative, and significantly increasing the amount of co-pilot guided practice. The new Driver Z program launches in spring 2019. Manitoba Public Insurance is also working with community leaders to expand its High School Driver Education program into northern and remote regions of the province.

Changes to Driver Testing



Customers who fail their first four attempts at a Class 5 road test must now complete a minimum of two hours of driving instruction from a qualified driving school before they can make a fifth attempt.

Mandatory Entry Level Training (MELT) for Commercial Truck Drivers



The Manitoba Government is consulting on the implementation of a standardized system of training and certification for commercial truck drivers, as well as Class 1 driving schools and instructors. Implementation of MELT is scheduled for September 1, 2019.

Medically At-Risk Driver Material



Manitoba Public Insurance developed and published website and printed information materials on medical conditions and driving aimed at educating drivers and their families about the types of medical conditions that can affect driving and the functional assessments in place to assess driver fitness. Detailed information for health care providers was also developed to increase awareness of the medical standards for driving and the role of medical practitioners in referring patients with cognitive and/or physical impairments that may affect driving.

Safe Speeds

Transportation Modernization Act (TTMA) Bill 14



With elimination of the Highway Traffic Board and Motor Transport Board, municipalities were given the freedom to set safe speed limits on their roadways rather than having to apply to the Highway Traffic Board. Manitoba Infrastructure will provide guidelines for setting speed limits.



