

**MANITOBA PUBLIC INSURANCE**  
2020 GENERAL RATE APPLICATION  
Round 1 Information Requests  
August 12, 2019

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Bike Winnipeg



**MANITOBA  
PUBLIC INSURANCE**

**BW (MPI) 1-1**

<b>Part and Chapter:</b>	<b>Part VII LP Attachment A RS conference report</b>	<b>Page No.:</b>	<b>68, 69, 33, 34</b>
<b>PUB Approved Issue No:</b>	<b>20 Road Safety</b>		
<b>Topic:</b>	<b>Timing of changes to policy and programs</b>		
<b>Sub Topic:</b>			

**Preamble to IR:**

In previous hearings, and at the road safety technical conference, BW has argued for:

- Modification of the measure of success for MPI’s road safety vision from one that is based on the satisfaction of Manitobans to one that is based on reduced harm to road users from collisions;
- The adoption of the economic concept of social costing to analyse the impact of collisions and set priorities for programming, rather than using claims costs for that purpose;
- The use of observational studies to evaluate the impact of road safety programs on driver behaviour, rather than just relying on the collision database and surveys; and,
- Better collection and sharing of detailed data about collisions
- In the Road Safety technical report,
- MPI has committed to considering social costs in their priority setting, business case development, and resource allocation decisions @P67;
- MPI acknowledged concerns raised about the timeliness and accuracy of data and how to improve feedback loops with road safety stakeholders @P67;
- MPI’s program evaluation rigour, and confirmed discussions are underway within MPI and at the Provincial Road Safety Committee level to address these observations @P67;
- MPI spoke to current observational surveys done to track seat belt and cell phone use, and current use of discreet speed monitoring technologies to

measure changes in driver speeds in response to specific wildlife and intersection treatments @P33. In that regard, MPI also generally acknowledged the usefulness of such data; and,

- MPI took under advisement BW's suggestion to revisit the current success measure of public support for MPI's road safety efforts as identified in the 2018 Annual Report @P68.

**Question:**

- a) When does MPI anticipate that that these changes will become fully integrated into the road safety plan?
- b) When does MPI anticipate that these changes will be fully integrated within a General Rate Application as it relates to road safety issues?

**Rationale for Question:**

BW understands that MPI requires time to integrate these changes into their road safety plan. However, BW is seeking further information and commitment as to when MPI expects to do that.

**RESPONSE:**

- a) Effective immediately MPI plans to update the corporate measure of success for road safety and base them on reduced harm to road users from collisions, and adopt social costing when analyzing the impact of collisions and setting priorities. MPI will integrate these changes in an updated three year (2020-2023) Road Safety Operational Plan and Framework, to be completed in early 2020.

MPI anticipates further refinement to program measures and metrics that aim to support development, monitoring and evaluation of its road safety programs. MPI recognizes the benefit observational studies can provide in this regard, and will seek opportunities to use them to validate program assumptions, measure

program impacts, and closely monitor driver behaviour, potentially as soon as 2020/21.

MPI recognizes the importance of improving the level of detail and accuracy of road safety data collected for decision making in order to advance the Provincial Road Safety Plan, Road To Zero. Though MPI plays an important role in capturing this data, there is also a shared responsibility with other members of the road transport system in Manitoba who also collect, use and share road safety data. MPI will look to the Provincial Road Safety Committee to take the lead on how best to scope data collection requirements with safety stakeholders to meet their collective needs.

- b) MPI expects to file an updated Road Safety Operational Plan and Framework in the 2021 General Rate Application. The Operational Plan will include an updated corporate measure of success for road safety and commitment to use social costing while analyzing the impact of collisions and setting priorities. The Plan will also provide progress on improving data collection and program evaluation, which includes where and how observational studies would be incorporated.

**BW (MPI) 1-2**

<b>Part and Chapter:</b>	<b>Part V(I)</b>	<b>Page No.:</b>	<b>53, GRA pdf p805</b>
<b>PUB Approved Issue No:</b>	<b>20 Road Safety</b>		
<b>Topic:</b>	<b>Optimal road safety budget</b>		
<b>Sub Topic:</b>	<b>Past budget setting methodology</b>		

**Preamble to IR:**

Since BW had been intervening and participating in General Rate Applications, the total road safety budget allocated by MPI has remained relatively stable.

**Question:**

- a) What methodology and/or considerations does MPI use to set the total road safety budget allocation for the current General Rate Application?
- b) What methodology and/or considerations did MPI use to set the total road safety budget for the past five (5) General Rate Applications?
- c) Have the methodology and/or considerations changed over the course of the past five (5) General Rate Applications?
- d) If so, how?

These questions are specific to road safety budget allocation and not the broader category of loss prevention.

**Rationale for Question:**

BW seeks to learn and to better understand whether the road safety budget is set on the basis of any particular analysis, or whether it has been budgeted at its fairly constant level because this has somehow become the accepted level as set by MPI.

**RESPONSE:**

a) to d) Please see the answer below:

When compiling the annual road safety budget, MPI follows its Road Safety Operational Planning Framework which has been in place since 2014. This process has not changed in the last five years. As described at the Road Safety Technical Conference, existing programs are reviewed for ongoing effectiveness and new programming ideas are sourced through a jurisdictional review, including a review of proven and promising initiatives compiled by the Canadian Council of Motor Transport Administrators (CCMTA). Budget for existing programs are planned based on ongoing needs of program implementation and enhancement, and new programming ideas are planned and budgeted for once business case program validation is complete and approval received.

As business cases are developed, MPI consults with both internal and external stakeholders on what their involvement in the program would be, including whether another organization would be better suited to lead or support program implementation. Through this process, MPI will consider available resources and required effort to implement and manage the program, for both internal and external stakeholders.

In some cases an external partner who leads program implementation, may have limited resources to assign to the program. This resource constraint would be taken into consideration during budget planning. An example of this would be planning budget funding for the enhanced enforcement program. MPI consults with participating law enforcement agencies prior to the start of each funding year to

determine whether their ability to resource the enhanced enforcement campaigns has changed, and will adjust budget funding accordingly.

**BW (MPI) 1-3**

<b>Part and Chapter:</b>	<b>Part VII LP Attachment A RS conference report</b>	<b>Page No.:</b>	<b>53</b>
<b>PUB Approved Issue No:</b>	<b>20 Road Safety</b>		
<b>Topic:</b>	<b>Optimal road safety budget</b>		
<b>Sub Topic:</b>	<b>Testing drivers against standards</b>		

**Preamble to IR:**

MPI has the mandate to ensure that all drivers in Manitoba meet standards necessary to operate vehicles safely. This substantial and important training task should be a key factor in setting a road safety budget.

In past General Rate Application hearings, BW has seen a great deal of evidence about MPI initiatives to train and test new drivers, but nothing on the ongoing training and testing of the bulk of drivers.

**Question:**

- a) How many new drivers are tested in a year for each type of license?
- b) How many experienced drivers are tested in a year for each type of license?
- c) Does MPI maintain any data or statistics that seeks to keep track of how many experienced Manitoba drivers have or have not taken a driving or written test in the past 5, 10, 15, 20, 30 + year?
- d) If so, can MPI please produce that data or those statistics?
- e) If MPI does not maintain that type of data or statistics, why not?



**Rationale for Question:**

BW submits that the time passed since the last test is one measure of the validity of this measure of drivers meeting the standards necessary to operate vehicles safely.

**RESPONSE:**

Driver testing is conducted through MPI's administration of *The Manitoba Drivers and Vehicles Act*, on behalf of the Province. As such, these activities and costs are not relevant to Basic rate setting, and not a factor in setting the road safety budget. However, in the spirit of embracing transparency, MPI has provided answers below.

a) and b)

MPI does not distinguish between 'new' and 'experienced' drivers when compiling test data. The following figure shows the number of road tests completed for each class of license in 2018, as well as, a three year average for the period 2016 to 2018.

**Figure 1 Number of Road Tests Completed, by Driver Licence Class**

Line No.	License Class	2018	2016 to 2018 Average
1	<b>Class 1</b>	4,488	3,590
2	<b>Class 2</b>	192	193
3	<b>Class 3</b>	662	684
4	<b>Class 4</b>	1,590	1,866
5	<b>Class 5</b>	58,751	61,018
6	<b>Class 6</b>	963	1,082
7	<b>Total</b>	<b>66,646</b>	<b>68,432</b>

c), d) and e)

The figure below shows the number of years drivers have not taken road tests in the past 5, 10, 15, 20, 25 and 30+ years on the full stage license, by licence class.

**Figure 2 Number of Years Ago Driver Was Tested, by Driver Licence Class**

Line No.	License Class	30+	25-29	20-24	15-19	10-14	5-9	0-4	No Test Recorded*	Total
1	1F	7,670	3,122	5,320	4,184	4,756	5,971	8,274	3,170	42,467
2	2F	1,235	434	590	731	811	994	1,247	222	6,264
3	3F	2,284	688	866	1,086	1,477	2,267	3,020	638	12,326
4	4F	1,424	1,256	1,406	1,853	2,321	3,236	4,258	766	16,520
5	5F	223,415	50,423	50,617	53,914	63,566	84,829	76,646	110,329	713,739
6	6F	23,783	3,767	3,557	3,341	3,253	3,955	4,329	53	46,038
7	<b>Total</b>	<b>259,811</b>	<b>59,690</b>	<b>62,356</b>	<b>65,109</b>	<b>76,184</b>	<b>101,252</b>	<b>97,774</b>	<b>115,178</b>	<b>837,354</b>
8	<b>Percent of All</b>									
9	<b>Current Full Stage</b>									
10	<b>License Holders</b>	<b>31%</b>	<b>7%</b>	<b>7%</b>	<b>8%</b>	<b>9%</b>	<b>12%</b>	<b>12%</b>	<b>14%</b>	
11	*Indicates driver not tested or out of province									

**BW (MPI) 1-4**

<b>Part and Chapter:</b>	<b>Part VII LP Attachment A RS conference report</b>	<b>Page No.:</b>	<b>P 53</b>
<b>PUB Approved Issue No:</b>	<b>20 Road Safety</b>		
<b>Topic:</b>	<b>Optimal road safety budget</b>		
<b>Sub Topic:</b>	<b>Measuring drivers against standards</b>		

**Preamble to IR:**

BW submits that in order for MPI to properly estimate the road safety education requirement, it is important to understand what Manitoba drivers know and do not know with respect to rules of the road and other road safety legal requirements.

**Question:**

- a) How does MPI ensure that experienced drivers keep up to date with rules of the road and other updated road safety legal requirements?
- b) Does MPI have any tests or programs where experienced drivers are tested with a contemporary driver licensing exam?
- c) If so, how are these tests or programs administered?
- d) If so, please provide copies of these tests or programs?
- e) If so, please file a summary showing the questions that do and don't cause most difficulty for this group.
- f) If not, why does MPI not obtain this type of data or information?

- g) Does MPI have an estimate or an understanding of which rules of the road or other road safety legal requirements that experienced drivers are most likely to get wrong?
- h) For any quizzes or survey questions that test road safety knowledge of experienced drivers in Manitoba, please file a summary showing the questions that do and don't cause most difficulty for experienced drivers.

**Rationale for Question:**

BW is concerned that many drivers are simply unaware of how to interact with cyclists and other Vulnerable Road Users on the road. MPI has improved the information it includes in its driver training manual, but this only reaches new drivers.

This is one example of a larger problem of a potential training deficit among drivers licensed long ago that affects the safety of all road users. BW would like to assist the Public Utilities Board to better understand what MPI knows about this knowledge gap in order to evaluate the suitability of their programs aimed at educating drivers to meet ongoing safe driving standards.

**RESPONSE:**

Driver testing is conducted through MPI's administration of *The Manitoba Drivers and Vehicles Act*, on behalf of the Province. As such, these activities and costs are not relevant to Basic rate setting, and not a factor in setting the road safety budget. However, in the spirit of embracing transparency, MPI has provided answers below.

- a) See [BW \(MPI\) 1-5\(a\)](#) on how all drivers are informed about changes to road safety-related legislation.
- b) MPI does not test experienced drivers with a contemporary driver licensing exam beyond the initial road test required to attain the driver's licence of that class. Drivers who wish to obtain a license at classes 1-4 are required to be re-tested as a part of the training process for these classes of licenses.

c), d), and e)

See response (b).

- f) MPI intervenes as a result of driver action, such as involvement in collisions and driving offences, rather than driver experience. The Driver Fitness department determines the appropriate intervention based on the nature and number of driver incidents, in an effort to improve driving behaviour of individuals identified as high risk.
- g) See response in (b) and (f) above.
- h) MPI does not survey or quiz drivers once they have attained a driver's licence of any class in order to further test their driving knowledge.

**BW (MPI) 1-5**

<b>Part and Chapter:</b>	<b>Part VII LP Attachment A RS conference report</b>	<b>Page No.:</b>	<b>P53</b>
<b>PUB Approved Issue No:</b>	<b>20 Road Safety</b>		
<b>Topic:</b>	<b>Optimal road safety budget</b>		
<b>Sub Topic:</b>	<b>Driver education methodology and cost</b>		

**Preamble to IR:**

Succeeding at any given training task requires effective methodology and an adequate budget.

**Question:**

- a) Please provide an example of a new road safety rule or standard that was successfully communicated to all Manitoba drivers, describing who led the program, how drivers were educated, how much it cost, and how it was evaluated.
- b) For example, look at how Manitoba drivers were taught to slow down and pull over to give wide berth to emergency workers and their vehicles by the side of the road. Please provide information on:
  - i. Who led the program?
  - ii. How drivers were educated?
  - iii. How much it cost?
  - iv. How it was evaluated?

- v. How many emergency workers have been killed or seriously wounded in a road-side collision in each of the past 10 years and how effective has this program been in reducing such injuries and/or fatalities.

**Rationale for Question:**

Understanding the methodology and cost involved to train all Manitoba drivers on a single issue, in combination with an estimate of the number of issues that require a training initiative, provides useful guidance on the training costs MPI may face to ensure that all drivers meet standards to operate vehicles safely.

**RESPONSE:**

- a) Example: Bill 17 The Drivers and Vehicles Amendment and Highway Traffic Amendment Act.

Bill 17 increased penalties for using a handheld device while driving and created tiered suspensions for the offence. The Bill also increased the fine amount on conviction for use of a hand-held device, and increased downward movement on the DSR scale from two to five levels for careless driving convictions.

In support of this change, MPI worked with its safety partners to inform drivers and the general public, in addition to MPI internal departments, of the following key messages:

- Don't text and drive, and don't talk on hand-held cell phones while driving;
- Tougher penalties are now in place for using a handheld device while driving;
- If you use a handheld device while driving, you will receive a three-day driver's licence suspension for a first offence, and a seven-day suspension for each subsequent offence. You will also receive a \$672 fine and five demerits;
- Give your full attention to driving – anything that distracts your attention from the road can interfere with safe driving;

The delivery of this education and awareness initiative was led by MPI's Change Management Office who coordinated communication efforts with Manitoba Infrastructure and other MPI departments including Road Safety Programming, Driver Fitness, Enterprise Project Management, Legislative and Regulatory Services, Knowledge Management Services, Advertising and Internal Communications and Stakeholder Relations.

The strategic approach employed by MPI to deliver these messages included a variety of tactics, such as:

- Supporting government's announcement of legislation coming into effect through news releases, radio and print advertisement, public website changes, social media and appropriate communications through MPI's internal communications.
- Updating public communications (website and print) and High School Driver Education training materials;
- Updating internal MPI staff, Brokers On-line, and MPI owned external stakeholder documentation;
- Training for all relevant MPI teams including frontline staff and brokers, Driver Fitness teams, adjusters, road safety teams, commercial driving schools;
- Training and communication, as needed, for all relevant external stakeholders including law enforcement, Licence Suspension Appeal Board (LSAB), Safety Services MB (SSM), Teens Against Destructive Decisions (TADD) Manitoba Chapter, Manitoba Infrastructure, Manitoba Justice Corporate Services & Program Management, Manitoba Association of Chiefs of Police (MACP), and Canadian Council of Motor Transport Administrators (CCMTA);

The costs to deliver the awareness tactics noted above was \$7,615 (Corporate).

A formal evaluation of the campaign was not done; however, the project team did complete a post-implementation review of the initiative, as a lessons learned



exercise, in order to improve and enhance implementation of similar initiatives in the future.

- b) In 2011, the Slow Down Move Over law became part of *The Highway Traffic Act* (Manitoba). The law requires drivers to slow down and move over when they see an emergency vehicle or tow truck pulled over on the side of the road with its emergency lights flashing. MPI, in addition to other safety stakeholders such as CAA Manitoba, supported general awareness of this change to Manitobans, and continue to include messaging within existing awareness channels.
- i. Development and implementation of awareness efforts were led by the MPI's Advertising department, and supported by Road Safety Programming and Media Relations;
  - ii. Drivers were informed of the new safety standard through the MPI's traditional communication and media channels, such as a media news release, updates to High School Driver Education training materials (including a new procedural video), webpage updates within speed section, and a 60 second driver segment;
  - iii. The costs associated with these awareness efforts are \$10,053 (Corporate);
  - iv. The awareness program was not formally evaluated;
  - v. MPI does not track this type of information or detail.

**BW (MPI) 1-6**

<b>Part and Chapter:</b>	<b>Part VII LP Attachment A RS conference report</b>	<b>Page No.:</b>	<b>P.19</b>
<b>PUB Approved Issue No:</b>	<b>20 Road Safety</b>		
<b>Topic:</b>	<b>Vehicle class impact on safety of other road users</b>		
<b>Sub Topic:</b>	<b>Case study of FSPU v. Class C sedans</b>		

**Preamble to IR:**

BW understands that at the road safety technical conference, MPI acknowledged that passenger trucks might be more harmful to other road users in collisions, but that their insurance rate does not reflect such costs.

BW further understands that european regulators require that car front-ends minimize collision consequences for pedestrians. While cars sold in North America are generally of the same design; North Americans are buying “trucks” which are not subject to these types of stringent safety rules.

**Question:**

- a) Has MPI conducted a quantitative analysis of crash consequences that compares two popular classes of vehicles, Full Sized Pick Ups and C size cars? If not, why not?
- b) Does MPI have data or information regarding the crash and/or accident records of these two types of vehicles? In particular, with respect to the probability of being involved in a crash, and the probability that they cause (a) more harm to humans outside the vehicle, and (b) more damage to the vehicles they crash into?
- c) If not, why not?

- d) Does MPI have the data or information regarding the weighting of the vehicle type as an explanatory variable in predicting the probability of a collision? If not, why not?
- e) Does MPI have the data or information regarding the vehicle class and in predicting the probability of (a) crashes, and (b) harm caused outside the vehicle? If not, why not?

**Rationale for Question:**

At the road safety technical conference, MPI acknowledged that passenger trucks might be more harmful to other road users in collisions, but that their insurance rate does not reflect such costs. This analysis will provide a basis for evaluating whether MPI should rate different classes of vehicles on their propensity to cause damage to other road users.

**RESPONSE:**

a) to e)

MPI has not conducted the specific analyses referenced above. The insurance rates for all vehicle types reflect the historical claims costs of that vehicle type utilizing the cost allocation rules ordered by the Public Utilities Board (PUB). The issues referenced in the preamble in regards to vehicles of different size or weight were addressed as part of the loss transfer hearing in 2005. Specifically, in PUB Order 97/05, Order #1(b):

*"In any accident involving one or more MPI-insured vehicles and (i) one or more unidentified hit-and-run offenders, or (ii) another injured party or parties (including cyclists, pedestrians, and occupant(s) of out-of-province vehicles)... 50% of total PIPP costs are to be effectively allocated across all vehicle rating categories."*

In complying with this Order, a special "pool" class was set-up. All Personal Injury Protection Plan (PIPP) claims costs which were to be allocated across all vehicle rating

categories were assigned to the “pool” class. This included PIPP claims costs as per the order above, plus all PIPP claims costs arising out of consideration (i) which could not be successfully allocated as per the Order.

For passenger vehicles, MPI receives vehicle rate groups from the Insurance Bureau of Canada (IBC). The rate groups from IBC reflect the relative collision, comprehensive, and accident benefit insurance costs for each vehicle based on Canada-wide loss experience. MPI uses the IBC rate groups and then determines the average costs per rate group based on MPI experience and the PUB ordered loss transfer rules.

**BW (MPI) 1-7**

<b>Part and Chapter:</b>	<b>Part VII – LP Attachment B</b>	<b>Page No.:</b>	<b>3 of 12</b>
<b>PUB Approved Issue No:</b>			
<b>Topic:</b>	<b>Road to Zero</b>		
<b>Sub Topic:</b>	<b>Progress Report</b>		

**Preamble to IR:**

It is noted that 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.

It is further noted that 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.

**Question:**

- a) How has the manner in which collisions are reported changed?
- b) Which portion of the increase in collision numbers reported from 2011 onwards can be attributed to this change on how collisions are reported?
- c) Aside from the change to how collisions are reported, what other factors or reasons are attributed to the increase in collisions from 2011 onwards?

**Rationale for Question:**

To assist BW and the Public Utilities Board in better understanding what are the causes and/or reasons that there is an increase in collisions.

**RESPONSE:**

- a) Prior to October 2011, only law enforcement agencies completed Traffic Accident Reports (TARs), for collisions resulting in a fatality, injury or property damage in excess of \$1,000. Amendments to *The Highway Traffic Act* (HTA) effective October 2011 changed the definition of a reportable collision to require a police report be made if the driver is aware, has reason to believe, or is later made aware, that a collision involves: a fatality; an injury requiring admittance to hospital for observation or treatment; another driver not having a valid driver's licence; another vehicle not validly registered; the driver of another vehicle not providing the required particulars; the driver of another vehicle not stopping at the scene of the accident; or, alcohol or another intoxicating substance as a factor in the accident. As of October 2011, all accidents occurring on a public roadway where the above conditions are not met are now reported through the claim registration process with MPI.

The Traffic Collision Statistics Report (TCSR) contains the above reportable collisions and the TARs arising from them. As of 2012 and consistent with other jurisdictions in Canada, a minimum of \$2,000 damage (all vehicles combined) is necessary for property damage only (PDO) collisions to be included in the TCSR report. Previously, the minimum total damage for PDO collisions was \$1,000.

Please see [Part V\(i\) Claims Incurred CI.9.1](#) for a discussion of claims frequency data related to Basic rate setting.

- b) No proportional increase can be determined and attributed to the reporting, given the historical information available. The change was made to lessen the work load on police and to account for an unknown, and unquantified, underreporting of traffic collisions. The above noted amendment to the HTA resulted in an increase in minimal injury (no hospital treatment required) and property damage only (PDO) collisions reported in the TAR Database not previously been captured.
- c) The average cost to repair a vehicle continues to increase. This has resulted in a greater number of (PDO) collisions than would have been included in previous

years in the TCSR. What once may have cost less than \$1,000 to repair may now cost \$2,000 or more (the minimum combined vehicle damage to be included in the TCSR).

**BW (MPI) 1-8**

<b>Part and Chapter:</b>	<b>Part VII – LP Attachment B</b>	<b>Page No.:</b>	<b>3 of 12</b>
<b>PUB Approved Issue No:</b>			
<b>Topic:</b>	<b>Road to Zero</b>		
<b>Sub Topic:</b>	<b>Progress Report</b>		

**Preamble to IR:**

It is noted that the personal and societal costs of collisions, injuries and fatalities continue to be significant in Manitoba. According to Transport Canada, the Societal Costs of Collisions (SCoC) in Manitoba are estimated to \$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.

**Question:**

- a) Aside from the increase in the number of fatalities in 2016, what are the other factors that led to an increase in the SCoC per licenced driver?
- b) How much did these other factors contribute to the increase in comparison to the increase in the number of fatalities?

**Rationale for Question:**



**RESPONSE:**

- a) The only other factor that led to a meaningful increase in the Societal Costs of Collisions (SCoC) per licenced driver was injuries resulting from collisions.
  
- b) Fatalities and injuries comprise over 75% of the SCoC. Therefore, the increase in fatalities contributed considerably to the increase (69%) in SCoC, with the increase in injuries contributing the next largest increase (23%). The remaining factors contributed a very small percentage to the increase.

**BW (MPI) 1-9**

<b>Part and Chapter:</b>	<b>Part VII – LP Attachment B</b>	<b>Page No.:</b>	<b>5 of 12</b>
<b>PUB Approved Issue No:</b>			
<b>Topic:</b>	<b>Road to Zero</b>		
<b>Sub Topic:</b>	<b>Progress Report</b>		

**Preamble to IR:**

It is noted that there are four contributing factors (distracted driving, speeding, impaired driving and losing control/driving off the roadway) that 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).

**Question:**

- a) How does MPI obtain this particular data?
- b) Does this data have any impact or influence on the size of MPI's road safety budget or how MPI determines its road safety allocation budget?
- c) If so, how?
- d) If not, why not?

**Rationale for Question:**

**RESPONSE:**

- a) Contributing factors in collisions are noted in an input field in the traffic accident reporting process using the Traffic Accident Report (TAR). Up to three contributing factors are entered by a MPI Contact Centre agent for each vehicle driver, pedestrian or cyclist involved in a collision, based on any and all information received when a customer (or representative of) first reports a collision occurring in Manitoba. A TAR may be completed by a police officer, when the collision is severe enough for police to be involved.

The following factors are combined when assessing the issue of 'distracted driving'.

- 'Careless driving': Driver was operating the vehicle without due care and attention or without reasonable consideration for other persons using the roadway'.
- 'Distraction / inattention': Driver was operating a motor vehicle without due care and attention or placing less than full concentration on driving (changing radio stations, eating, reading, using a hand-operated electronic device, such as a cellphone, smartphone, or tablet, etc.).

b), c), and d)

The proportional frequency of contributing factors in collisions does not in and of itself influence the total MPI road safety budget, but does influence budget allocation.

The Road Safety Programming Operational Plan & Framework (*Part VII Loss Prevention Attachment A Appendix 5*) describes the method used for ranking the department's annual road safety-issue priorities. Top ranked issues, in turn, receive the greatest attention when considering and approving initiatives requiring budget.

**BW (MPI) 1-10**

<b>Part and Chapter:</b>	<b>Part VII – LP Attachment B</b>	<b>Page No.:</b>	<b>8 of 12</b>
<b>PUB Approved Issue No:</b>			
<b>Topic:</b>	<b>Road to Zero</b>		
<b>Sub Topic:</b>	<b>Progress Report</b>		

**Preamble to IR:**

In October 2018, MPI 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 collisions warning technology.

**Question:**

- a) What is the nature of data and/or information that MPI has obtained from this pilot project?
- b) What does MPI intend to do with the data/information that it will collect from this pilot project?
- c) Can MPI please provide that data/information?
- d) If not, why not?

**Rationale for Question:****RESPONSE:**

- a) A formal evaluation will be undertaken following the completion of the project for which MPI will obtain data regarding the collisions and claims experience of the

participating taxis against non-participating taxis (Unicity and Duffy's taxis within Winnipeg, only). A basic quantitative analysis will allow MPI to compare collision rates between groups (participants and non-participants). Through this analysis we will be able to determine whether, and to what extent, the Mobileye technology contributed to reductions in overall collisions, at-fault collisions, and rear end at-fault collisions among taxi drivers. The observed results will be considered against the costs of the technology, including installation and maintenance.

As part of the final evaluation MPI will also obtain feedback from a sample of participating taxi drivers through interviews and/or a survey questionnaires. This will provide information from the user perspective on the perceived value of the technology, any issues with the device, and overall experience. In addition, all participants will be polled as to whether they intend to retain the device; this will serve as a measure of uptake and allow MPI to better estimate its return on investment in the project.

- b) The results of the final evaluation will be used to inform decisions on whether, and how, we might expand the use of driver assist features, such as forward collision warning technology, to augment our road safety efforts in the future.
- c) We will share the results of our final evaluation within the 2021 General Rate Application (GRA).
- d) Not applicable.

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<b>Topic:</b>	<b>Road to Zero</b>		
<b>Sub Topic:</b>	<b>Progress Report / City of Winnipeg Active Transportation Network</b>		

**Preamble to IR:**

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 destinations 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.

**Question:**

- a) What steps or efforts is MPI taking to ensure that drivers understand and follow the new rules of the road and overall road safety standards, in particular regarding cyclists and vulnerable road users, when it comes to the introduction of this expansive citywide active transportation network?
- b) Is MPI monitoring and/or keeping or sharing data and/or information with the City with respect to safety of cyclists and other vulnerable road users when it comes to the development and use of this expansive, citywide active transportation network? If not, why not?

**Rationale for Question:**

**RESPONSE:**

- a) MPI has updated its website cycling content, High School Driver Education (HSDE) curriculum related to active transportation, and has developed 60 second driver segments related to navigating the City of Winnipeg’s new cycling infrastructure.
  
- b) Currently, collision data information has not been actively shared with the City of Winnipeg due to limitations in identifying specific collision location and causation, specifically related to the citywide active transportation network. MPI is committed to improving collision data collected and used to evaluate safety initiatives intended to reduce the risk of all road users. Therefore, MPI will collaborate with the City to determine current data gaps and identify strategies on how best to gather and share improved collision information.