

PUB Technical Conference

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The State of Road Safety in Manitoba

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Background

- ▶ In Order 130/17, the Public Utilities Board ordered that a technical conference be held in 2019 to address the issue of road safety in Manitoba
- ▶ Road safety is of interest to the Board because the Board recognizes successful road safety efforts can ultimately impact claims, claims costs, and the premiums required to fund the Basic compulsory insurance program
- ▶ The Board also recognizes that road safety and loss prevention are complex, multi-faceted issues involving many stakeholders
- ▶ Addressing road safety and loss prevention through a technical conference was expected to create productive discussion and collaboration amongst all interested stakeholders; from which significant progress in addressing road safety could be demonstrated in the 2020 GRA

The Facilitator

- ▶ Ward Keith, *MBA, FCIP, CIM*
- ▶ Former MPI Vice President responsible for road safety and loss prevention efforts
- ▶ Retired January 1, 2019
- ▶ Retained by the Board to act as objective and independent facilitator
- ▶ Role was to guide conference agenda, facilitate open and interactive discussion, and prepare written report summarizing:
 - ▶ Key discussion topics
 - ▶ Current MPI priorities and initiatives
 - ▶ Stakeholder comments, suggestions and recommendations
- ▶ Final report delivered to the Board on May 13, 2019

Conference Participants

- ▶ Manitoba Public Insurance
- ▶ Coalition of Manitoba Motorcycle Groups
- ▶ CAA Manitoba
- ▶ Canadian Council of Motor Transport Administrators
- ▶ Manitoba Association of Chiefs of Police
- ▶ Manitoba Infrastructure
- ▶ Consumers Association of Canada (Manitoba)
- ▶ Bike Winnipeg
- ▶ Safety Services Manitoba
- ▶ MADD Canada
- ▶ Manitoba Trucking Association
- ▶ City of Winnipeg Transportation and Public Works
- ▶ Active Aging in Manitoba

Contextual Discussions

- ▶ The current state of road safety in Manitoba
 - ▶ Total collision trends
 - ▶ Fatality and injury collision trends
 - ▶ The social costs of crashes in Manitoba
- ▶ The current state of road safety governance
 - ▶ Canada's Road Safety Strategy 2025
 - ▶ The Provincial Road Safety Committee
 - ▶ MPI's 2019 Loss Prevention Strategy
 - ▶ MPI's 2017-2020 Road Safety Operational Plan
 - ▶ MPI External Stakeholder Committee on Loss Prevention
 - ▶ MPI/MACP Traffic Safety Committee

Contextual Discussions

- ▶ Review and evolution of MPI road safety frameworks
 - ▶ Priority setting framework and methodology
 - ▶ Program development framework
 - ▶ Program evaluation framework

Review of MPI Road Safety Priorities, Programs and Initiatives

- ▶ Traffic safety culture
- ▶ Distracted driving
- ▶ Alcohol and drug impaired driving
- ▶ Speed
- ▶ Rural road safety
- ▶ Vulnerable road users
- ▶ Wildlife collisions

Review of MPI Road Safety Priorities, Programs and Initiatives

- ▶ Driver education, training and licensing
 - ▶ High School Driver Education Program (Driver Z)
 - ▶ Mandatory entry level training for Class One commercial drivers
 - ▶ Adult driver education
 - ▶ Graduated driver licensing program review
 - ▶ Northern driver training and testing
- ▶ Youth education initiatives
- ▶ Medically-at-risk drivers
- ▶ Vehicle safety
- ▶ Traffic enforcement initiatives

Additional Provincial Road Safety Efforts

- ▶ Manitoba Infrastructure
- ▶ City of Winnipeg
- ▶ Provincial legislation changes

Key Stakeholder Comments and Suggestions

▶ CAA Manitoba

- ▶ Expressed support for many current initiatives with particular support for the Driver Z program and efforts to strengthen the traffic safety culture
- ▶ Has conducted nationwide surveys on how to build a stronger traffic safety culture and offered to share those survey findings with MPI
- ▶ Has done significant work in Ontario to update the road safety curriculum in schools and offered to share those materials with MPI
- ▶ Currently partners with MPI on the School Safety Patrol Program and expressed interest in working with MPI to improve program materials
- ▶ Recommends MPI work with other industry stakeholders to lobby vehicle manufacturers on the importance of accelerating adoption of driver-assist vehicle safety technologies
- ▶ Stressed the importance of improved data collection to accurately measure correlations between drug-impaired driving and the legalization of cannabis in Canada

Key Stakeholder Comments and Suggestions

- ▶ Manitoba Infrastructure
 - ▶ Offered useful information on the safety measures considered when identifying highway safety improvements; and spoke to key infrastructure projects and related safety considerations applied to those projects
- ▶ City of Winnipeg
 - ▶ Spoke to key infrastructure projects to support active transportation
 - ▶ Noted work is underway to develop a new Ten-Year Master Transportation Plan and invited all stakeholders to participate in that process
- ▶ Manitoba Association of Chiefs of Police
 - ▶ Expressed strong support for MPI's enhanced enforcement funding program and the involvement of police services on the Provincial Road Safety Committee and MPI's External Stakeholder Committee on Loss Prevention
 - ▶ Spoke of efforts to expand use of current automated speed enforcement and intersection safety technologies

Key Stakeholder Comments and Suggestions

▶ CCMTA

- ▶ Acknowledged Manitoba's efforts to improve road safety in a planned, coordinated manner through the Provincial Road Safety Committee
- ▶ Noted Manitoba's leadership in efforts to transform the traffic safety culture and supports continuation of roadside surveys to measure the prevalence of drug use among drivers following legalization of cannabis
- ▶ Noted that relying on vehicle manufacturers and telecommunication providers to develop technology disabling features will not solve the distracted driving issue; focus must be on behaviour change of the user

▶ Safety Services Manitoba

- ▶ Delivers road safety education and remedial driver training programs on behalf of MPI and welcomes the opportunity to work more closely with MPI to develop success measures and performance indicators related to these programs

Key Stakeholder Comments and Suggestions

► MADD Canada

- Provided useful information on the drug-impaired driving issues related to cannabis legalization in Canada as a key advisor to the Federal government when the legislation was being developed
- Strongly supports provincial efforts to strengthen impaired driving legislation following the model of roadside sanctions introduced in BC in 2010

► Manitoba Trucking Association

- Encouraged MPI to develop road safety strategies specific to heavy commercial vehicles and welcomed opportunities to work with MPI on these initiatives
- Expressed interest in partnering with MPI and Safe Work Manitoba on strategies to address distracted driving specifically within the heavy commercial vehicle industry
- Expressed support for MPI efforts to transform the traffic safety culture but encouraged MPI to share industry-specific crash data relating to heavy commercial vehicles so industry employers can initiate concurrent culture change within their own companies
- Noted the US already has a highly effective drug and alcohol testing regime for heavy commercial vehicle operators and encouraged MPI or other stakeholders to support implementation of a similar program in Canada

Key Stakeholder Comments and Suggestions

- ▶ Bike Winnipeg
 - ▶ Supports use of social costing; anticipates significant impacts to MPI's road safety priorities, business cases, resource allocation, and funding optimization measures
 - ▶ Recommends the Board consider adding advisory expertise in quantitative social sciences to monitor the application of social costs on MPI priority setting, program funding, and program evaluation
 - ▶ Recommends MPI develop new measures to track changes in driver behaviour beyond self-reported changes in attitudes and beliefs
 - ▶ Noted the need for stakeholders to receive more timely and transparent collision data
 - ▶ Recommends MPI examine ways to educate vehicle consumers on the types of vehicles most likely to cause harm, and to dis-incentivize the use of these vehicles through insurance premiums
 - ▶ Believes motorists should be educated to yield the right-of-way to vulnerable road users in all situations
 - ▶ Recommends MPI work with relevant stakeholders to study the use of road signs that more clearly articulate how drivers are to behave around vulnerable road users
 - ▶ Recommends MPI consider periodic testing of experienced drivers to identify skill and knowledge gaps
 - ▶ Recommends Manitoba Infrastructure and the City of Winnipeg continue strategies to develop active transportation infrastructure and to consider needs of vulnerable road users from the outset in major project planning and design

Key Stakeholder Comments and Suggestions

► CMMG

- Stressed the need to continue with education and awareness campaigns to educate motorists on how to share the road safely with motorcyclists
- Spoke about the importance of motorcycle training and offered suggestions to better address the training needs of new and experienced riders
- Expressed support for greater use of automated enforcement and offered suggestions to improve roadway signage
- Supports MPI's conclusion that wildlife fencing is impractical, and supports expanded use of variable and temporary road side signs to alert drivers to wildlife activity along high collision corridors
- Expressed overall concern with the lack of new investments in motorcycle safety programming and encouraged MPI to consider new programs, including stronger support for the Experienced Rider Training Program offered by Safety Services Manitoba

Key Stakeholder Comments and Suggestions

- ▶ CAC (Manitoba)
 - ▶ Spoke to the importance of engaging stakeholders and the general public and offered suggestions on how existing collaboration efforts can be improved
 - ▶ Noted growing use of mobility vehicles and requested MPI share details of any strategies being developed by the Provincial Road Safety Committee
 - ▶ Recommends that as part of the Provincial Road Safety Plan, a provincial road safety budget be developed and made available to the public
 - ▶ Recommends MPI file jurisdictional and best practice research undertaken by MPI to inform their decisions on new programs or improvements to existing programs
 - ▶ Spoke to the importance of measuring and evaluating program outcomes and recommends that for all programs and portfolios, GRA filings include information on how program outcomes are being evaluated and measured on an ongoing basis in alignment with best practice

MPI Commitments and Action Items

- ▶ Use social rather than direct costs of collisions in priority setting, business case development, and resource allocation methodologies
- ▶ File the Provincial Road Safety Report – *Toward Zero* first year progress report once approved for release by government
- ▶ Consider revisiting the current success measure of public support for MPI's road safety efforts as identified in the 2018 Annual Report
- ▶ Undertake discussions with the Manitoba Trucking Association to develop dedicated road safety strategies for heavy commercial vehicles
- ▶ Undertake discussions with the Manitoba Trucking Association to finalize policy and implementation details related to mandatory entry level training for Class One commercial drivers

MPI Commitments and Action Items

- ▶ Consider engaging the Manitoba Trucking Association more directly on the Provincial Road Safety Committee and/or working groups related to heavy commercial vehicle safety
- ▶ Consider providing input into the City of Winnipeg's ten-year Transportation Master Plan now under development
- ▶ Engage with the City of Winnipeg and other municipalities in development of municipal road safety strategies to help ensure their alignment to objectives and success measures under the provincial plan
- ▶ Ensure members of technical working groups under the Provincial Road Safety Committee are kept informed about recommendations to be pursued or declined

MPI Commitments and Action Items

- ▶ Survey members of External Stakeholder Committee on Loss Prevention to help inform a review and renewing of the committee's Terms of Reference
- ▶ Regularly share program and portfolio evaluations with External Stakeholder Committee on Loss Prevention
- ▶ Provide all conference participants with the most recent full-scale evaluation of Impaired Driving Portfolio, if not previously filed
- ▶ Follow up with Bike Winnipeg on their request for questions asked by MPI claim takers to determine contributing factors, and the instructions provided to employees for coding these factors
- ▶ Examine opportunities to do geo-mapping of speed-related collisions using existing collision data
- ▶ Review Transport Canada study on vulnerable road user interactions with commercial vehicles to determine additional opportunities within or outside of the new mandatory training program

Commitments of Other Stakeholders

- ▶ All stakeholders to consider providing input into the City of Winnipeg's Ten-Year Transportation Master Plan
- ▶ CAA to provide results of national traffic safety culture surveys to MPI to help inform efforts to create a stronger traffic safety culture in Manitoba
- ▶ CAA to share program materials from Ontario to assist MPI in redevelopment of the road safety learning resources curriculum in schools
- ▶ CAA to follow up with MPI to review, update, and improve current training materials for the School Safety Patrol Program in Manitoba

Concluding Comments

- ▶ Technical Conference was well attended and all participants were actively engaged
- ▶ Discussion was informative, respectful and productive
- ▶ MPI representatives were thorough and transparent in their review of current programming efforts, and were open to the input and feedback of stakeholders
- ▶ Stakeholder representatives offered valuable input, suggestions and recommendations that are deserving of meaningful consideration by MPI or the Provincial Road Safety Committee