

REPORT NO. 144 of the
ENVIRONMENT, TRANSPORTATION & PUBLIC SAFETY
STANDING COMMITTEE
of its meeting held May 22, 2013

Present:
Councillor J. Gignac
Councillor A. Halberstadt
Councillor R. Jones
Councillor H. Payne
Councillor F. Valentinis, Chair

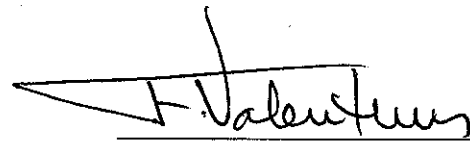
That the following recommendations of the Environment, Transportation and Public Safety Standing Committee **BE APPROVED:**

Moved by Councillor Gignac, seconded by Councillor Payne,

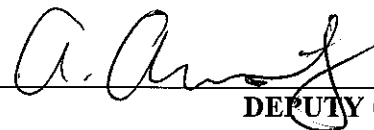
- A. That the 2012 Road Safety Report **BE RECEIVED** for information and that the report **BE USED** by Administration as a guiding document for the review and planning of safety improvements to the transportation network, and
- B. That Administration **BE DIRECTED** to request the Ministry of Transportation of Ontario to revise collision reporting procedures so that:
- a. Separate vehicle classifications are provided for power assisted bicycles (e-bikes) and conventional bicycles on collision reporting forms, and
 - b. Power assisted bicycles are considered motor vehicles for collision reporting purposes.
- Carried.

LIVELINK 16533, ST2013

Clerk's Note: The report of the Policy Analyst dated May 8, 2013 entitled "2012 Road Safety Report" is attached as background information.



CHAIRPERSON



DEPUTY CLERK

NOTIFICATION:				
Name	Address	Email Address	Telephone	FAX



THE CORPORATION OF THE CITY OF WINDSOR
Environment, Transportation & Public Safety Standing Committee –
Admin Report – Environment Transportation

**MISSION STATEMENT:**

"The City of Windsor, with the involvement of its citizens, will deliver effective and responsive municipal services, and will mobilize innovative community partnerships"

LiveLink REPORT #: 16533 ST2013	Report Date: May 8, 2013 (PW#3556-05/08/13)
Author's Name: Jeff Hagan	Date to Committee: May 22, 2013
Author's Phone: 519 255-6247 ext. 6003	Classification #:
Author's E-mail: jhagan@city.windsor.on.ca	

To: Environment, Transportation and Public Safety Standing Committee

Subject: 2012 Road Safety Report

1. RECOMMENDATION: City Wide: Ward(s): _____

- A. That the 2012 Road Safety Report **BE RECEIVED** for information and that the report **BE USED** by Administration as a guiding document for the review and planning of safety improvements to the transportation network, and
- B. That Administration **BE DIRECTED** to request the Ministry of Transportation of Ontario to revise collision reporting procedures so that:
- a. Separate vehicle classifications are provided for power assisted bicycles (e-bikes) and conventional bicycles on collision reporting forms, and
 - b. Power assisted bicycles are considered motor vehicles for collision reporting purposes.

EXECUTIVE SUMMARY:

N/A

2. BACKGROUND:

The intent of the Road Safety Report is to provide factual information to agencies and individuals involved in road safety in the City in order to provide a sound basis for road safety related decisions, as well as to provide a source of data to allow the evaluation of the performance of ongoing safety-related programs, policies, and strategies.

It is intended that an internal committee be formed consisting of representatives from City departments and other agencies involved with road safety in Windsor for the purposes of reviewing the findings of the report, identifying needs and opportunities, and recommending measures to address identified road safety issues and high collision locations. This committee will meet periodically as needed.

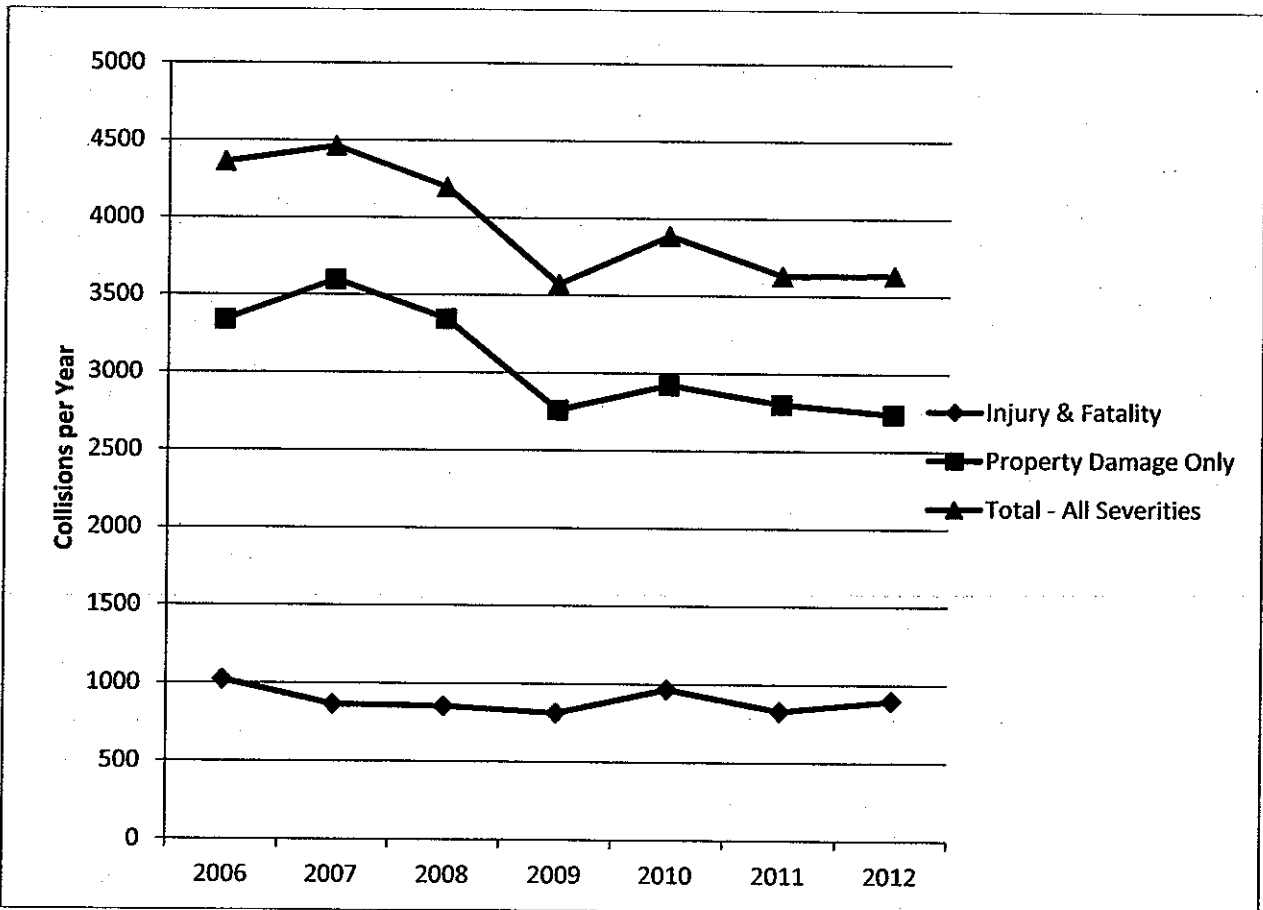
3. DISCUSSION:

A summary of key points contained within the report is provided below. For further details, please consult the Road Safety Report.

Overall Trends

The total number of collisions on City of Windsor roads and streets is summarized by severity in the table and figure below.

Year	Collisions			Total
	Fatality	Injury	Property Damage Only	
2006	6	1,015	3,339	4,360
2007	4	860	3,598	4,462
2008	7	846	3,344	4,197
2009	3	809	2,760	3,572
2010	2	963	2,922	3,887
2011	3	825	2,802	3,630
2012	7	889	2,738	3,634



Key Statistics

Key statistics from the Road Safety Report are presented in the table below. In the “Difference” column, the percentage indicates the difference between the 2012 value and the 5-year (2008 through 2012) average, and the arrow direction of up, down, or horizontal indicates an increase, decrease, or change less than 5%, respectively. Additional details are available in the report.

Category	Measure	City of Windsor		
		5-year Average	Difference	2012
Overall Collisions	Total Collisions – All Severities	3,784	→ -4%	3,634
Injury Collisions	Total Injury Collisions	867	→ +3%	889
	Total Persons Injured	1,114	→ +3%	1,150
	Persons Injured per 1,000 population	5.25	→ +4%	5.45
Fatal Collisions	Total Fatal Collisions	4.4	↑ +59%	7
	Total Fatalities	4.4	↑ +59%	7
	Fatalities per 100,000 population	2.07	↑ +60%	3.32
Alcohol	Total Alcohol-Related Collisions	105	↓ -10%	94
	% of Collisions Involving Alcohol	2.77%	↓ -6%	2.59%
	% of Drivers with Alcohol-Related Driver Conditions	1.40%	↓ -14%	1.20%
	Fatal Collisions with Alcohol-Related Driver Conditions	1.0	↑ +200%	3
	% of Fatal Collisions Involving Alcohol	23%	↑ +87%	43%
Driver Inattention	Total Inattention-Related Collisions	1,457	↓ -15%	1,238
	% of Collisions Involving Inattention	34.5%	→ -1%	34.1%
	% of Drivers Reported as Inattentive	17.7%	↓ -7%	16.4%
Cyclist Collisions (including e-bike collisions – also see section below on cyclist collision reporting)	Total Cyclist Collisions – All Severities	96.2	→ -3%	93
	Total Cyclist Injury Collisions	73.2	↓ -23%	56
	Total Cyclist Fatal Collisions	0.2	↑ +400%	1
	% of Cyclists Wearing Helmets (where known)	18%	↓ -28%	13%
Pedestrian Collisions	Total Pedestrian Collisions – All Severities	76.0	↑ +16%	88
	Total Pedestrian Injury Collisions	70.6	↑ +16%	82
	Total Pedestrian Fatal Collisions	0.6	↑ +67%	1

City of Windsor vs. Province of Ontario

To provide additional context, City of Windsor collision statistics were compared to Province of Ontario averages for 2006 through 2010 (the most recent five year period available) for measures where provincial data was available. The results are summarized below. Up, down, and horizontal arrows indicate that the City of Windsor value is higher than, lower than, or within 5% of, respectively, the Province of Ontario average.

Category	Measure	Province of Ontario 5-year Average	Windsor vs. Ontario	City of Windsor 5-year Average
Injury Collisions	Persons Injured per 1,000 population	5.12	→ +3%	5.25
Fatal Collisions	Fatalities per 100,000 population	5.04	↓ -59%	2.07
Inattentive Drivers	% of Drivers in Collisions Reported as Inattentive	9.2%	↑ +92%	17.7%
Alcohol	% of Drivers in Collisions with Alcohol-Related Driver Conditions	1.72%	↓ -19%	1.40%
Driver Actions	% of Drivers in Collisions Reported as Driving Properly	49.1%	↓ -13%	42.9%

Issue: Power Assisted Bicycles (E-Bikes) and Collision Reporting

With the increasing popularity of power assisted bicycles (e-bikes), questions have arisen about e-bike safety, both in terms of safety of e-bike riders as well as safety impacts of e-bikes on other road users. It would be desirable to examine e-bike issues in future versions of the Report; however, the provincially mandated collision reporting form used by the Windsor Police Service (and all other police services province-wide) categorizes both conventional bicycles and e-bikes in a single vehicle class, making it impractical to examine e-bikes or conventional bicycles specifically.

The collision reporting procedure used by police forces in Ontario, including the Windsor Police Service, is set by the Ministry of Transportation of Ontario. Any changes to this procedure, such as classifying conventional bicycles and e-bikes separately, would be at the discretion of the Ministry.

For certain vehicle types, separate vehicle classifications are provided for similar vehicles in cases where the differences are relevant (for instance, "passenger van" and "delivery van" are considered separate vehicle types, as are "transit bus" and "school bus"). Administration feels that this approach is also appropriate in the case of bicycles, and that separate "conventional bicycle" and "e-bike" classifications should be provided in order to better allow the examination of e-bike-specific issues and impacts.

Also, questions have arisen regarding the safety impacts of e-bikes on pedestrians and cyclists. However, e-bikes are not considered "motor vehicles" under current collision reporting procedures. Because of this, collisions between e-bikes and other bicycles or between e-bikes and pedestrians are not reportable as collisions, and are therefore not reflected in City collision data.

To address these issues, Administration recommends that the Ministry of Transportation of Ontario be requested to amend collision reporting forms and procedures so that:

1. Separate vehicle classifications are provided for e-bikes and conventional bicycles on collision reporting forms, and
2. E-bikes are considered motor vehicles for collision reporting purposes.

4. RISK ANALYSIS:

While there is no risk associated with the Road Safety Report itself, the intent of the report is to provide information that will inform road safety-related decisions in order to reduce risk to drivers, pedestrians and cyclists in the City of Windsor due to collisions.

Traffic collisions frequently involve complex interactions between human behaviour, vehicle characteristics, and environmental conditions. The factor or factors responsible for causing a collision are not always the most obvious nor are they always readily apparent. Caution should be exercised in drawing conclusions from the statistics presented in this report and conclusions should be drawn only with appropriate qualifications and supportive information.

5. FINANCIAL MATTERS:

N/A

6. CONSULTATIONS:

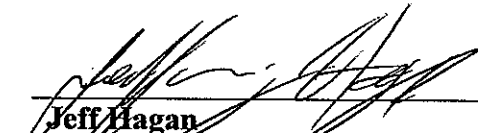
Staff Sergeant John Richards and Barry Horrobin, Windsor Police Service
John Wolf, Traffic Operations

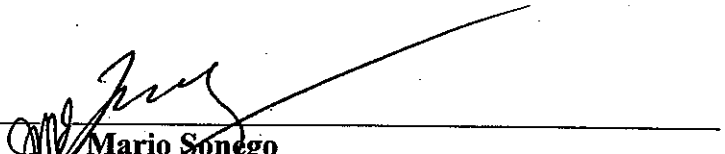
Population data used for the report was provided by the Planning Department.


7. CONCLUSION:

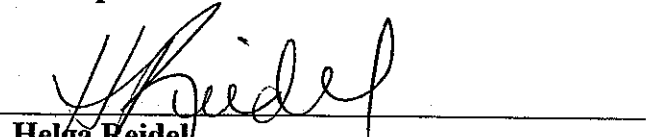
The 2012 Road Safety Report, attached, is provided for information. Administration will use this information for the review and planning of safety improvements to the transportation network.

Administration recommends that the Ministry of Transportation of Ontario be requested to revise collision reporting forms and procedures to allow a better examination of e-bike issues.


Jeff Hagan
Policy Analyst


Mario Sonogo
City Engineer and Corporate Leader
Environmental Protection and
Transportation


Shelby Askin-Hager
Deputy City Solicitor
Manager of Purchasing and Risk
Management


Helga Reidel
Chief Administrative Officer

JH

APPENDICES:
A) 2012 Road Safety Report (Clerk's Note: Due to size, colour copy enclosed for Mayor & Council only. Appendix A is available on City website.)

DEPARTMENTS/OTHERS CONSULTED:
Name:
Phone #: 519 ext.

NOTIFICATION :

Name	Address	Email Address	Telephone	FAX