Agenda – Executive Policy Committee – May 16, 2023

Report – Standing Policy Committee on Public Works – May 8, 2023

Item No. 2 Improving Road Safety Culture in Winnipeg

STANDING COMMITTEE RECOMMENDATION:

On May 8, 2023, the Standing Policy Committee on Public Works submitted the following to Council:

1. That the Council Motion of April 27, 2023, be received as information.

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DECISION MAKING HISTORY:

STANDING COMMITTEE RECOMMENDATION:

On May 8, 2023, the Standing Policy Committee on Public Works recommended to the Executive Policy Committee and Council:

1. That the Council Motion of April 27, 2023, be received as information.

David Grant submitted a communication with respect to the matter.

COUNCIL DECISION:

On April 27, 2023, Council ruled automatic referral of the following motion to the Standing Policy Committee on Public Works:

Moved by Councillor Allard,
Seconded by Councillor Gilroy,

AND WHEREAS road safety is a priority, and though the Winnipeg budget update 2023 increased capital funding the to the Traffic Engineering Improvement Program (TEIP), rebranding the program to the Road Safety Strategy, and investing $1.3 million dollars, there remains a more than $6,000,000 ($6 million) shortfall in the capital program;

AND WHEREAS independent research has provided innovative ways in which road safety could be improved at little to no cost;

AND WHEREAS according to independent research concludes there has been a steady increase per year on the number of pedestrian collisions resulting in fatal injuries;

AND WHEREAS From 2012 to 2020 about 42.3% of reported fatal and severe injuries combined involved pedestrians at the intersection crossing with right of way;

AND WHEREAS regretfully, about 34.1% of pedestrian actions were reported as unknown;

THEREFORE BE IT RESOLVED

1. That Winnipeg Public Service be directed to report back on the following recommendations, outlined in the report attached as Appendix B, in order to improve road safety culture in Winnipeg:

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DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

A. Assess the impact and curtail the practice of filing incomplete Traffic Accident Reports (TAR). Traffic Accident Reports (TAR) with "unknown" actions, fail to include driver, vehicle, roadway user's characteristics and related infrastructure issues. Consequently, incomplete Traffic Accident Reports (TAR) may contribute to the failure to understand what happened at the collision event. Establish a level of dialogue and cooperation with the local agencies responsible for collecting and organizing collision data leading to the establishment of performance measures to reduce the incidence of incomplete collision reports.

B. Consider enhancing the Annual Collision Report. This recommendation is currently underway. However, this report suggests avoiding the practice of lumping pedestrian and bicycle collision data as reported in Figure 2.11 Total number of reported collisions by severity and road location. Page 4 of 25 The objective is to facility the evaluation of the severity level of collisions involving pedestrians in relation to the location (Intersection or Non-Intersection) where the collision occurred.

C. Improve pedestrian safety and crossing behavior at crosswalk facilities Rigorous pedestrian and driver education is necessary to complement improved design for pedestrian crossing treatments. Safety performance of pedestrian behavior should also be evaluated when considering pedestrian accessibility to those facilities. Local road safety advocates have been raising awareness on the need to improve pedestrian safety at pedestrian crosswalks.

D. Conduct Walkability Assessments (Audits) in proximity to identified collision locations with a high number of collisions and pedestrian injuries. As part of the public involvement and supported by community members and volunteers, conduct Walkability Assessments in proximity to identified collision locations, and provide suggested recommendations to improve perceived infrastructure deficiencies. The objective is to assure that the basic existing pedestrian and bicycle network infrastructure is completely safe, secure, and comfortable and that it allows caregivers and people of all ages and abilities to travel independently while supporting their mobility and access to their daily destinations, opportunities and services.

E. Advance Equity and Pedestrian Safety Analysis in areas showing a high concentration of severe injury causing collisions involving pedestrians.

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DECISION MAKING HISTORY (continued):

COUNCIL DECISION (continued):

F. Establish Safety Performance Measures and Annual Targets1 Manitoba is unique in that both the insurance company and the health system are government administered; in this regard making every effort to drastically reduce pedestrian fatalities and severe injuries; and tracking life-altering injuries in data collection reporting would provide a beneficial service to our community. Similar to those safety performance measures in place in other jurisdictions, this report recommends that the city in cooperation with the Province of Manitoba and Manitoba Public Insurance (MPI) give serious consideration to the establishment of Safety Performance Measures to significantly reduce non-motorized traffic fatalities and serious injuries on all public roads. The adoption of safety performance measures requires that safety targets be established annually for each of the safety performance measures. Targets are based on the number of non-motorized fatalities and number of non-motorized serious injuries combined; and each safety performance measure is based on a 5-year rolling average.

2. That the Proper Officers of the City be authorized to do all things necessary to implement the intent of the foregoing.