

Adopted by Council at its meeting held June 15, 2015 [M209-2015]
/RB
Windsor, Ontario June 15, 2015

REPORT NO. 256 of the
ENVIRONMENT, TRANSPORTATION & PUBLIC SAFETY
STANDING COMMITTEE
of its meeting held May 20, 2015

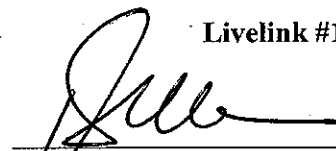
Present:
Councillor P. Borrelli
Councillor F. Francis
Councillor C. Holt
Councillor H. Payne
Councillor B. Marra (Chair)

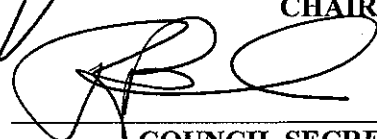
That the following recommendations of the Environment, Transportation and Public Safety Standing Committee **BE APPROVED:**

Moved by Councillor Holt, seconded by Councillor Borrelli,
THAT the administrative report authored by the Policy Analyst dated April 1, 2015 entitled "2013 Road Safety Report" **BE RECEIVED** for information; and further -
THAT Windsor Police Service **BE REQUESTED** to provide additional information including cyclist collisions that also involved at least one motor vehicle, single rider collisions or collisions between cyclists and/or electronic power assisted bicycles (e-bikes) and pedestrians that would not otherwise be captured in a Motor Vehicle Accident Report to reflect a Comprehensive Road Safety Report.
Carried.

Clerk's Note: The administrative report entitled "2013 Road Safety Report" is attached as background information.

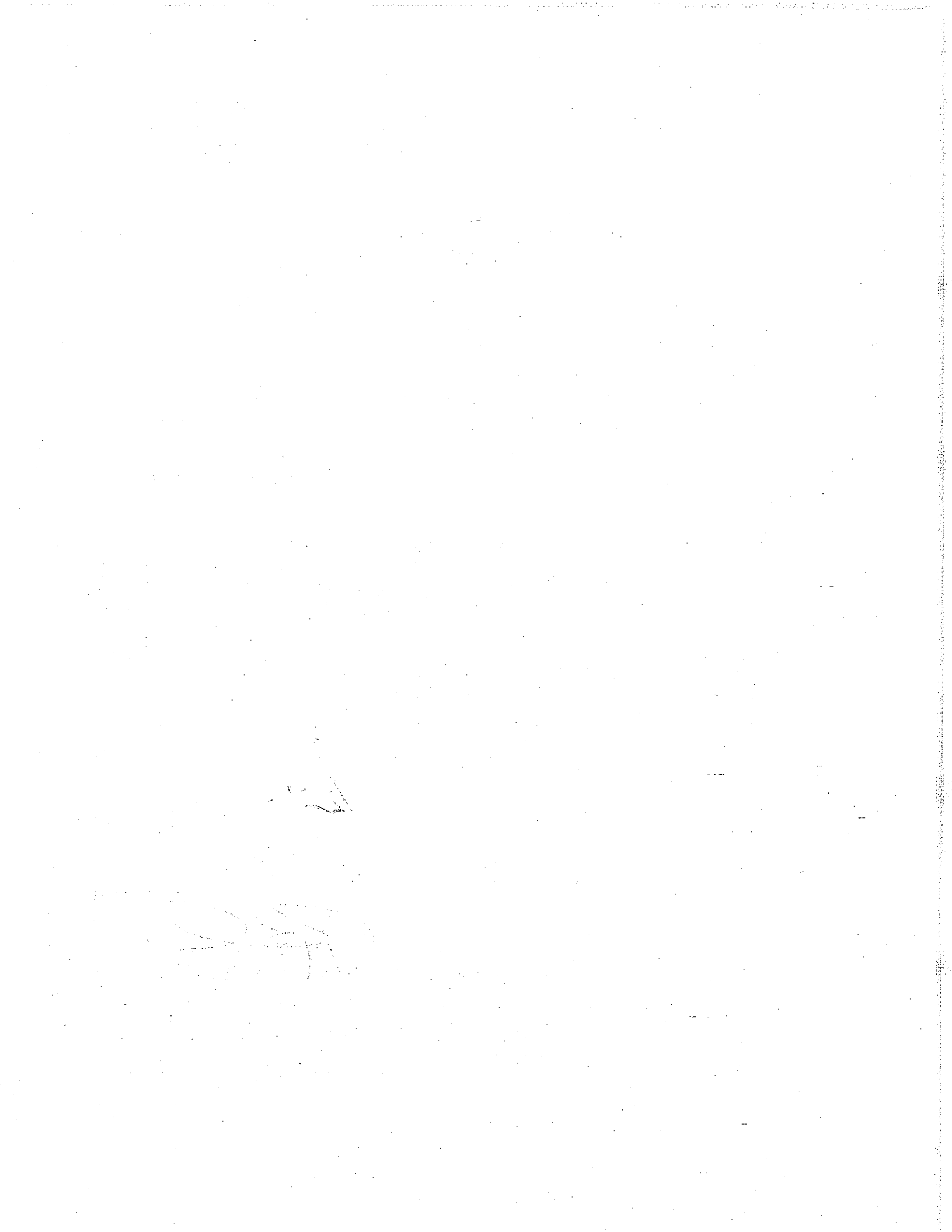
Livelihood #17496 ST2015



CHAIRPERSON


COUNCIL SECRETARIAT

NOTIFICATION:	
NAME	CONTACT INFORMATION
Windsor Police Service (Attn: Chief Al Frederick)	info@police.windsor.on.ca



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

**MISSION STATEMENT:**

"Our City is built on relationships – between citizens and their government, businesses and public institutions, city and region – all interconnected, mutually supportive, and focused on the brightest future we can create together."

LiveLink REPORT #: 17496 ST2015	Report Date: April 1 2015 PW#3964-04/01/15:eb
Author's Name: Jeff Hagan	Date to Standing Committee: May 20, 2015
Author's Phone: 519 255-6247 ext. 6003	Classification #:
Author's E-mail: jhagan@city.windsor.on.ca	

To: Environment, Transportation & Public Safety Standing Committee

Subject: 2013 Road Safety Report

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

THAT the 2013 Road Safety Report **BE RECEIVED** for information.

EXECUTIVE SUMMARY:

N/A

2. BACKGROUND:

The Road Safety Report provides 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.

Delays for 2013 Collision Data

It is the intention to provide more timely annual reporting with a target timeline of spring the year following. An unfortunate disruption in the electronic transfer of Motor Vehicle Accident Reports (MVA Reports) into the Collision Database has been experienced beginning on September 23, 2013. This has necessitated manual data entry going forward from that time.

The 2014 MVA Reports continue to be manually entered as staff resources allow. As of the date of this report, Windsor Police Services and Transportation Planning staff are committed to continuing to collaborate on a solution. It is currently unclear if this will be for data entry at a point going forward or retroactive to January 1, 2014 which will dictate the timing for the release of a 2014 Road Safety Report.

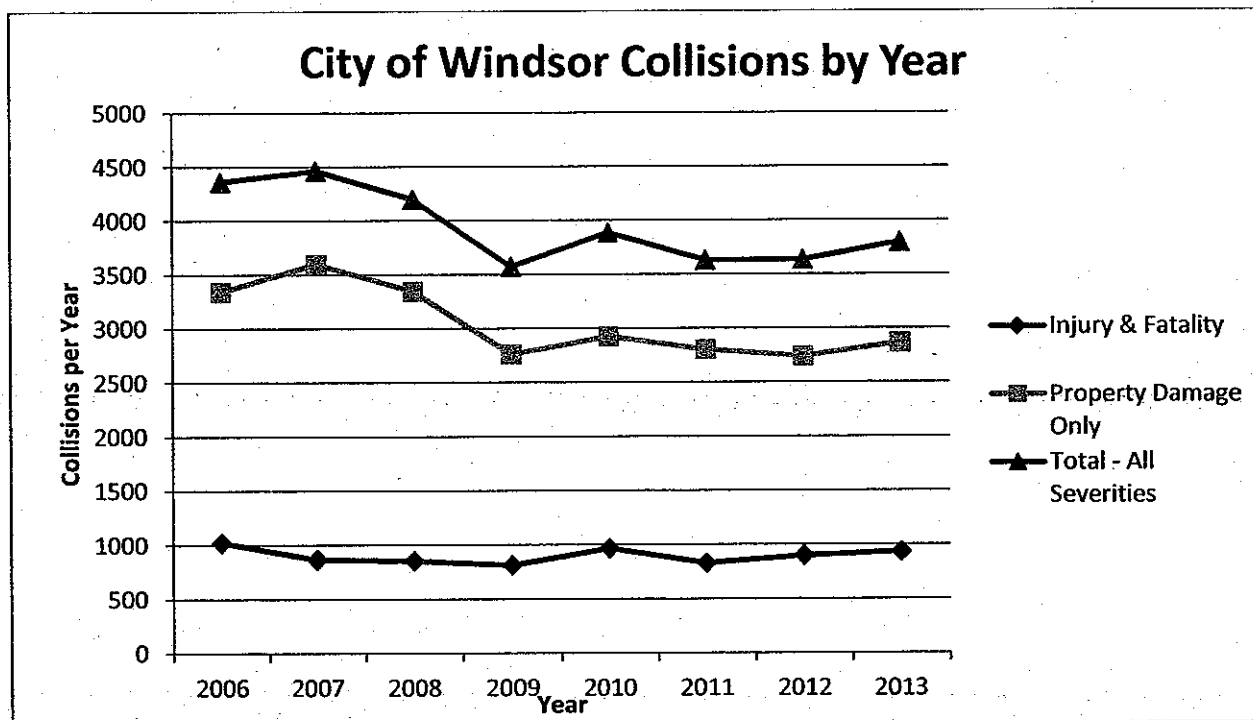
3. DISCUSSION:

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

Overall Trends

The total number of collisions on City of Windsor roads is summarized by severity in the following 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
2013	4	929	2,865	3,798



The total number of collisions on City of Windsor roads in 2013 was 4.5% higher than the 2012 total.

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 2013 value and the 5-year (2009 through

2013) 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 Appendix A.

Category	Measure	City of Windsor		
		5-Year Average	Percentage Difference	2013
Overall Collisions	Total Collisions – All Severities	3,704	→ +3%	3,798
Injury Collisions	Total Injury Collisions	883	↑ +5%	929
	Total Persons Injured	1,131	↑ +7%	1,207
	Persons Injured per 1,000 population	5.35	↑ +7%	5.72
Fatal Collisions	Total Fatal Collisions	3.8	↑ +5%	4
	Total Fatalities	3.8	↑ +5%	4
	Fatalities per 100,000 population	1.80	↑ +5%	1.90
Alcohol	Total Alcohol-Related Collisions	101	→ +1%	102
	% of Collisions Involving Alcohol	2.72%	→ -1%	2.69%
	% of Drivers with Alcohol-Related Driver Conditions	1.33%	↓ -8%	1.23%
	Fatal Collisions with Alcohol-Related Driver Conditions	0.8	↑ +25%	1
	% of Fatal Collisions Involving Alcohol	21%	↑ +19%	25%
Cyclist Collisions	Total Cyclist Collisions (All Severities)	97.8	↑ +16%	113
	Total Cyclist Injury Collisions	84.2	→ -0%	84
	Total Cyclist Fatal Collisions	0.2	↓ -100%	0
Pedestrian Collisions	Total Pedestrian Collisions (All Severities)	77.6	↑ +6%	82
	Total Pedestrian Injury Collisions	71.8	↑ +7%	77
	Total Pedestrian Fatal Collisions	0.8	↑ +275%	3

City of Windsor vs. Province of Ontario

To provide additional context, City of Windsor collision statistics were compared to Province of Ontario averages for 2007 through 2011 (the most recent five year period available) for measures where provincial data was available. The results are summarized below. Up and down arrows indicate that the City of Windsor value is higher than or lower than, 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	4.89	↑ +9%	5.35
Fatal Collisions	Fatalities per 100,000 population	4.66	↓ -61%	1.80
Inattentive Drivers	% of Drivers Reported as Inattentive	10.2%	↑ +62%	16.5%
Alcohol	% of Drivers with Alcohol-Related Driver Conditions	1.68%	↓ -21%	1.33%
Driver Actions	% of Drivers Reported as Driving Properly	49.3%	↓ -13%	42.9%
	Most Common Improper Action (where known)	Following Too Close		Following Too Close
Driver Condition	% of Drivers Reported as Normal Condition	72.9%	↓ -23%	56.3%

Steps Taken Since the 2012 Road Safety Report

Following the publication of the 2012 Road Safety Report, the Road Safety Committee (a staff committee with representation from Transportation Planning, Operations, Traffic Operations, Engineering, and Police) was convened to review the report's findings and identify recommended countermeasures.

The Road Safety Committee met on August 22, 2013 and reviewed the collision history and patterns at several locations, as well as common factors affecting collisions city-wide. A summary of the committee's actions is provided below:

Item	2012 Ranking	Status
Lauzon Parkway & County Road 42	#1 (signalized intersections)	<p>Short term: signage and delineation changes are being explored.</p> <p>Long term: the Lauzon Parkway EA calls for this intersection to be relocated and made a 4-leg intersection.</p>
E. C. Row Expressway & Central Avenue Eastbound Ramps	#2 (signalized intersections)	<p>Short term: the reasons for the high collision rate at this location were not readily apparent. Further investigation is planned as resources allow.</p> <p>Long term: this intersection will be within the study area of the upcoming E.C. Row Expressway environmental assessment, planned to commence in 2016. This study will make recommendations regarding traffic operations and road safety for the Expressway.</p>
Pelissier Street and Wyandotte Street West	#3 (signalized intersections)	<p>Short term: the reasons for the high collision rate at this location were not readily apparent. Further investigation is planned as resources allow.</p> <p>Long term: this intersection is within the study area of the Downtown Transportation Strategy, currently ongoing.</p>
Goyeau Street and Wyandotte Street East	#4 (signalized intersections)	<p>This intersection was substantially modified with the recent tunnel plaza reconfiguration, and traffic patterns through the intersection have changed significantly with the closure of Goyeau Street north of Wyandotte Street. The intersection is being monitored as part of the network screening process to determine whether it is still a high collision location after these major changes.</p>
Banwell Road and E.C. Row Expressway	#5 (signalized intersections)	<p>Short term: northbound and southbound right turn lanes have been constructed, which has allowed the signal timings to be adjusted with the aim of providing better overall traffic flow through the intersection and reducing the potential for collisions, particularly rear end crashes.</p> <p>Medium term: the Banwell Road environmental assessment update, currently in progress, will identify interim improvements at the intersection to address capacity and safety concerns.</p> <p>Long term: the Banwell Road Environmental Assessment update will also provide recommendations for long term improvements. It is expected that a full interchange will likely be warranted at some point in the future.</p>
Dougall Avenue & Ouellette Place	#1 (unsignalized intersections)	<p>The Central Box environmental assessment, currently underway, is examining this intersection for capacity and safety improvements.</p>

Council motion M258-2013 adopted Report No. 144 of the Environment, Transportation and Public Safety Standing Committee, thereby adopting the Committee Report's recommendations. In addition to recommending that the 2012 Road Safety Report be received, the Standing Committee report recommended the following:

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.

Administration contacted the Minister of Transportation by letter on February 18, 2015 to request these changes. To date, no reply has been received.

Next Steps

The 2013 Road Safety Report will be shared with other agencies involved in road safety and injury prevention in the City of Windsor (e.g. Windsor Police Service, Windsor-Essex Health Unit) and will be made available to the public on the City of Windsor web site.

The Road Safety Committee (a staff committee with representation from Transportation Planning, Operations, Traffic Operations, Engineering, and Police) will review the top collision locations that are not already being reviewed as part of other projects or studies.

Funding for a 5-year pilot study of enhanced pavement markings at unsignalized intersections was approved as part of the 2015 capital budget. Intersection locations will be selected for implementation and monitored over the 5-year period to inform future recommendations.

4. RISK ANALYSIS:

This report deals with collisions and road safety issues in the City of Windsor. Collisions have associated with them significant risks in terms of life safety, the potential for claims, and City reputation. This report is a tool to identify potential risks in order to allow mitigation.

These risks are mitigated by an annual City-wide collision review as well as specific investigations when potential road safety concerns are brought forward by residents, City departments, outside agencies, or others. Also, environmental assessments for transportation projects normally include road safety reviews. Mitigation measures that have recently been undertaken for specific locations are described under "Steps Taken Since the 2012 Road Safety Report", above.

5. FINANCIAL MATTERS:

No new expenditures are recommended as a result of this report.

Subsequent to the completion of the 2012 Road Safety Report and further to discussions stemming from the Road Safety Committee meetings, the Citywide Intersection/Roadway Improvements capital project has been established to support detailed review and implementation of limited safety improvements at selected locations. Large scale undertakings will be individually proposed for funding consideration.

The 2015 capital budget includes \$15,000 in 2015 for a pilot program of enhanced pavement markings at unsignalized intersections. Annual maintenance costs are approximately \$6,000 for established locations. This will be required for budget years 2016 to 2019.

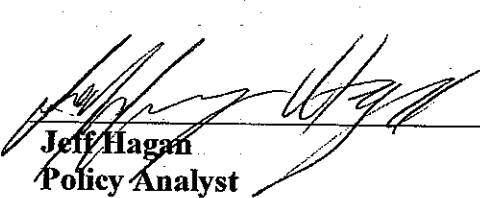
6. CONSULTATIONS:


Staff Sergeant John Richards (retired), Staff Sergeant Daniel Shannon and Barry Horrobin, Windsor Police Service
John Wolf, Traffic Operations
Dana Paladino, Risk Management

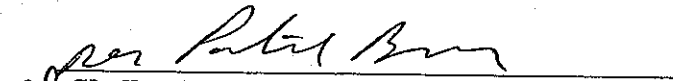
Population data used for the report was provided by the Planning Department.


7. CONCLUSION:

The 2013 Road Safety Report, attached as Appendix A, is provided for information. Administration will use this information for the review and planning of safety improvements to the transportation network.


Jeff Hagan
Policy Analyst


Mark Winterton
City Engineer and Corporate Leader
Environmental Protection and
Transportation


Shelby Askin-Hager
City Solicitor

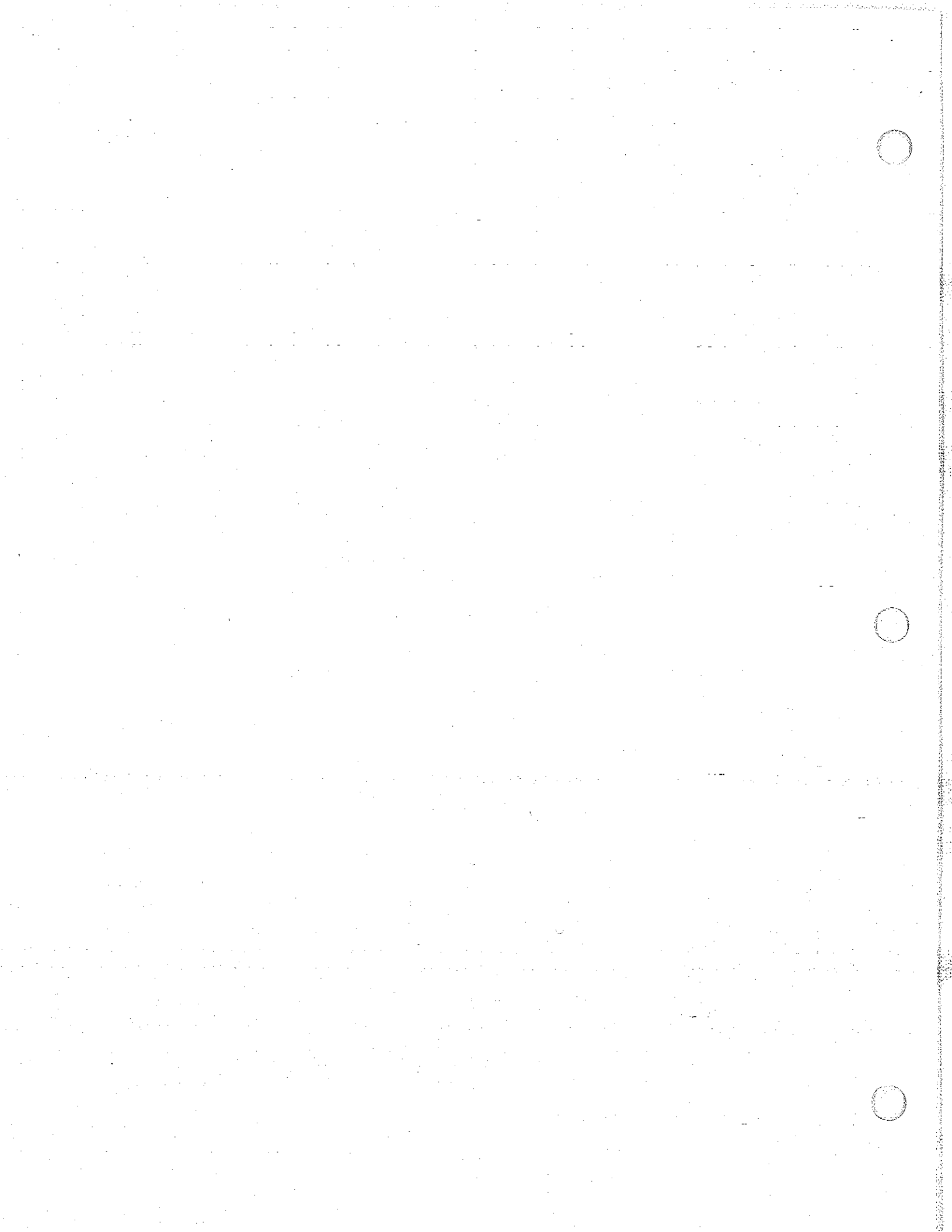

Helga Reidel
Chief Administrative Officer

JH

APPENDICES:
A) 2013 Road Safety Report

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

NOTIFICATION :				
Name	Address	Email Address	Telephone	FAX
Windsor Police Service (Attention: Chief Frederick)	150 Goyeau Street PO Box 60 Windsor, ON N9A 6J5	info@police.windsor.on.ca	(519) 255-6700	(519) 255-7467





THE CORPORATION OF THE CITY OF WINDSOR
PUBLIC WORKS DEPARTMENT - OPERATIONS

JUN 15 2015

ADDITIONAL
INFORMATION

ITEM NO. RPT. NO. 256
ENVIRONMENT,
TRANSPORTATION
& PUBLIC SAFETY
STANDING COMMITTEE

Memo

Date: June 15, 2015

To: Mayor and Members of Council

cc: Staff Sgt., D. Shannon, Windsor Policy Services

D. Dawson, Executive Director of Operations

J. Wolf, Sr. Mgr., Traffic Operations, Parking & Transportation Planning

Subject: **ADDITIONAL INFORMATION TO COUNCIL:**

Livelihood Report #17496 - Accident Statistics Not Involving a Motor Vehicle

Background:

This Memo provides additional information to Livelihood report #17496. It acknowledges the recommendations of the Environment, Transportation & Road Safety Standing Committee Report 256 on this matter; specifically:

*"THAT Windsor Police Service **BE REQUESTED** to provide additional information including cyclist collisions that also involved at least one motor vehicle, single rider collisions, or collisions between cyclists and/or electronic power assisted bicycles (e-bikes) and pedestrians that would not otherwise be captured in a Motor Vehicle Accident Report to reflect a Comprehensive Road Safety Report."*

Discussion:

The basis of the Annual Road Safety Report is the Collision Database; a compilation of the Motor Vehicle Accident (MVA) Reports on public roadways within the City of Windsor.

The recommendation of the Environment, Transportation & Road Safety Standing Committee Report 256 can be broken into two (2) categories:

1. Information contained in a MVA Report

All collisions involving a motor vehicle are collected including those involving bicyclists and pedestrians. Chapter 5 - *Cyclists* contains a variety of collision statistics involving cyclists based on the data captured in the MVA Report. Similarly, Chapter 6 - *Pedestrians* reports data involving pedestrians.

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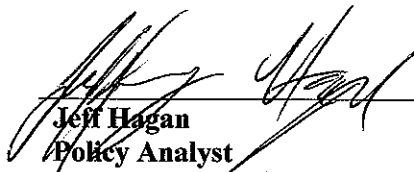


2. Information contained in a Personal Injury Report

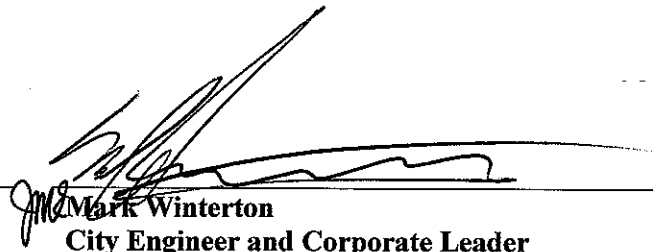
Personal Injury Reports are greatly varied in nature and content. The information regarding collisions involving bicyclists, pedestrians and/or e-bikes which DO NOT involve a motor vehicle would be captured in this type of report. While if reported to Windsor Police Services, these types of collisions are documented in a Personal Injury Report, distilling out the number or volume of reported collisions specific to bicyclists, pedestrians and/or e-bikes would require the manual review of a very large volume of reports. This is not current standard practice.

Conclusion:

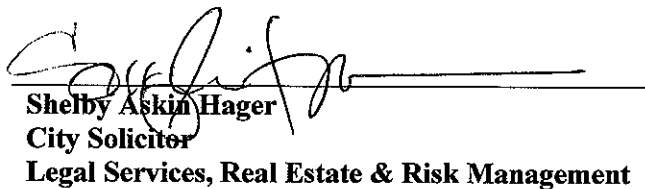
Information and statistics regarding reported collisions specific to bicyclists, pedestrians, and/or E-bikes, not involving motor vehicles is not currently captured in the Road Safety Report. This data is not readily available from Windsor Police Services.



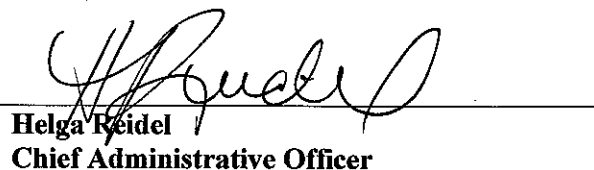
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Legal Services, Real Estate & Risk Management



Helga Reidel
Chief Administrative Officer

