



***Bike to the Future***  
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[www.biketothefuture.org](http://www.biketothefuture.org)

September 28, 2012

Marilyn McLaren  
President and Chief Executive Officer, Manitoba Public Insurance  
234 Donald Street  
Winnipeg MB  
R3C 4A4

Dear Ms. McLaren:

This letter is further to our request some months ago for a meeting with the appropriate officials at MPI who prepare statistical reports on bike-related injuries. After reviewing the information that Mr. Keith previously provided, and after further consulting members of our group, our request for a meeting stands. We think a meeting would be useful to help Bike to the Future gain a better understanding of what statistics MPI has available to it, what statistical reports about injuries MPI provides to the public and what improvements MPI can make in access to relevant and timely information.

We believe the types of information we ask for below would help everyone involved identify specific locations and neighborhoods and risk factors where better bike infrastructure and public education might reduce claims and injuries. Understanding data such as these could also inform legislative policy choices.

As you know, the Manitoba Government is hoping to get more Manitobans out of their cars to walk, roller blade or cycle through a new three-year, four-point action plan that will focus on improved co-ordination, support and promotion of active transportation (AT). Manitoba's three-year action plan will consist of:

- Co-ordinate the province's AT efforts and investments,
- Increase access to relevant and timely information and tools,
- Support and promote AT as a safe and viable transportation choice, and
- Build partnerships with local governments and community stakeholders.

We recognize that what would serve the interests of safe roads, streets and safe Manitobans the best would be a compilation and comparison of the types of information requested below, plus a more thorough and collaborative effort between MPI, the regional health authorities, and the police forces in Manitoba. It is only through collaboration and compiling the different data available to each of these authorities that Manitoba will truly be able to increase access to relevant and timely information about cycling safety. Further, gathering new information, such as the overall number of cyclists, and gathering more information about those cyclists, and trends over years, would be invaluable.

However, even without the above collaborative effort, we believe that MPI can and should do more fulsome public reports with the information it already has available to it, as discussed below.

We would like to see the following types of information routinely gathered and publicly reported in an easy-to-understand and easy-to-find format:

- claims made to MPI that involved a cyclist in any way: What proportion involved a collision of some kind between a motor vehicle and cyclist? What proportion of those claims were filed by cyclists? What were the results of the claims: number of claims; number of payments; median payment amounts; attribution/division of responsibility for the collision? Do the cost data reported show the complete costs of these claims, including long-term care?
- more detailed information about the number and nature of injuries: deaths; brain injuries, paraplegia, quadriplegia, limb fractures, other serious injuries, and minor injuries. We would like to see these data compared in one place with the same data for (a) drivers and passengers of car; (b) drivers and passengers of trucks; (c) drivers and passengers of motorcycles; (d) cyclists; and (e) pedestrians. Also, what is known about presence or effectiveness of bike helmets in these incidents?
- details about cycling related accidents/claims. How many occurred at intersections? Was the car or the bicycle turning? Were there factors contributing to the collision, such as weather conditions, lack of lights, alcohol, cell phone usage, etc.? How many collisions were of the “right hook” variety at intersections? How many involved cyclists riding on sidewalks? What were the times of day and months of year when cycling accidents occurred?
- details about the cyclists involved in accidents/claims: age, gender, rural/urban.

We would like to see a longer time period summary of bike claims and accidents, for example since the inception of no fault insurance in 1994.

We believe that MPI wishes to be a leader in making Manitoba roads and streets safer, in reducing accidents and claims, and in using data effectively to identify the best methods to achieve these goals. We would like to meet with MPI to discuss what MPI is willing and able to do in this regard. If MPI would like to invite other authorities to such a meeting, we would welcome that as well.

We look forward to hearing from you about our request for a meeting with the appropriate official(s) within MPI who prepare statistical reports on cycling.

Sincerely,

Tom McMahon  
Co-chair, Bike to the Future

cc.:

Hollis Singh, Executive Director, Public Utilities Board  
Ward Keith, Executive Director, Driver Safety & Regulatory Control, Manitoba Public Insurance  
Ron Lemieux, Minister responsible for Active Transportation,  
Dr. Michael Routledge, Chief Provincial Public Health Officer  
Dr. Lynne Warda, MD FRCPC, Associate Professor, Department of Pediatrics and Child Health  
Injury Prevention and Child Health, Winnipeg Regional Health Authority  
Inspector Jim Poole, Winnipeg Police Service  
Byron Williams, Public Interest Law Centre  
Liz Peters, Public and Government Affairs Manager, Canadian Automobile Association