

# Road Safety in Ontario: Current Trends and Future Considerations

## Prevention of Injury and Substance Misuse Workshop Ontario Public Health Standards Roll-Out



Road User Safety Division  
Ministry of Transportation



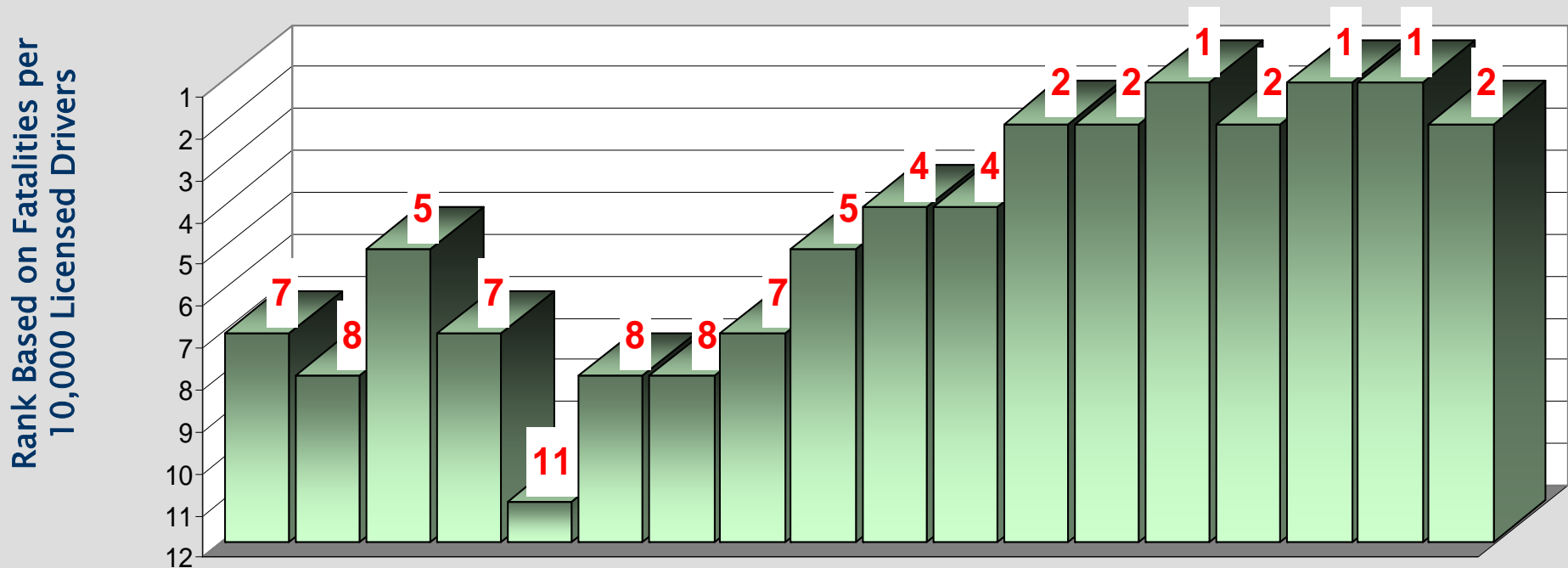
November 20, 2008

# Context:

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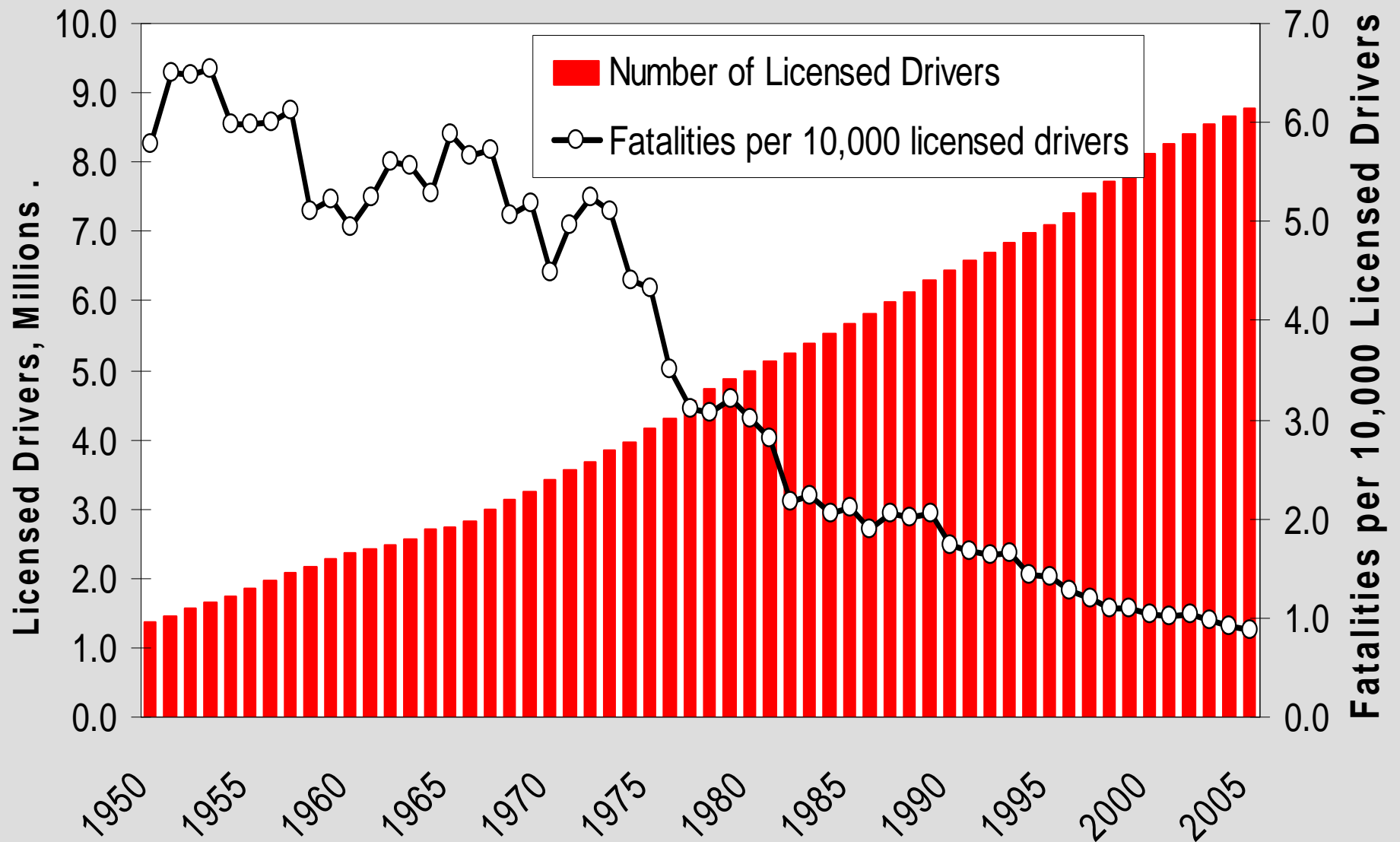
- Ontario's roads are among the safest in North America
- We are a world leader in road safety
- In 2005, Ontario recorded improvements on most of the road safety categories

# Ontario Ranking Among North American Jurisdictions, 1988–2005

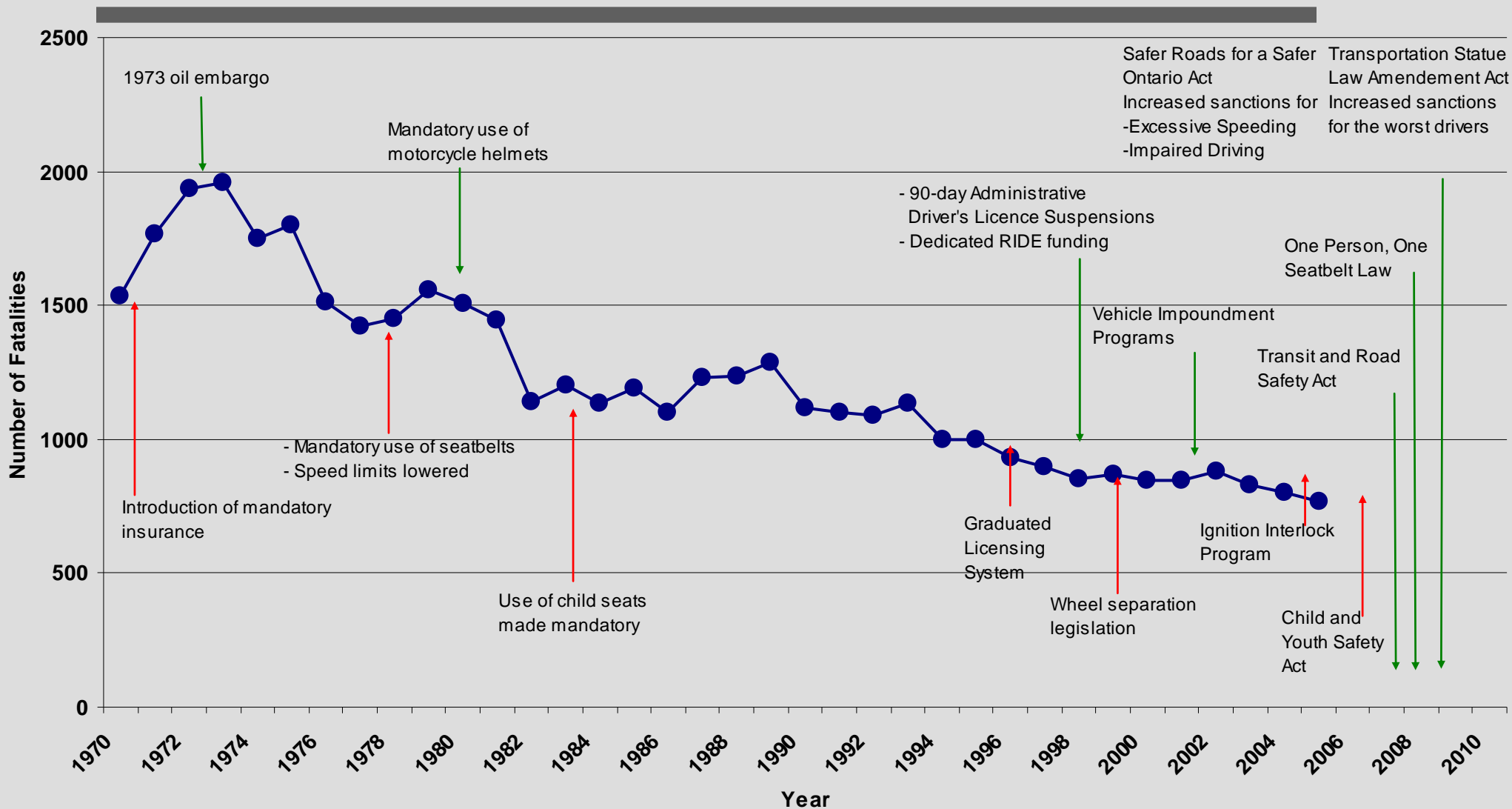


- In 2005, Ontario with fatality rate of 0.87 per 10,000 licensed drivers remained one of the road safety leaders in North America.
- Ontario is well ahead of other comparable neighbouring jurisdictions, such as New York (9th), Quebec (13th), Michigan (17th), and Ohio (23th).

# Number of Licensed Drivers and Fatality Rate, by Year



# Great Progress in Three Decades



# Challenges:

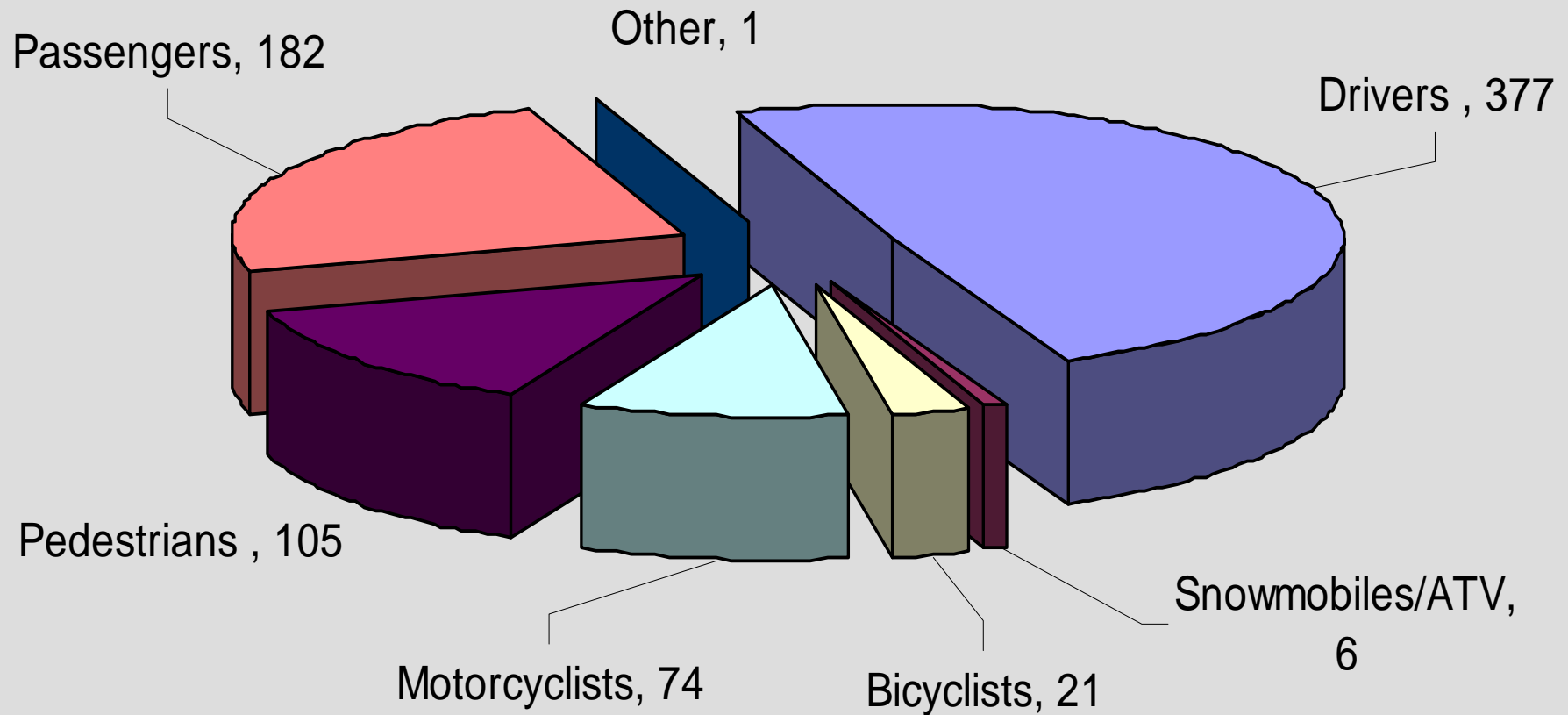
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- Despite the progress made, more than 2 people are killed and 10 seriously injured every day on our roads
- Motor vehicle crashes are the **leading cause of injury and death** for children from age 3 to adults 33 years old\*
- Ontario's health care costs are increasing at a rate that will likely keep the provincial government in deficit through 2025
- Based on current trends, Ontario will fail to meet the federal safety targets outlined in Canada's Road Safety Vision 2010

\* National Highway Traffic Safety Administration – National Center for Statistics and Analysis

# 766 Traffic Fatalities in 2005

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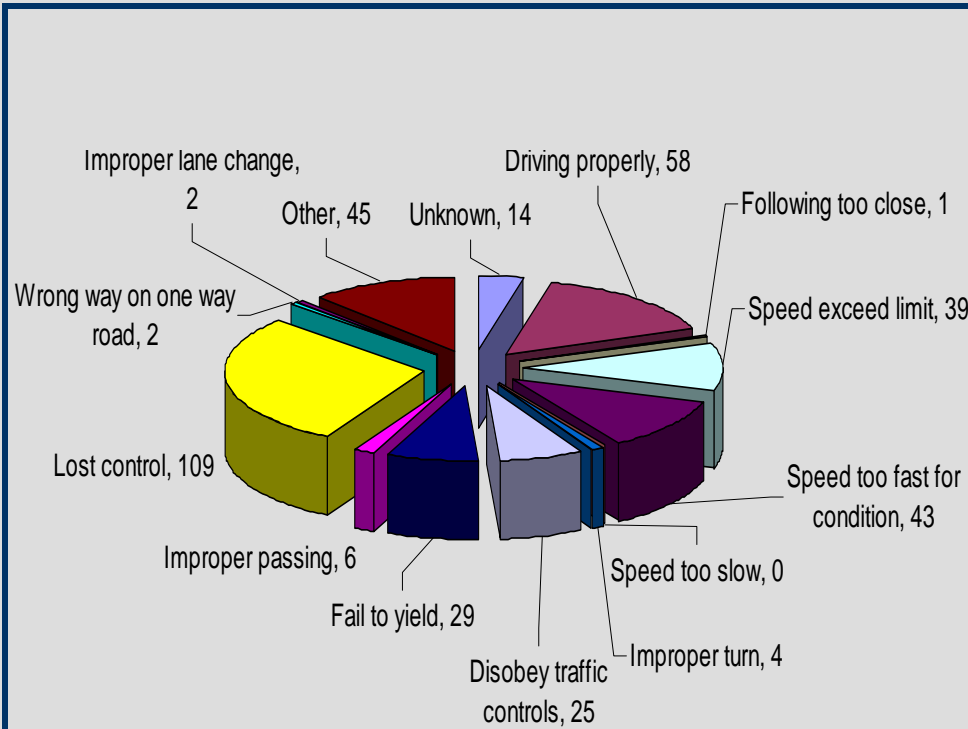
# Cause of Motor Vehicle Crashes?

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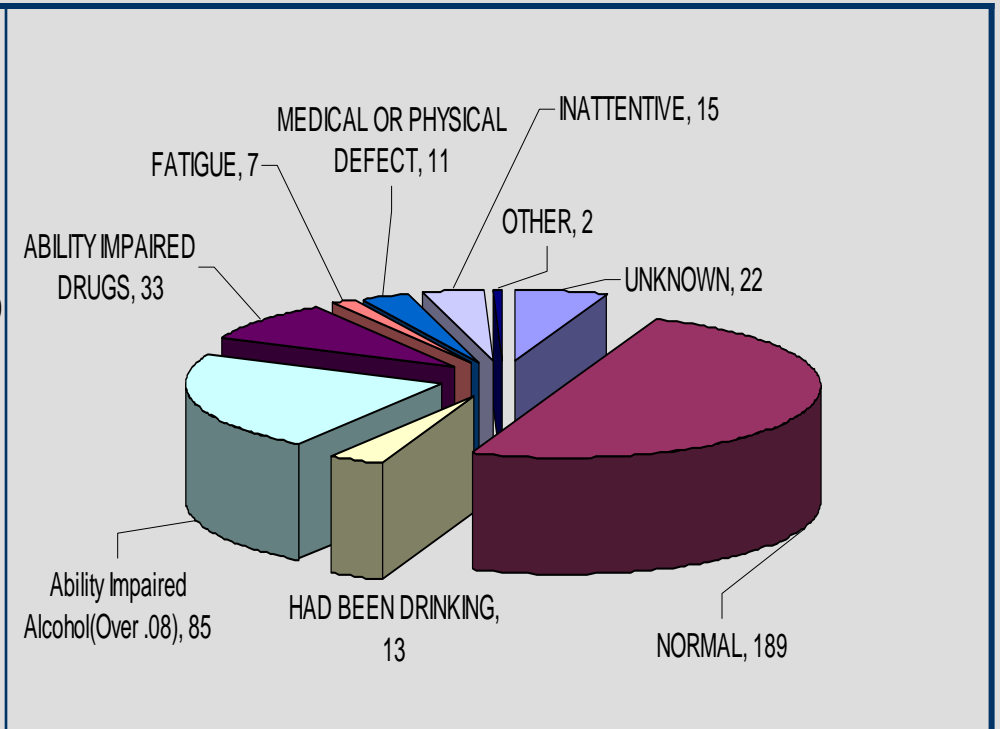
- Human error is the sole cause in 57 percent of all crashes and a contributing factor in over 90 percent of all crashes\*
- Less than 7 percent of crashes are attributable to the design and condition of the infrastructure

\*Indiana Tri-level study – the most comprehensive and often cited Human Factors Study

# Why Are Drivers Killed? (2005)



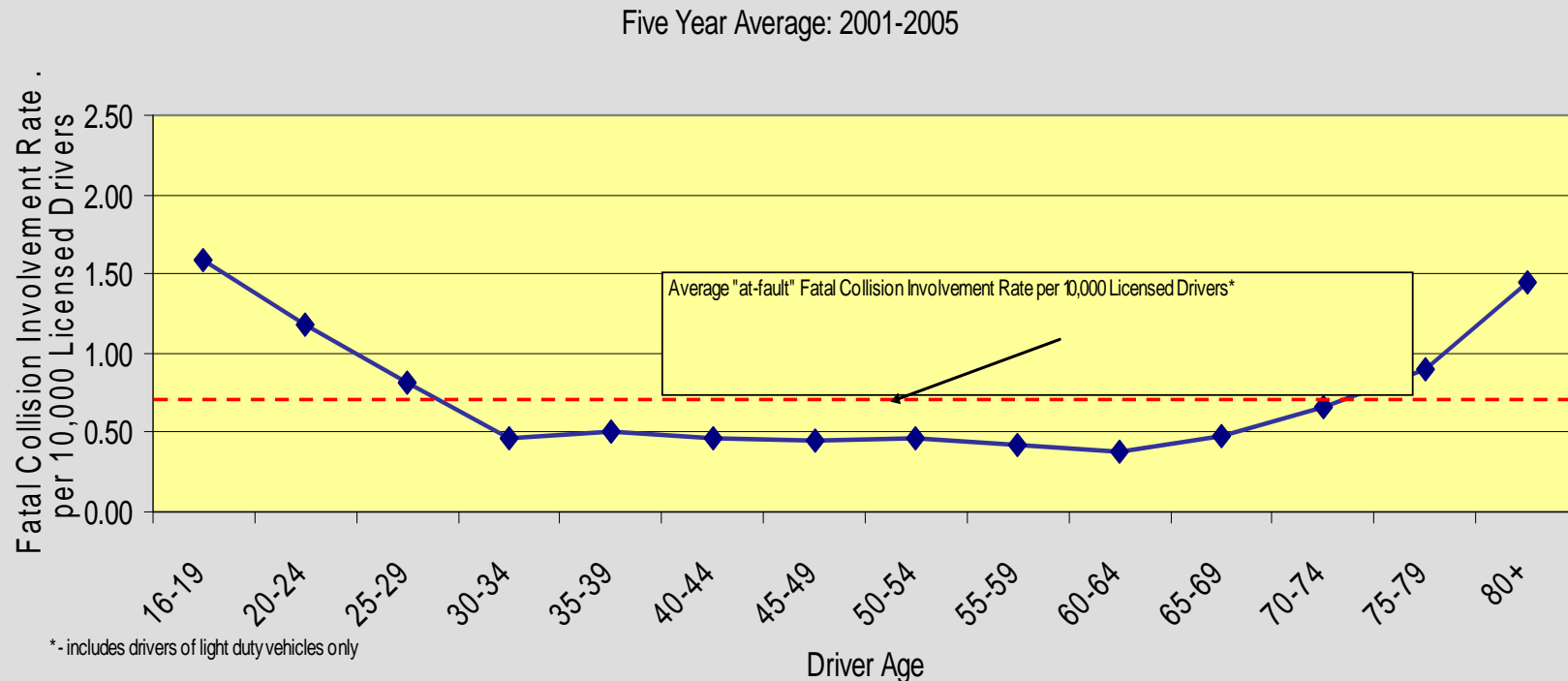
**Actions of Fatally-injured Drivers**



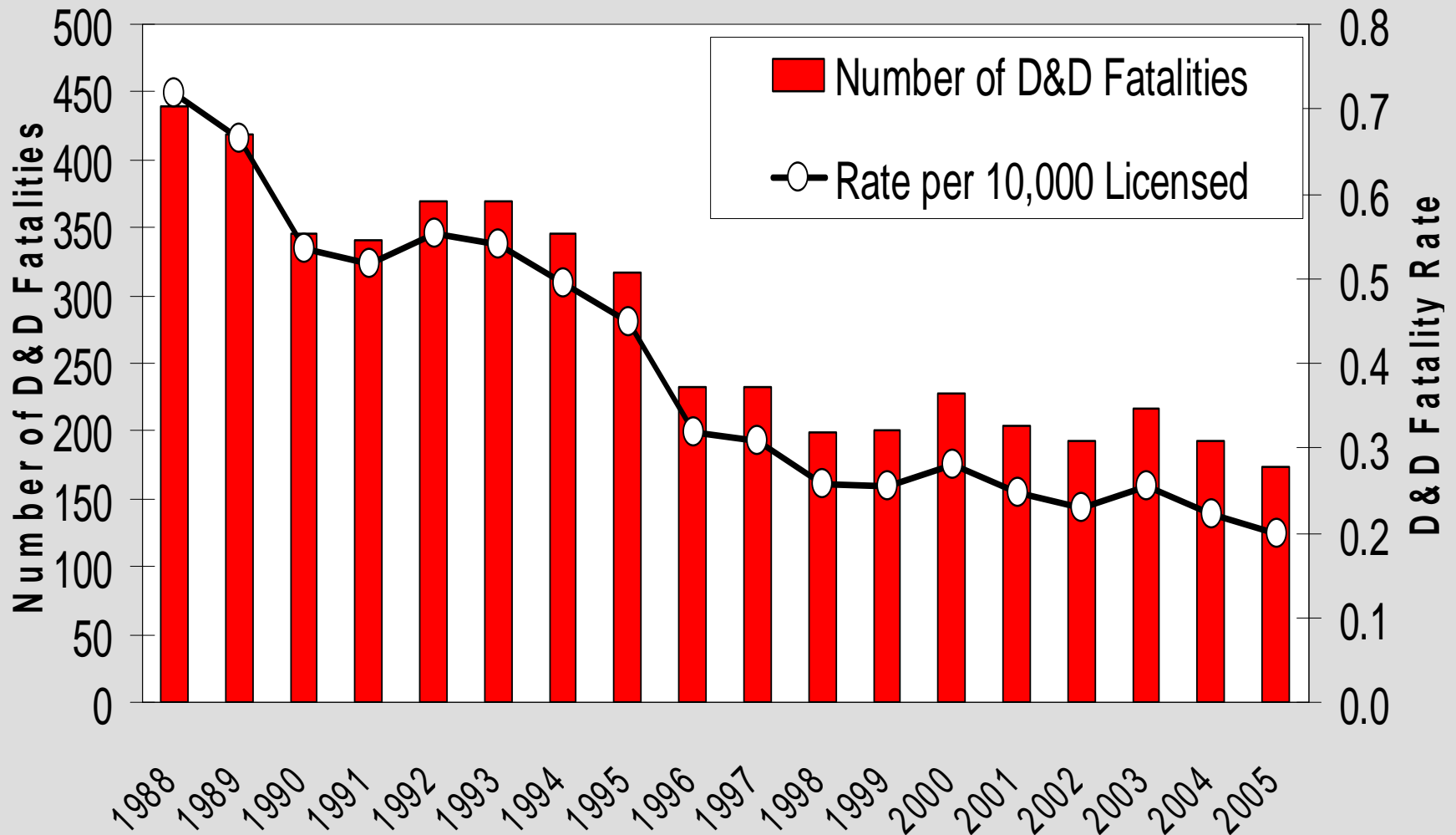
**Conditions of Fatally-injured Drivers**

# Age as a Factor in Collisions

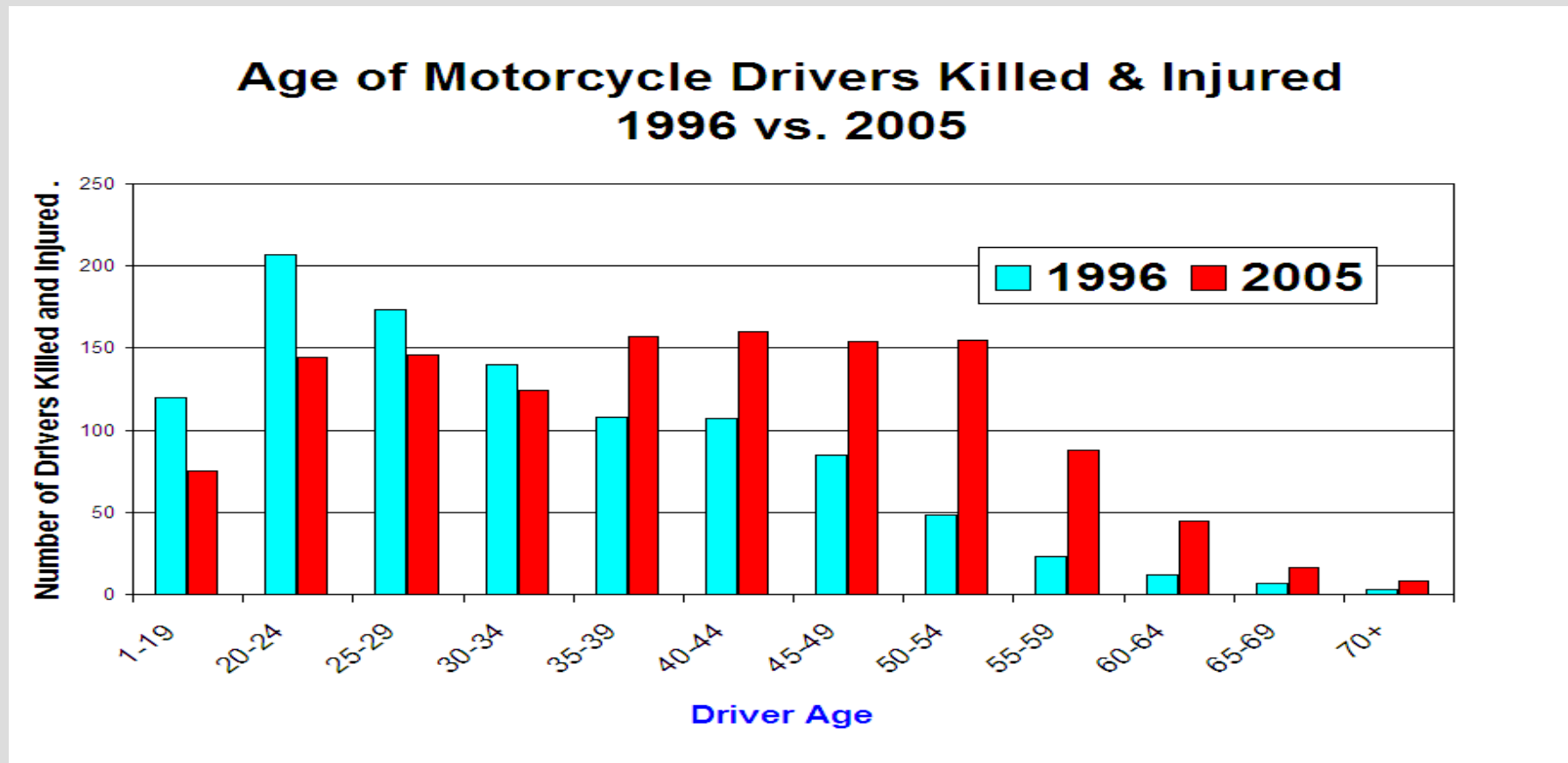
## Fatal Collision Involvement Rate per 10,000 Licensed Drivers by Age Group (Five-Year Average 2001-2005)



# Impaired Driving

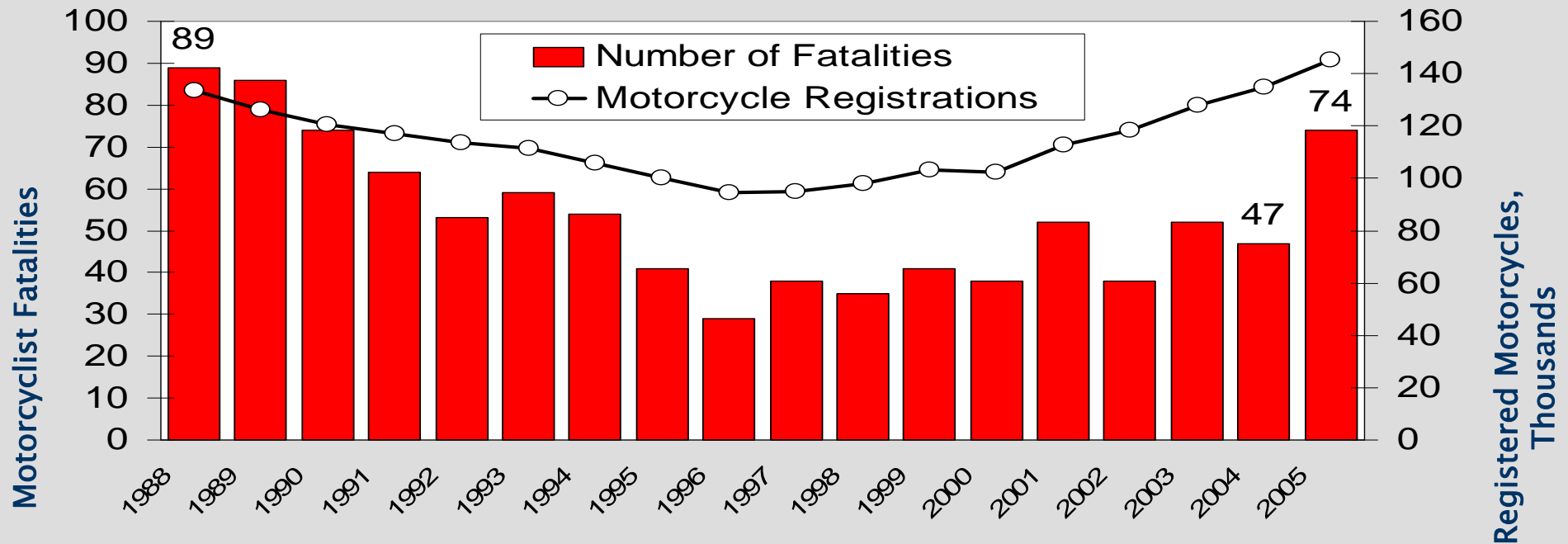


# Motorcyclists



- Age distribution for motorcycle drivers killed and injured in MVCs in Ontario changed substantially in the last decade.

# Motorcyclists



- Motorcycle rider fatalities increased from 29 in 1996 to 74 in 2005, up 155 per cent.
- Between 1996 and 2005, the motorcyclist fatality rate per 10,000 registered motorcycles increased from 3.07 to 3.48, up 13.4 per cent.

# Recent Legislative Initiatives:

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## Bill 73 (2004):

- Booster seats made mandatory for all drivers transporting children in Ontario
- Improved school bus safety
- New passenger restrictions for G2 drivers

## Bill 169 (2005):

- This comprehensive legislation included:
  - Increased fines for speeding 30-34 km/h over the limit
  - Longer licence suspensions for repeat offenders who speed 50 km/h or more over the posted limit
  - Speeding fines doubled in construction zones where workers are present
  - Stiffer penalties for drivers disobeying the rules at school and pedestrian crossings
  - Improvements to truck safety with more rigorous daily inspections
  - Designated High Occupancy Vehicle (HOV) lanes and bus bypass shoulders

# Recent Legislative Initiatives: (Cont.)

## Bill 148 (2006):

- The “*One Person, One Seatbelt*” Legislation requires every occupant in a motor vehicle to be buckled up properly while traveling in Ontario

## Private Members Bill 209 (2006):

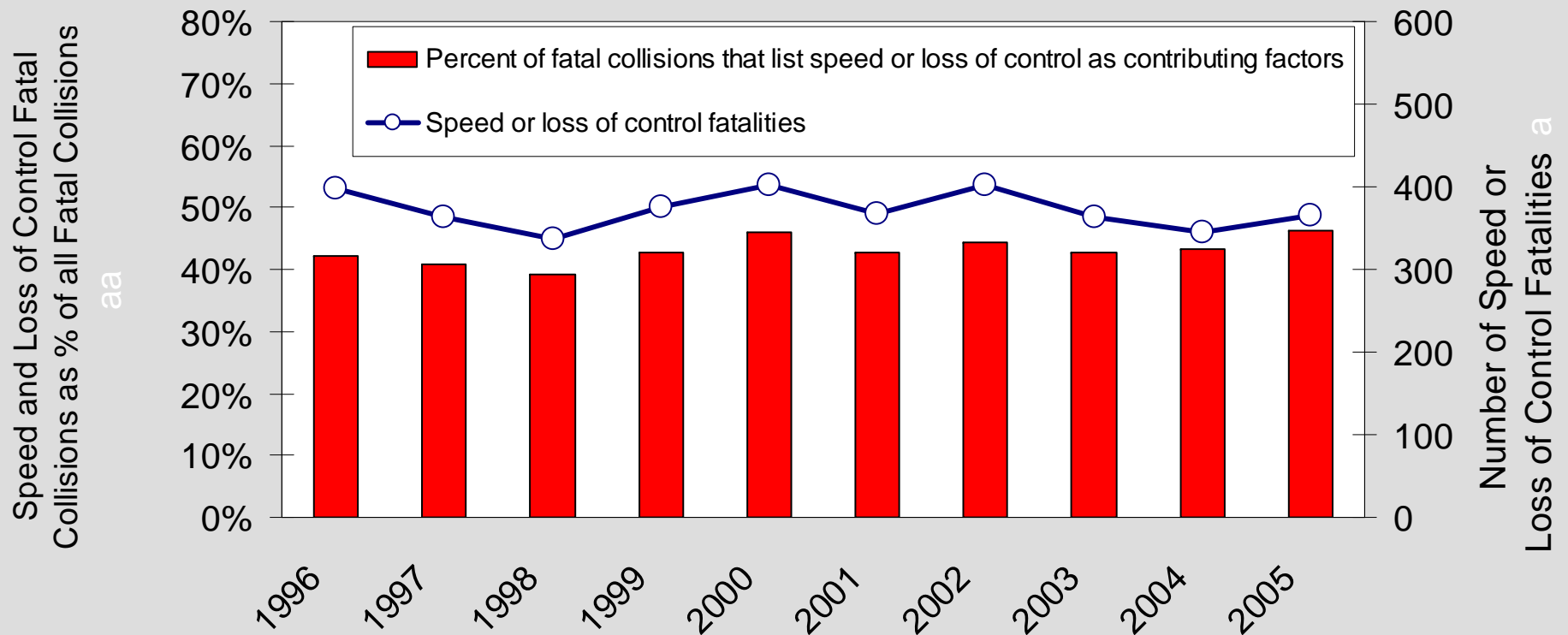
- New penalties for drinking and boating, similar to drinking and driving (Summer, 2006)

# Recent Legislative Initiatives: (Cont.)

## Bill 203 (2007):

- New measures focus on the top categories of driver behaviour and conditions that contribute to fatal and injury collisions:
  - speeding, including loss of control (almost 50%)
  - impaired driving (about 25%)
- New measures also protect emergency responders by making them more visible with blue flashing lights

# Speed and Loss of Control Fatal Collisions, 1996-2005



- In 2005, speed or loss of control (often related to speed) were contributing factors in 46.2 percent of all fatal crashes, and 366 lives were lost in these collisions.

# Bill 203

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## Speeding and Aggressive Driving:

- Speeding and loss of control are contributing factors in almost half of all fatal crashes
- On a freeway, the risk of fatality or serious injury is almost 3 times greater for vehicles crashing at 150 km/hr as compared to vehicles crashing at 100 km/hr

# Bill 203

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## **Speeding and Aggressive Driving: Effective September 30, 2007**

- The *Highway Traffic Act* is amended to impose new roadside administrative sanctions and tougher penalties upon conviction for engaging in street racing, driving contests and stunt driving

### **New Penalties:**

- 7-day immediate roadside vehicle impoundment
- 7-day immediate roadside licence suspension

#### *Upon conviction:*

- \$2,000 to \$10,000 fine (highest in Canada)
- 6 demerit points
- Up to 6 months in jail
- Maximum licence suspension up to 2 years for 1st conviction

# Bill 203

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## Drinking and Driving:

- Effective May 1, 2009 new HTA offences will come into effect that result in escalating sanctions for repeat drinking drivers measuring 0.05 – 0.08 BAC level (just under the legal limit):
  - First instance: driver suspended for three days (up from the current 12 hour suspension)
  - Second instance: driver suspended for seven days and must undergo remedial measures
  - Third or subsequent instance: driver suspended for 30 days, must undergo remedial measures and have ignition interlock for 6 months

# Fall 2008 Legislative Initiatives:

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## **Driver Distraction Bill 118**

**The *Countering Distracted Driving and Promoting Green Transportation Act*, was introduced on October 28, 2008**

The new law prohibits the use of hand-held wireless communication devices and hand-held electronic entertainment devices while driving.



# Fall 2008 Legislative Initiatives:

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## **Driver Distraction Bill 118**

**The *Countering Distracted Driving and Promoting Green Transportation Act*, was introduced on October 28, 2008**

### What's out:

Use of hand-held wireless communications devices, such as cell phones and blackberries

Use of hand-held electronic entertainment devices, such as iPods or other portable MP3 players and Game Boys

Texting or Emailing

Viewing display screens on devices unrelated to driving, such as laptop computers or DVD players

### What's still in:

Use of hands-free wireless communications devices with an earpiece or Bluetooth device.

GPS units manufactured into the vehicle or mounted on a dashboard

Calls to 911

Use by emergency services personnel

# Fall 2008 Legislative Initiatives:

**Tuesday, November 18, 2008, Transportation Minister Jim Bradley introduced a new Road Safety Bill that will, amongst other measures, make significant changes to Ontario's Graduated Licence System for new drivers**

The new Bill will:

- create an improved Graduated Licensing System (GLS)
- reduce deaths and injuries to young and novice drivers
- deter drinking and driving
- curb suspended drivers from driving unlicensed and uninsured



# Looking Forward:

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## ROAD SAFETY PRIORITIES:

- Young Drivers
- Continued targeting of Drinking and Driving
- Enhancing commercial driver and vehicle safety
- Assessing new and emerging vehicles and their place on Ontario's roads
- All Terrain Vehicles – age limits, training
- Older and medically unfit drivers
- The Province needs continued assistance from road safety stakeholders who want to make a difference.

***Together, we can and will make Ontario's roads safer.***

# Information

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**For further information on Ontario Ministry of Transportation initiatives please visit:**

Website: [www.mto.gov.on.ca](http://www.mto.gov.on.ca)

**ROAD SAFETY. IT STARTS WITH YOU.**