

Date: April 5, 2021
To: Chair and Members of Cycling Advisory Committee
From: Seema Ansari, Technical Analyst, Traffic Safety, Region of Peel
Meeting Date: April 13, 2021
Subject: Cyclist Collisions Analysis on Regional Roads in City of Mississauga (2014 -2020)

Background

In September 2018, Regional Council approved the implementation of Vision Zero Road Safety Strategic Plan to reduce and ultimately eliminate fatal and injury motor vehicle collisions in Peel. This plan envisions 'zero fatal and injury collisions for all road users' with a goal of '10 per cent reduction in fatal and injury collisions by 2022'. Six emphasis areas were identified as priorities for safety improvement including intersections, aggressive driving, distracted driving, impaired driving, pedestrians and cyclists. It is based on shared responsibilities where all the stakeholders have a part to play to make the plan a success.

This memo summarizes the historical reported collision data (2014 – 2020) on Regional roads in the City of Mississauga. Collisions that occurred on roads under the jurisdiction of the City of Mississauga are not included in this report. Figure 1 outlines the arterial roads under the jurisdiction of the Region of Peel in the City of Mississauga.

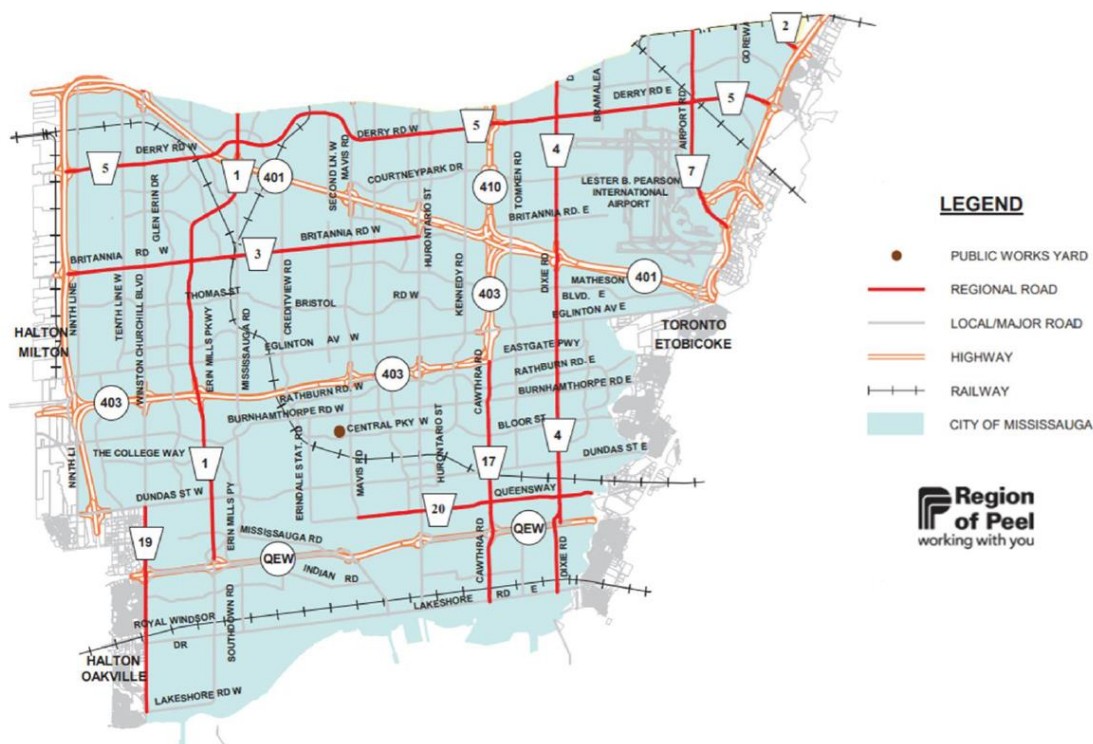


Figure 1: Region of Peel Roadways Map

Collision Analysis

Data Limitations

The Region of Peel obtains collision data for all Regional roads from the Ministry of Transportation through an Authorized Requestor Information Service (ARIS) agreement. This data is limited to collisions that have been reported to the police and may contain incorrect or missing information. Collisions that are still under investigation are not accessible for review and therefore not included in the analysis below. It should be noted that the collision data for 2020 is still being processed and may be incomplete and that the numbers reported may change. However, for the purpose of this report 2020 data has been included.

Collision History

An analysis of reported cyclist collisions was conducted for the Regional roads in the City of Mississauga between January 1, 2014 and December 31, 2020. Table 1 below summarizes the overview of cycling collisions reported by year and severity on Regional roads in the City of Mississauga.

Table 1: Cyclist Collisions per Year and Severity in City of Mississauga on Regional Roads (2014 - 2020)

Severity of Collision	Number of Collisions per Year (2104 - 2020)								
	2014	2015	2016	2017	2018	2019	2020	Total	Percentage
Fatal injury	1	0	0	0	0	0	2	3	3.9%
Non-fatal injury	5	6	5	2	3	2	4	27	35.5%
P.D. only	9	6	5	5	3	6	4	38	50.0%
Non-reportable	0	0	2	2	2	0	2	8	10.5%
Grand Total	15	12	12	9	8	8	12	76	100%

During the review period of seven years from 2014 to 2020, 76 cyclist collisions were reported within the City of Mississauga on Regional roads. Nearly 36% of these collisions resulted in injury and three collisions resulted in fatal injury.

There was one fatal collision in 2014 at the intersection of Dixie Rd at Derry Rd and two fatal collisions occurred in 2020, one each at Dixie Rd at Blundell Rd and Dixie Rd at North Service Rd.

The cyclist incidents most commonly seen on Regional roads in the City of Mississauga involve a bicycle and an automobile. However, bicycle-bicycle collisions and bicycle-pedestrian collisions are often unreported.

Table 2: Cyclist Collisions by Vehicle Type in City of Mississauga on Regional Roads (2014 - 2020)

Vehicle 1 Type – Vehicle 2 Type	Total (2014 - 2020)	Percentage
Bicycle - Automobile	69	91%
Bicycle - Bicycle	0	0%
Bicycle -other	7	9%
Total	76	100%

Collision Trends

Almost all (99%) cyclist collisions reported on Regional roads in the City of Mississauga are occurring at intersections. Turning maneuvers accounts for more than half (64%) of all cyclist collisions.

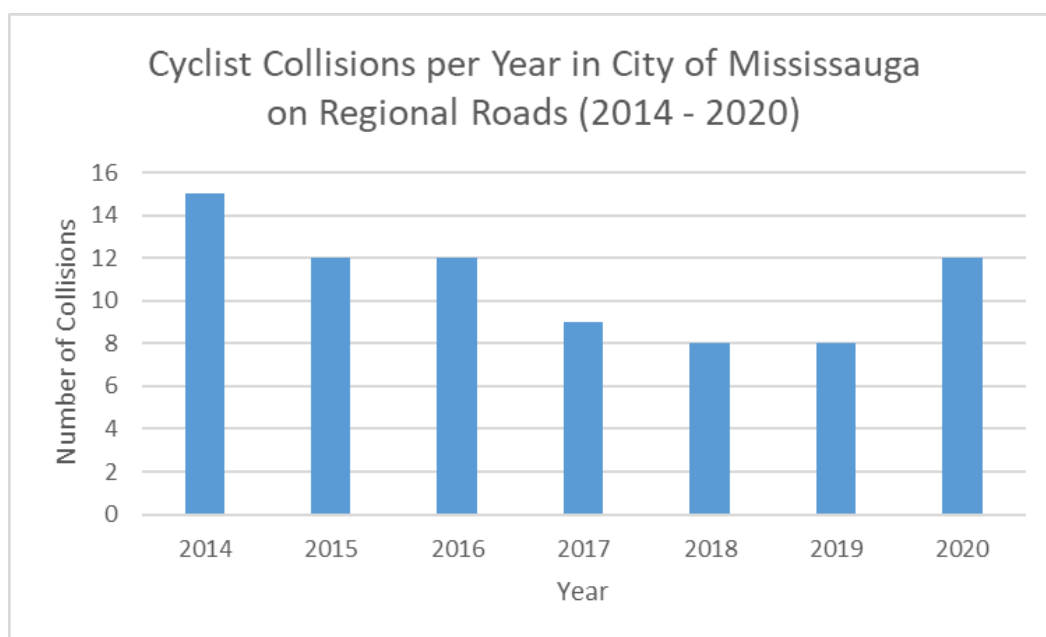


Figure 2: Cyclist Collisions per Year in City of Mississauga on Regional Roads (2014 - 2020)

According to the collision data:

- 29% of drivers failed to yield the right of way to cyclists
- 3% of cyclists failed to yield the right of way to motor vehicles
- 1% of the drivers and 12% of cyclists disobeyed the traffic control.

The data also indicates that majority of cyclist collisions are occurring in clear environmental conditions (95%), dry road surface conditions (92%), and during daylight (63%).

Cyclist Collisions by Environmental Conditions on Regional Roads in City of Mississauga (2014- 2020)

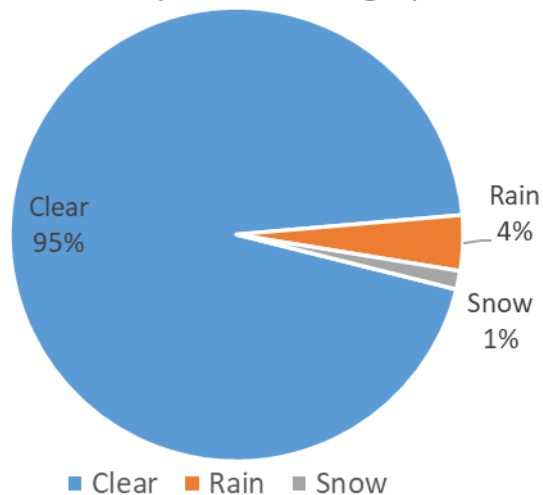


Figure 3: Cyclist Collisions by Environmental Conditions on Regional roads in City of Mississauga (2014- 2020)

Cyclist Collisions by Light Conditions on Regional Roads in City of Mississauga (2014 - 2020)

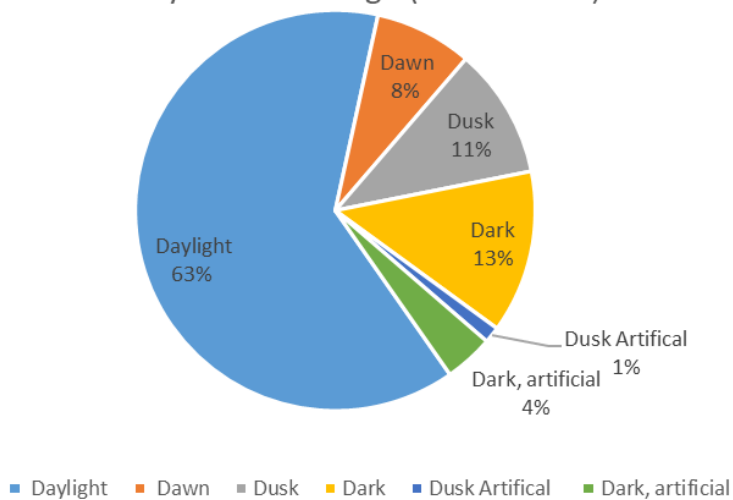


Figure 4: Cyclist Collisions by Light Conditions on Regional Roads in City of Mississauga (2014 - 2020)

Cyclist collisions tend to occur during the summer months and mostly during the evening peak traffic period.

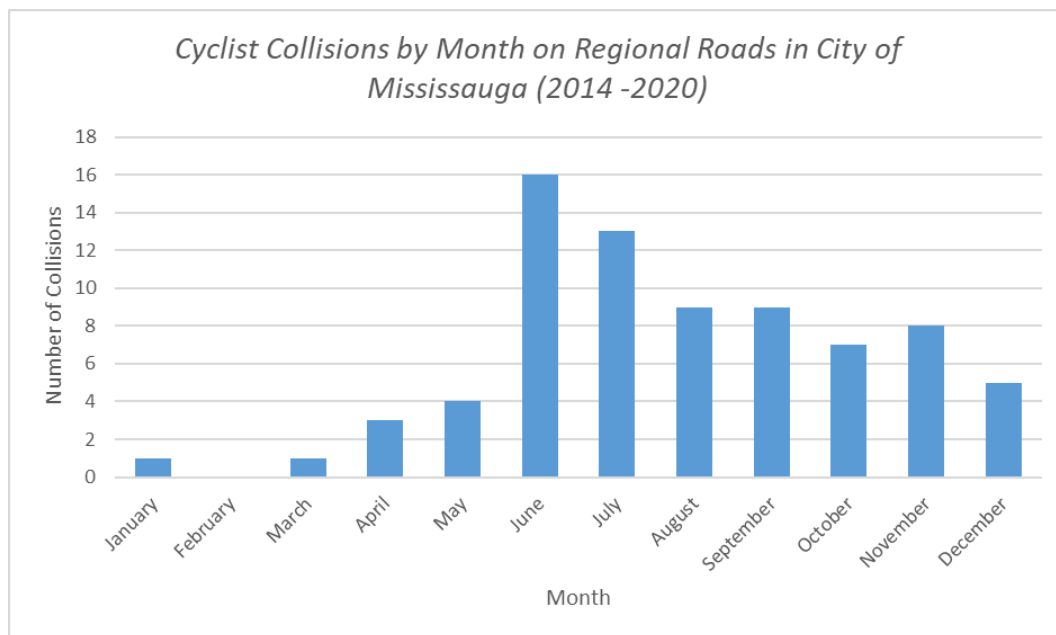


Figure 5: Cyclist Collisions by Month on Regional Roads in City of Mississauga (2014 -2020)

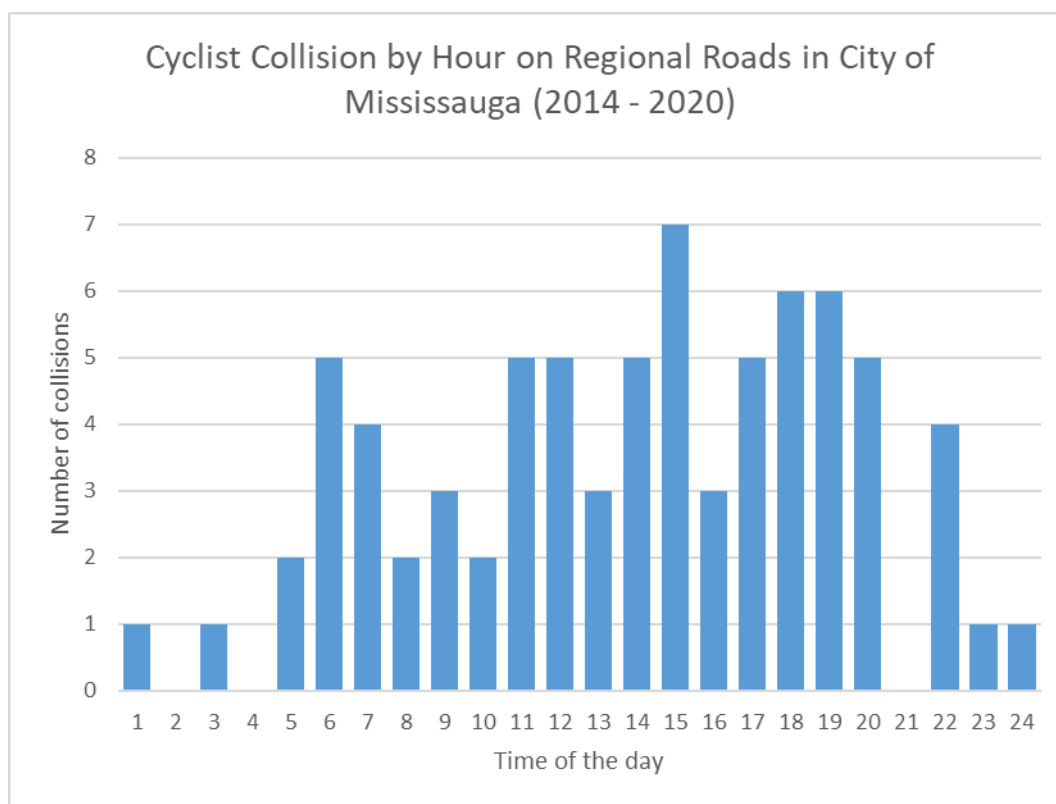


Figure 6: Cyclist Collisions by Hour (starting) on Regional Roads in City of Mississauga (2014 -2020)

Conclusion & Recommendations

Since 2014, 76 cyclist collisions have been reported within the City of Mississauga on roads under the jurisdiction of the Region of Peel. Nearly 36% of these collisions resulted in injury and three collisions resulted in fatal injury. The majority (99%) of cyclist collisions reported on Regional roads in the City of Mississauga are occurring at intersections.

The long-term goal for the Region of Peel Vision Zero Road Safety Strategic Plan (RSSP) is “**zero fatal and injury collisions**”. The short-term goal (2018 -2022) is “**10% reduction in fatal and injury collisions by 2022**”.

The Vision Zero RSSP focuses on six emphasis areas with the greatest opportunity for improvement, with cycling being one of the focus areas. The other emphasis areas are intersections, pedestrians, aggressive driving, distracted driving and impaired driving.

The goal of the Vision Zero Road Safety Strategic Plan is based on shared responsibility for road safety between municipalities, the police, community organizations and all road users – we all have a role to play. The Region is continuing to work proactively towards achieving our Vision Zero goals through the four ‘E’s of road safety strategy: engineering, education, enforcement, and empathy.

The Region created the Vision Zero Education and Awareness Working Group which is a sub-committee of the Vision Zero Task Force to better coordinate and deliver joint education, outreach and communication initiatives to raise awareness of pedestrian and cyclist safety in the Region.