

King Street to RHVP NB loop On Ramp

Severity	Collision Type	Road Surface Condition
<p>P.D.O/NR: 6 Non-fatal injury: 4 Fatal: 0</p>	<p>Rear end: 1 SMV Other: 8 Sideswipe: 1</p>	<p>Wet: 6 NR: 4</p>
Light	Apparent Driver Action	
<p>Daylight: 6 Dark: 1 NR: 3</p>	<ul style="list-style-type: none"> • 2 collisions reported with "Lost Control" • 3 collisions reported with "Speed too fast for condition" 	

Summary

- SMV collisions are the most prevalent collision type
- Majority of the collisions occurred under wet surface conditions

Countermeasures

- As an immediate countermeasure, install SLIPPERY WHEN WET sign as a temporary solution
- Resurfacing
- Conduct a ball bank study to identify the advisory speed and install the advisory speed sign if warranted



RHVP SB to King Street off Ramp

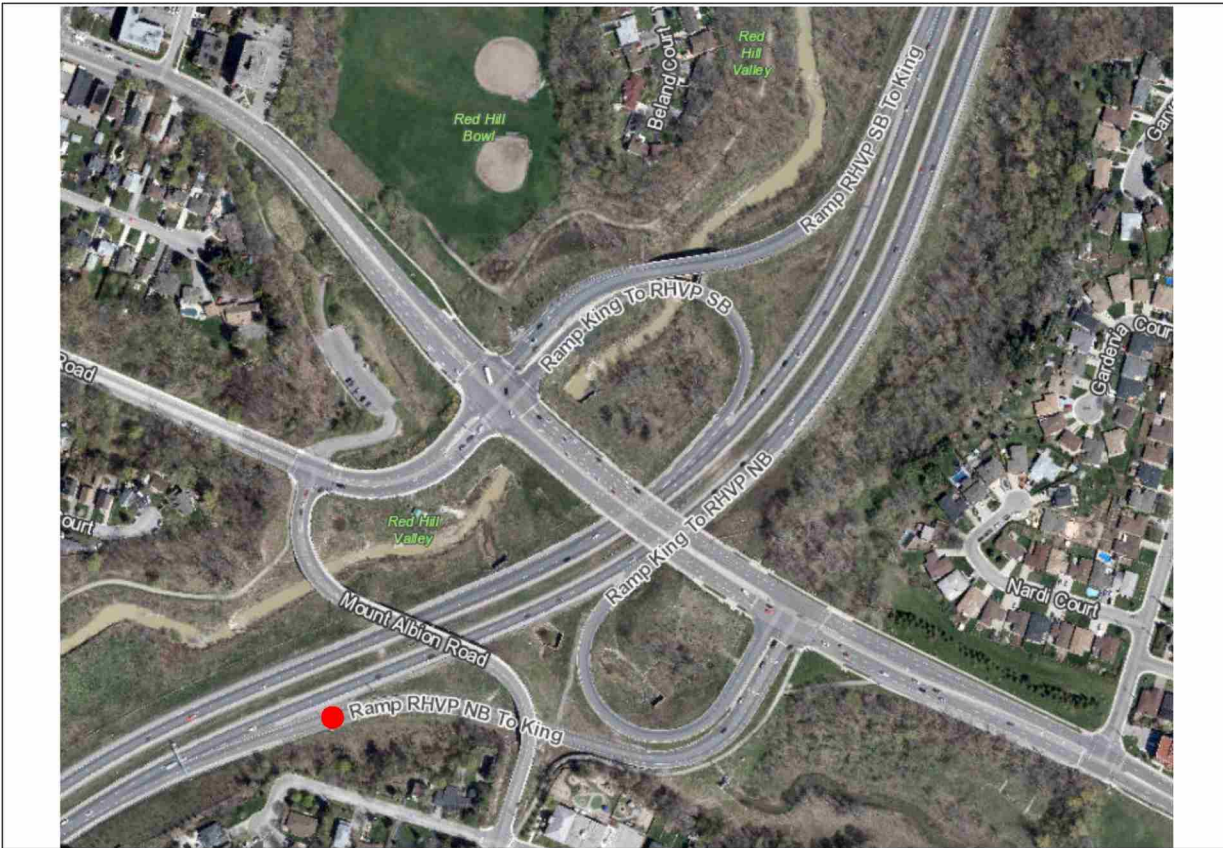
Severity	Collision Type	Road Surface Condition																				
<table border="1"> <tr><td>P.D.O/NR</td><td>13</td></tr> <tr><td>Non-fatal injury</td><td>3</td></tr> <tr><td>Fatal</td><td>0</td></tr> </table>	P.D.O/NR	13	Non-fatal injury	3	Fatal	0	<table border="1"> <tr><td>Rear end</td><td>2</td></tr> <tr><td>SMV Other</td><td>13</td></tr> <tr><td>Sideswipe</td><td>1</td></tr> </table>	Rear end	2	SMV Other	13	Sideswipe	1	<table border="1"> <tr><td>Dry</td><td>1</td></tr> <tr><td>Ice/Snow</td><td>1</td></tr> <tr><td>Wet</td><td>9</td></tr> <tr><td>NR</td><td>5</td></tr> </table>	Dry	1	Ice/Snow	1	Wet	9	NR	5
P.D.O/NR	13																					
Non-fatal injury	3																					
Fatal	0																					
Rear end	2																					
SMV Other	13																					
Sideswipe	1																					
Dry	1																					
Ice/Snow	1																					
Wet	9																					
NR	5																					
Light	Apparent Driver Action																					
<table border="1"> <tr><td>Daylight</td><td>8</td></tr> <tr><td>Dark</td><td>3</td></tr> <tr><td>NR</td><td>5</td></tr> </table>	Daylight	8	Dark	3	NR	5	<ul style="list-style-type: none"> • 2 collisions reported with "Lost Control" • 6 collisions reported with "Speed too fast for condition" 															
Daylight	8																					
Dark	3																					
NR	5																					

Summary

- SMV collisions are the most prevalent collision type
- Majority of the collisions occurred under wet surface conditions
- Most frequent apparent driver action reported was " Speed too fast for condition "

Countermeasures

- Resurfacing
- Conduct a ball bank study to identify the advisory speed and install the advisory speed sign if warranted
- Consider the installation of a speed feedback sign



RHVP NB to King Street off ramp

Summary



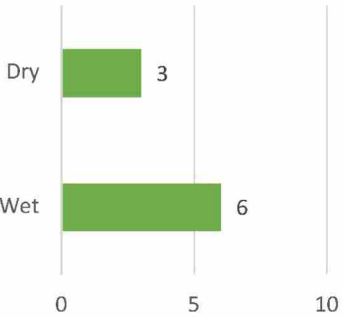
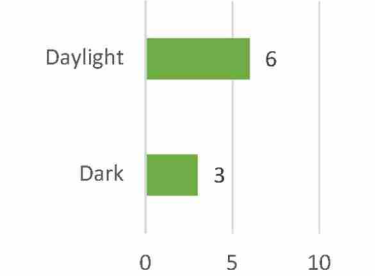
- Only 3 reported collisions within the study period
- 2 occurred under wet surface conditions and apparent driver action reported was "Lost Control"
- No countermeasure is recommended



Queenston Road to RHVP SB Loop ON Ramp

Severity	Collision Type	Road Surface Condition
<p>P.D.O/NR 7 Non-fatal injury 3 Fatal 0</p>	<p>Rear end 1 SMV Other 9</p>	<p>Dry 1 Wet 7 NR 2</p>
Light	Apparent Driver Action	
<p>Daylight 7 Dark 1 NR 2</p>	<ul style="list-style-type: none"> • 3 collisions reported with "Lost Control" • 2 collisions reported with "Speed too fast for condition" 	
Summary		
<ul style="list-style-type: none"> • SMV collisions are the most prevalent collision type 		

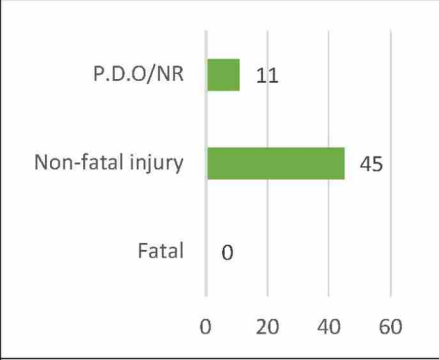
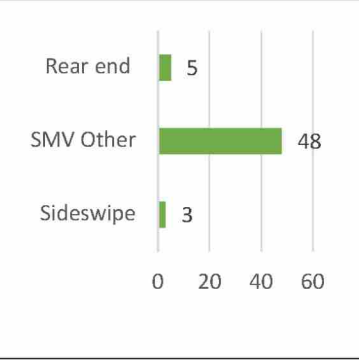
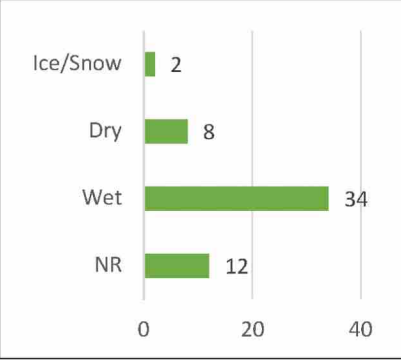
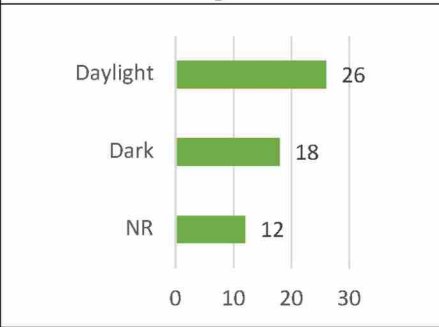
<ul style="list-style-type: none">• Majority of the collisions occurred under wet surface conditions
Countermeasures
<ul style="list-style-type: none">• Resurfacing• Conduct a ball bank study to identify the advisory speed and install the advisory speed sign if warranted• Consider the installation of a speed feedback sign

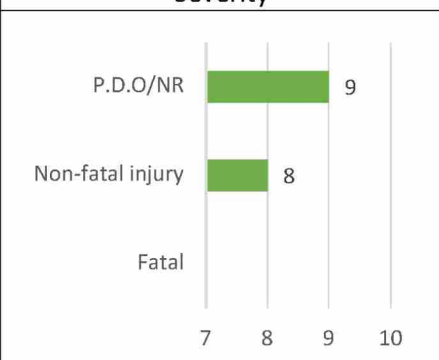
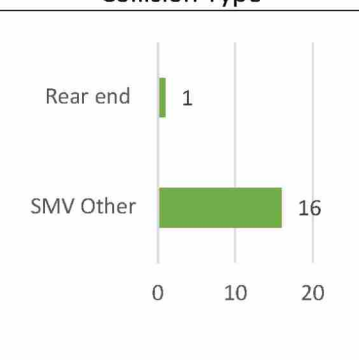
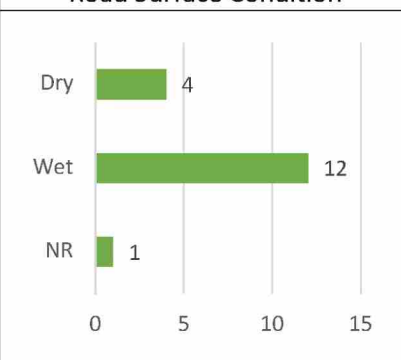
Mud Street to RHVP NB ON Ramp (1)		
Severity	Collision Type	Road Surface Condition
 <p>P.D.O/NR 6 Non-fatal injury 3 Fatal 0</p>	 <p>Rear end 2 SMV Other 6 Sideswipe 1</p>	 <p>Dry 3 Wet 6</p>
Light	Apparent Driver Action	
 <p>Daylight 6 Dark 3</p>	<ul style="list-style-type: none"> 4 collisions reported with "Lost Control" 	
Summary		
<ul style="list-style-type: none"> SMV collisions are the most prevalent collision type Majority of the collisions occurred under wet surface conditions Most frequent apparent driver action reported was "Lost Control" 		
Countermeasures		
<ul style="list-style-type: none"> Resurfacing 		

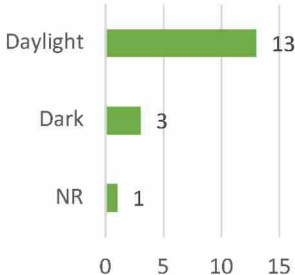
URHVP to RHVP SB ON Ramp (2)
Summary
<ul style="list-style-type: none"> Only 1 injury reported collision within the study period Collision occurred under wet surface conditions

URHVP to RHVP NB ON Ramp (3)
Summary
<ul style="list-style-type: none"> No reported collision within the study period

Mud Street to RHVP SB ON Ramp (4)
Summary
<ul style="list-style-type: none"> No reported collision within the study period

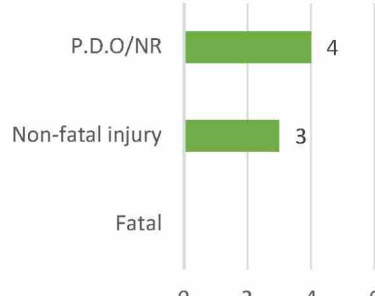
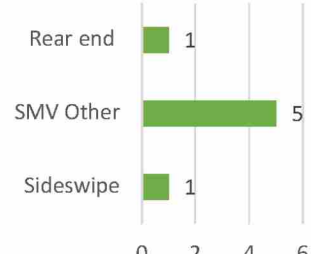
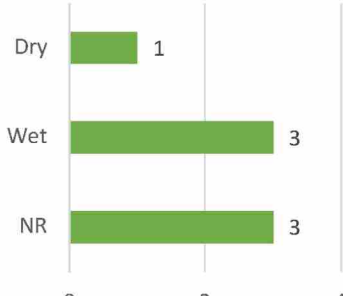
Mud Street to RHVP SB ON Loop Ramp (5)																						
Severity	Collision Type	Road Surface Condition																				
 <table border="1"> <tr><td>P.D.O/NR</td><td>11</td></tr> <tr><td>Non-fatal injury</td><td>45</td></tr> <tr><td>Fatal</td><td>0</td></tr> </table>	P.D.O/NR	11	Non-fatal injury	45	Fatal	0	 <table border="1"> <tr><td>Rear end</td><td>5</td></tr> <tr><td>SMV Other</td><td>48</td></tr> <tr><td>Sideswipe</td><td>3</td></tr> </table>	Rear end	5	SMV Other	48	Sideswipe	3	 <table border="1"> <tr><td>Ice/Snow</td><td>2</td></tr> <tr><td>Dry</td><td>8</td></tr> <tr><td>Wet</td><td>34</td></tr> <tr><td>NR</td><td>12</td></tr> </table>	Ice/Snow	2	Dry	8	Wet	34	NR	12
P.D.O/NR	11																					
Non-fatal injury	45																					
Fatal	0																					
Rear end	5																					
SMV Other	48																					
Sideswipe	3																					
Ice/Snow	2																					
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Wet	34																					
NR	12																					
Light	Apparent Driver Action																					
 <table border="1"> <tr><td>Daylight</td><td>26</td></tr> <tr><td>Dark</td><td>18</td></tr> <tr><td>NR</td><td>12</td></tr> </table>	Daylight	26	Dark	18	NR	12	<ul style="list-style-type: none"> • 26 collisions reported with "Lost Control" • 8 collisions reported with "Speed too fast for condition" 															
Daylight	26																					
Dark	18																					
NR	12																					
Summary																						
<ul style="list-style-type: none"> • SMV collisions are the most prevalent collision type • Majority of the collisions occurred under wet surface conditions • Most frequent apparent driver action reported was "Lost Control" followed by "Speed too fast for condition" 																						
Countermeasures																						
<ul style="list-style-type: none"> • Resurfacing • Conduct a ball bank study to identify the advisory speed and install the advisory speed sign if warranted • Consider the installation of a speed feedback sign 																						

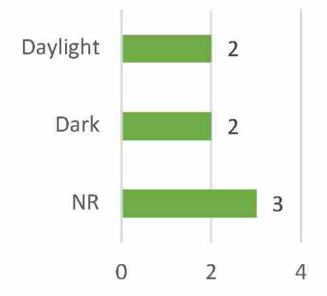
RHVP SB to Mud Street OFF Ramp (6)																		
Severity	Collision Type	Road Surface Condition																
 <table border="1"> <tr><td>P.D.O/NR</td><td>9</td></tr> <tr><td>Non-fatal injury</td><td>8</td></tr> <tr><td>Fatal</td><td>0</td></tr> </table>	P.D.O/NR	9	Non-fatal injury	8	Fatal	0	 <table border="1"> <tr><td>Rear end</td><td>1</td></tr> <tr><td>SMV Other</td><td>16</td></tr> </table>	Rear end	1	SMV Other	16	 <table border="1"> <tr><td>Dry</td><td>4</td></tr> <tr><td>Wet</td><td>12</td></tr> <tr><td>NR</td><td>1</td></tr> </table>	Dry	4	Wet	12	NR	1
P.D.O/NR	9																	
Non-fatal injury	8																	
Fatal	0																	
Rear end	1																	
SMV Other	16																	
Dry	4																	
Wet	12																	
NR	1																	

Light	Apparent Driver Action								
 <table border="1"> <caption>Light Condition Data</caption> <thead> <tr> <th>Light Condition</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Daylight</td> <td>13</td> </tr> <tr> <td>Dark</td> <td>3</td> </tr> <tr> <td>NR</td> <td>1</td> </tr> </tbody> </table>	Light Condition	Count	Daylight	13	Dark	3	NR	1	<ul style="list-style-type: none"> • 9 collisions reported with "Lost Control" • 2 collisions reported with "Speed too fast for condition" • 2 collisions reported with "Exceed Speed limit"
Light Condition	Count								
Daylight	13								
Dark	3								
NR	1								
Summary									
<ul style="list-style-type: none"> • SMV collisions are the most prevalent collision type • Majority of the collisions occurred under wet surface conditions • Most frequent apparent driver action reported was " Lost Control " 									
Countermeasures									
<ul style="list-style-type: none"> • Resurfacing • Consider the installation of a speed feedback sign 									

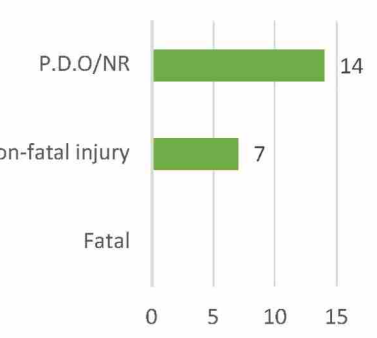
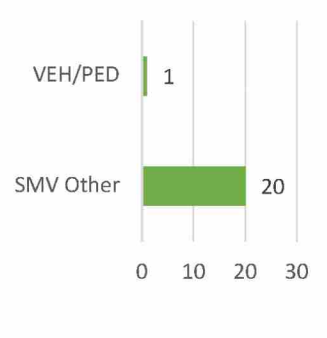
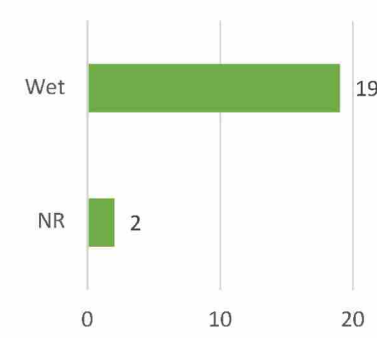
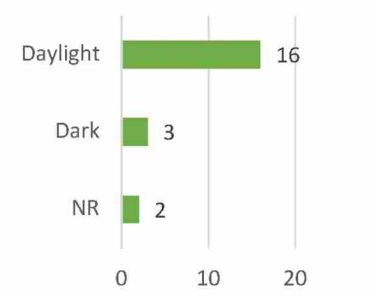
RHVP SB to Mud Street OFF Ramp (7)
Summary
<ul style="list-style-type: none"> • Only 1 injury and 1 PDO reported collision within the study period

RHVP SB to URHVP OFF Ramp (8)
Summary
<ul style="list-style-type: none"> • Only 2 PDO reported collisions within the study period • Collisions occurred under wet surface conditions

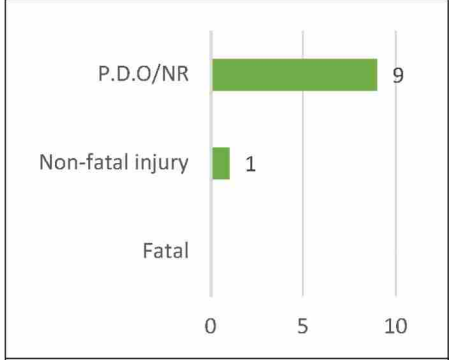

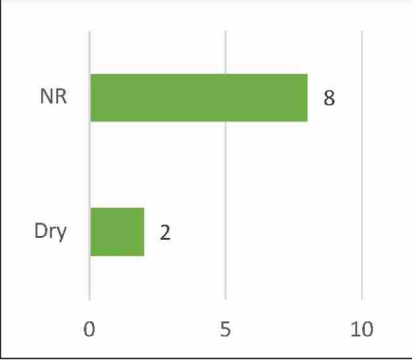
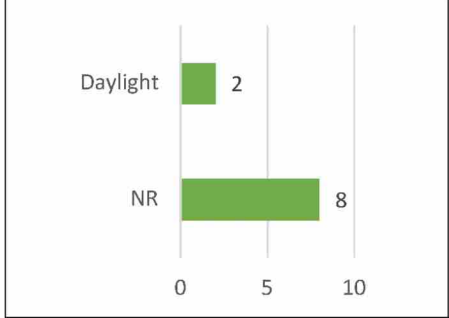
RHVP NB to Mud Street & URHVP OFF Ramp (9)																										
Severity	Collision Type	Road Surface Condition																								
 <table border="1"> <caption>Severity Data</caption> <thead> <tr> <th>Severity</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>P.D.O/NR</td> <td>4</td> </tr> <tr> <td>Non-fatal injury</td> <td>3</td> </tr> <tr> <td>Fatal</td> <td>0</td> </tr> </tbody> </table>	Severity	Count	P.D.O/NR	4	Non-fatal injury	3	Fatal	0	 <table border="1"> <caption>Collision Type Data</caption> <thead> <tr> <th>Collision Type</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Rear end</td> <td>1</td> </tr> <tr> <td>SMV Other</td> <td>5</td> </tr> <tr> <td>Sideswipe</td> <td>1</td> </tr> </tbody> </table>	Collision Type	Count	Rear end	1	SMV Other	5	Sideswipe	1	 <table border="1"> <caption>Road Surface Condition Data</caption> <thead> <tr> <th>Road Surface Condition</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>Dry</td> <td>1</td> </tr> <tr> <td>Wet</td> <td>3</td> </tr> <tr> <td>NR</td> <td>3</td> </tr> </tbody> </table>	Road Surface Condition	Count	Dry	1	Wet	3	NR	3
Severity	Count																									
P.D.O/NR	4																									
Non-fatal injury	3																									
Fatal	0																									
Collision Type	Count																									
Rear end	1																									
SMV Other	5																									
Sideswipe	1																									
Road Surface Condition	Count																									
Dry	1																									
Wet	3																									
NR	3																									
Light	Apparent Driver Action																									

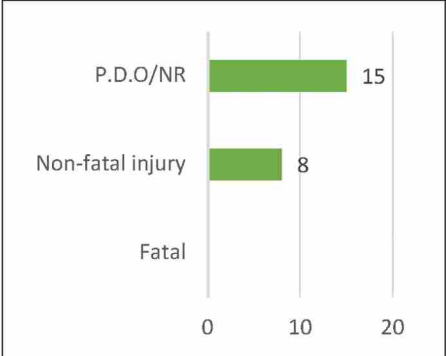
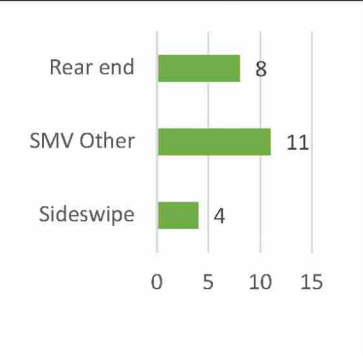
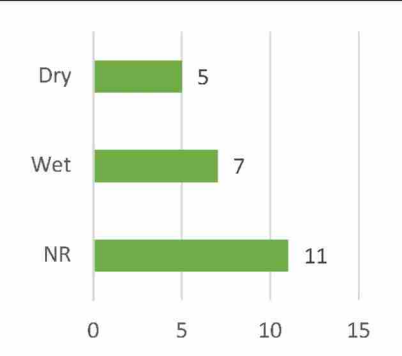
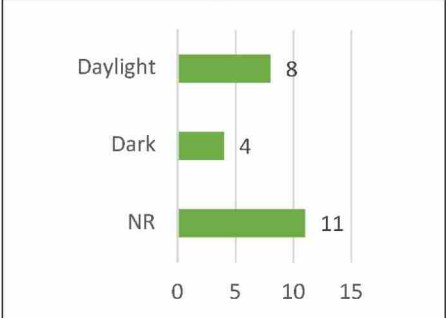
	
Summary	
<ul style="list-style-type: none"> • SMV collisions are the most prevalent collision type • Most of the collisions occurred under wet surface conditions 	
Countermeasures	
<ul style="list-style-type: none"> • Resurfacing 	

RHVP NB to Mud Street OFF Ramp (10)
Summary
<ul style="list-style-type: none"> • Only 1 non reported collision within the study period

RHVP NB to URHVP OFF Ramp (11)		
Severity	Collision Type	Road Surface Condition
		
Light	Apparent Driver Action	
	<ul style="list-style-type: none"> • 11 collisions involved driver "Lost Control" • 4 collisions involved driver "Speed too fast for condition" 	
Summary		
<ul style="list-style-type: none"> • SMV collisions are the most prevalent collision type • Majority of the collisions occurred under wet surface conditions 		

- Most frequent apparent driver action reported was " Lost Control " followed by "Speed too fast for condition"
- Countermeasures**
- Resurfacing
 - Conduct a ball bank study to identify the advisory speed and install the advisory speed sign if warranted
 - Consider the installation of a speed feedback sign

RHVP NB & SB to Mud Street OFF Ramp (13)																
Severity	Collision Type	Road Surface Condition														
 <table border="1"> <tr><td>P.D.O/NR</td><td>9</td></tr> <tr><td>Non-fatal injury</td><td>1</td></tr> <tr><td>Fatal</td><td>0</td></tr> </table>	P.D.O/NR	9	Non-fatal injury	1	Fatal	0	 <table border="1"> <tr><td>Rear end</td><td>8</td></tr> <tr><td>SMV Other</td><td>2</td></tr> </table>	Rear end	8	SMV Other	2	 <table border="1"> <tr><td>NR</td><td>8</td></tr> <tr><td>Dry</td><td>2</td></tr> </table>	NR	8	Dry	2
P.D.O/NR	9															
Non-fatal injury	1															
Fatal	0															
Rear end	8															
SMV Other	2															
NR	8															
Dry	2															
Light	Apparent Driver Action															
 <table border="1"> <tr><td>Daylight</td><td>2</td></tr> <tr><td>NR</td><td>8</td></tr> </table>	Daylight	2	NR	8												
Daylight	2															
NR	8															
Summary																
<ul style="list-style-type: none"> • Rear end collisions are the most prevalent collision type 																
Countermeasures																
<ul style="list-style-type: none"> • Provide guidance through signage • Resurfacing 																

Stone Church to RHVP SB & NB ON Ramp (14)																				
Severity	Collision Type	Road Surface Condition																		
 <table border="1"> <tr><td>P.D.O/NR</td><td>15</td></tr> <tr><td>Non-fatal injury</td><td>8</td></tr> <tr><td>Fatal</td><td>0</td></tr> </table>	P.D.O/NR	15	Non-fatal injury	8	Fatal	0	 <table border="1"> <tr><td>Rear end</td><td>8</td></tr> <tr><td>SMV Other</td><td>11</td></tr> <tr><td>Sideswipe</td><td>4</td></tr> </table>	Rear end	8	SMV Other	11	Sideswipe	4	 <table border="1"> <tr><td>Dry</td><td>5</td></tr> <tr><td>Wet</td><td>7</td></tr> <tr><td>NR</td><td>11</td></tr> </table>	Dry	5	Wet	7	NR	11
P.D.O/NR	15																			
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Daylight	8																			
Dark	4																			
NR	11																			
Summary																				
<ul style="list-style-type: none"> • SMV collisions are the most prevalent collision type followed by rear end collisions • At least 7 collisions occurred under wet surface conditions 																				
Countermeasures																				
<ul style="list-style-type: none"> • Resurfacing • Review the guide signs for the RHVP & LINC 																				

RHVP NB Mainline Between Queenston NB off ramp & Greenhill NB on ramp																												
Severity	Collision Type	Road Surface Condition																										
 <table border="1"> <tr><td>P.D.O/NR</td><td>188</td></tr> <tr><td>Non-fatal injury</td><td>57</td></tr> <tr><td>Fatal</td><td>2</td></tr> </table>	P.D.O/NR	188	Non-fatal injury	57	Fatal	2	 <table border="1"> <tr><td>Rear end</td><td>60</td></tr> <tr><td>SMV Other</td><td>131</td></tr> <tr><td>Sideswipe</td><td>44</td></tr> <tr><td>NR</td><td>3</td></tr> <tr><td>Overtaking</td><td>6</td></tr> <tr><td>Head On</td><td>3</td></tr> </table>	Rear end	60	SMV Other	131	Sideswipe	44	NR	3	Overtaking	6	Head On	3	 <table border="1"> <tr><td>Ice/Snow</td><td>3</td></tr> <tr><td>Dry</td><td>18</td></tr> <tr><td>Wet</td><td>157</td></tr> <tr><td>NR</td><td>69</td></tr> </table>	Ice/Snow	3	Dry	18	Wet	157	NR	69
P.D.O/NR	188																											
Non-fatal injury	57																											
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Rear end	60																											
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Light	Apparent Driver Action																											
 <table border="1"> <tr><td>Daylight</td><td>105</td></tr> <tr><td>Dark</td><td>73</td></tr> <tr><td>NR</td><td>69</td></tr> </table>	Daylight	105	Dark	73	NR	69	<ul style="list-style-type: none"> • 74 collisions involved driver "Lost Control" • 42 collisions involved driver "Speed too fast for condition" • 11 collisions involved driver "Exceed Speed limit" 																					
Daylight	105																											
Dark	73																											
NR	69																											
Summary																												
<ul style="list-style-type: none"> • SMV collisions are the most prevalent collision type followed by rear end and sideswipe collisions • Wet surface collisions are the most prevalent collision type, which is significantly high compared to typical proportions. • Majority of SMV, rear end and sideswipe collisions occurred under wet surface conditions. • The most frequent apparent driver action reported was "lost control", followed by "speed too fast" • Locations with the highest collision frequencies are located within, on approach to, or leaving horizontal curves 																												
Countermeasures																												
<ul style="list-style-type: none"> • Provide information sign (or warning sign) where says King Street 500 m saying that right turn exists • Resurfacing 																												