In-Service Road Safety Review (ISRSR) Study

Canboro Road between Effingham Street and Vinemount Drive

Final

January 22, 2024

Prepared for:

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Prepared for:

RVA

Pelham NIAGARA

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RVA 237257

January 22, 2024

Town of Pelham
20 Pelham Town Square
PO Box 400
Fonthill, Ontario
L0S 1E0

Attention: Jason Marr, P.Eng.
Director of Public Works

Dear Mr. Marr:

Re: In-Service Road Safety Review (ISRSR) Study
Canboro Road Between Effingham Street and Vinemount Drive

R.V. Anderson Associates Limited (RVA) submits herein to the Town of Pelham (the Town) our In-Service Road Safety Review study completed for Canboro Road between Effingham Street and Vinemount Drive.

It should be noted that all recommendations provided, are based solely on safety performance. It is understood that there are other constraints, such as traffic operations, property requirements, life-cycle costs, etc. that must be balanced with safety performance. As such, the findings and recommendations included herein are intended for the Town's consideration, and the Town is under no obligation to accept any or all recommendations provided by RVA.

Yours very truly,

R.V. ANDERSON ASSOCIATES LIMITED

Michael Kong, C.Tech.
Transportation Planner

Gordon Scobie, P.Eng.
Associate, Project Manager / Transportation Lead

LICENSED PROFESSIONAL ENGINEER
G.R. SCOBIE
10013584
22-Jan-2024
PROVINCE OF ONTARIO

In-Service Road Safety Review Study

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Town of Pelham

RVA 237257

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IN-SERVICE ROAD SAFETY REVIEW

Canboro Road between Effingham Street and Vinemount Drive

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1.0 Introduction

1.1 Background and Purpose

R.V. Anderson Associates Limited (RVA) was retained by the Town of Pelham (the Town) to undertake an In-Service Road Safety Review (ISRSR) for Canboro Road between Effingham Street and Vinemount Drive. The study is being undertaken in response to public concerns regarding the existing longitudinal rumble strips on the south side of this corridor and their associated impacts to cycling and road safety.

The ISRSR identifies safety concerns and corresponding mitigation measures to improve safety within the study area for all road users, with specific consideration given to the impacts of the existing rumble strips. Subsequent sections summarize a number of potential mitigation measures that can be further explored at the discretion of the Town.

1.2 Study Corridor

The corridor being reviewed is Canboro Road between Effingham Street and Vinemount Drive in the Town of Pelham, Ontario.

Inclusive of the intersections made with Effingham Street and Vinemount Drive, the corridor is approximately 1.25 kilometres in its entirety and has a total of three (3) unsignalized intersections, in addition to one (1) private lane intersection made with a recently built residential hamlet (herein referred to as the “private laneway”). The configuration and traffic control for these intersections can be summarized as follows:

- Canboro Road and Effingham Street, four-leg, all-way stop control
- Canboro Road and the private laneway, three-leg, minor street stop control
- Canboro Road and Oakridge Boulevard, three-leg, minor street stop control
- Canboro Road and Vinemount Drive, three-leg, minor street stop control

The foregoing intersections and the general study area limits are shown in **Figure 1.1**.

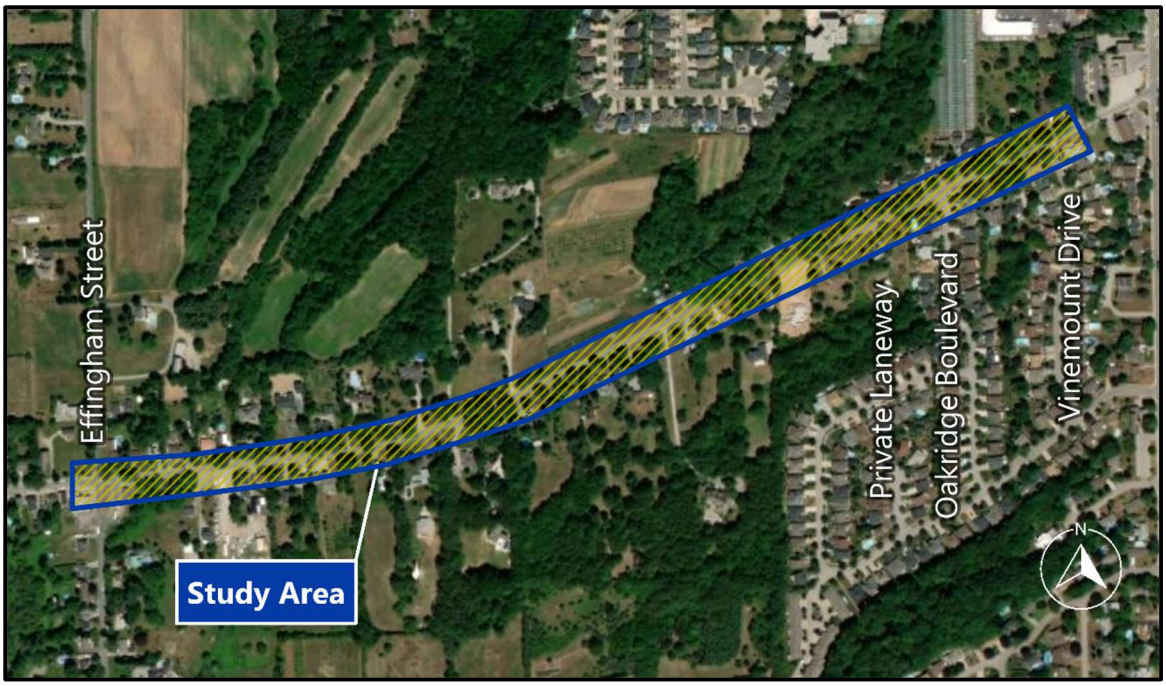

Figure 1.1 – Study Corridor

Within the study area limits, Canboro Road consists of a two-lane roadway with a rural cross-section and a posted speed limit of 50km/hr. Pedestrians are accommodated by a sidewalk on the south side of the corridor from the easterly limit of the study area to the private laneway; however, there is no pedestrian accommodation between the private laneway and the westerly limits of the study area. There are no pedestrian accommodations along the north side of Canboro Road within the study area. The corridor is identified to have paved shoulders in the future for cyclists in the Town's Active Transportation Plan and Implementation Strategy dated November 2016. However, in the interim, cyclists using the corridor must share the 3.25-metre-wide lanes with vehicles, as there is insufficient clear space on the northern shoulder and given the rumble strips along on the southern shoulder.

Towards the western limit, the surrounding land uses are predominantly residential with some commercial uses on the south side, whereas the eastern limit is surrounded by residential uses only. Hydro poles are situated approximately 1.5 metres back from the edge of pavement (EOP) on the south side, and are therefore, 2.5 metres back from the vehicle travel path. From the vehicular travel lane to EOP, approximately 1.0 metre of asphalt is provided, most of which is allocated for the longitudinal rumble strips. Along the north side of the road, hydro poles are present in some areas but generally have greater separation from the EOP than the south side.

1.3 Rumble Strips

As per a council report dated February 6th, 2012, a cursory review of the rumble strips was completed in response to public desire for a smooth surface, to allow for increased comfortability for bikes, scooters, and pedestrians with strollers. The report indicates that Canboro Road was reconstructed in 2003-2004, and correspondence with Town staff confirmed that no road resurfacing has been completed since. This report stated that the purpose of the rumble strips is to warn drivers of any roadside hazards (e.g., hydro poles) and the potential presence of pedestrians on the shoulder. The report concludes that the rumble strips are considered to be a safety enhancement for portions along Canboro Road.

1.4 Study Methodology

The ISRSR study was completed with reference to the Transportation Association of Canada (TAC) *Canadian Guide to In-Service Road Safety Reviews*. The study process can be aggregated into the four (4) following steps:

1. Traffic Data Review – analyze City-provided data to identify collision trends and peak periods.
2. Field Investigation – investigate the physical environment of the corridor and road user interactions, and also identify any potential safety concerns or deficiencies.
3. Countermeasure Analysis – Evaluate suitable mitigations measures based on the findings from the first two (2) steps and a literature review of *Ontario Traffic Manual* and *Transportation Association of Canada (TAC)* documents.
4. Recommendations – make preferred recommendations with consideration to site-specific constraints.

2.0 Traffic Data Review

Historical traffic volume data was provided by the Town for use in this study. The provided data included 24-hour Automatic Traffic Recorder (ATR) data collected for one (1) day on Tuesday, May 31st, 2016, and included both volume and speed information.

In addition, historical collision data for the study area from 2019 to 2022 was provided to identify any collision trends.

All traffic volume, speed and collision data are provided in Appendix 1.

2.1 Midblock Traffic Volumes and Operating Speeds

Based on the 24-hour volume data collected between Effingham Street and Haist Street, Canboro Road is carrying approximately 1,294 eastbound vehicles and 1,025 westbound vehicles per day (2,319 total two-way volume). The AM peak hour was identified to be 7:45am to 8:45am, with the station recording 100 eastbound vehicles and 68 westbound vehicles (168 total two-way volume). The PM peak hour was identified to be 4:45pm to 5:45pm, with the station recording 103 eastbound vehicles and 101 westbound vehicles (204 total two-way volume).

The results of vehicle operating speeds taken from the ATR study are summarized in Figure 2.1. The results indicate that 54.3% of vehicles are travelling between 50km/hr and 59km/hr along the corridor. 29.6% of vehicles were recorded travelling below the posted speed limit of 50km/hr and 16.1% of vehicles were recorded travelling 10km/hr or more over the posted speed limit.

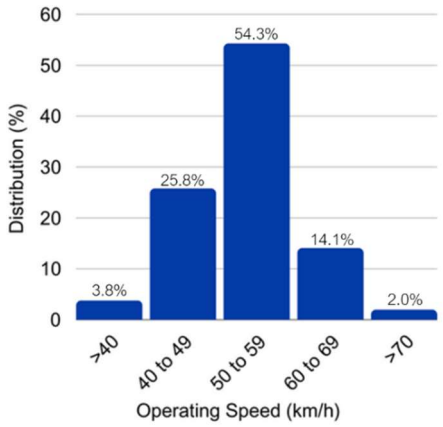

Figure 2.1 – Midblock Operating Speeds

2.2 Collision History Review

The following sections present a summary of the most recent five (5) years of collision history (2019 to 2023) for all of the study area intersections and midblocks.

Overall, there were a total of four (4) collisions recorded over the five (4) years of data. None of the collisions reported resulted in a fatal injury and no collisions involved a cyclist.

2.2.1 Intersection Collision Statistics

From the four total collisions recorded in the study area, only one (1) occurred at an intersection. This collision occurred at Canboro Road and Effingham Street and was documented as an angle collision and classified as property damage only (PDO). The collision occurred under clear daylight conditions and was the result of a driver disobeying traffic control.

2.2.2 Midblock Collision Statistics

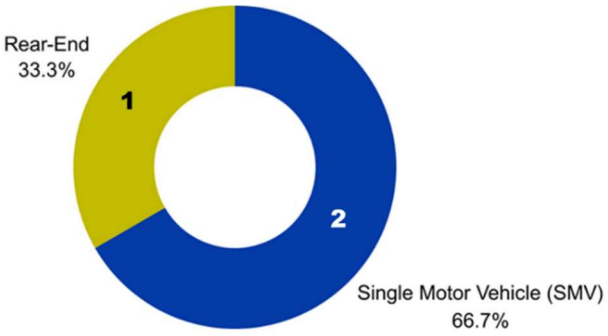

Figure 2.2 – Midblock Collision Type Summary

The remaining three (3) collisions occurred within midblocks along the study area. Of these collisions, two (2) took place between Oakridge Boulevard and Effingham Street, whereas one (1) took place between Oakridge Boulevard and Vinemount Drive. The documented classification for all of these collisions was as PDO. The collisions by impact type are summarized in Figure 2.2 and show that one (1) of the collisions was recorded as a rear-end and two (2) were recorded as single motor vehicle collisions.

All of the collisions occurred under clear environment conditions while two (2) occurred under dark lighting conditions while the third occurred under daylight conditions. Two (2) of the collisions were the result of the driver losing control while the third was the result of following too close.

2.2.3 Collision Analysis

The location of the collisions along the corridor and their associated collision type are summarized in Figure 2.3. It should be noted that in absence of additional information in the collision data provided, the approaches and direction of travel involved have been assumed based on the surrounding geometric context and spatial information. As a result, the approaches shown in the figure are for illustrative purposes only.

Figure 2.3 – Five-Year Collision Summary

3.0 Field Investigation

A field investigation was completed on Wednesday December 20th, 2023, during the typical weekday morning and evening (nighttime) peak hours. It was 3 degrees Celsius, with no rain or snowfall occurring during the investigation. The roadway surface condition was mostly dry with some wet areas.

The purpose of the field investigation was to identify any roadway characteristics or driver behaviours that could adversely impact road safety. A key component of the field investigation was to review the impact of the existing rumble strips.

3.1.1 Geometric Configuration and Pavement Condition

As seen in the aerial images presented in the foregoing sections, the corridor exhibits a moderate curve for a short segment of the corridor. Drivers are notified of this curvature through Wa-3L (curve) signage on either end of the segment, as shown in Figure 3.1. Furthermore, the rumble strips on the south side of the roadway notify eastbound drivers if they are veering out of the vehicular travel lanes.

Figure 3.1 – Wa-3L Signage

Advisory speed tabs could be used to encourage drivers to operate at a reduced speed along this curve. However, the field investigation documented that the curvature can be safely navigated when travelling at the posted speed of 50km/hr without noticeable impacts from centrifugal forces.

The corridor also exhibits variations in vertical alignment throughout the corridor, but similarly, it was documented that these variations can be safely navigated at the posted speed limit.

3.1.2 Traffic Control Devices

The field investigation documented that the existing pavement markings are largely apparent during the day, although some sections are completely faded or beginning to fade; this can be seen in Figure 3.2.

Figure 3.2 – Lane Markings

In the nighttime period, the lane markings are still visible due to the streetlights; however, the retroreflectivity of these lane markings have faded significantly. This makes the lane delineation markings more difficult to see in sections with a lesser degree of illumination.

The field observation found no deficiencies with the specification or placement of existing signage. However, there is currently no signage erected for cyclists. As noted previously, the existing shoulders are not suitable for cyclists due to their lack of clear width and/or rumble strips, and cyclists must therefore share the 3.25-metre lanes with drivers. It is suggested that Wc-19 and Wc-19t (Figure 3.3) signage be implemented along the corridor to alert drivers of cyclist presence. It should be noted that this signage does not need to be implemented if the shoulder is widened.

Wc-19 (OTM)
(600 x 600 mm)

Wc-19t (OTM)
(300 x 600 mm)

Figure 3.3 – Cyclist Signage

The rumble strips along the south side of the corridor have experienced significant wear-and-tear in many areas which has hindered their effectiveness. In fact, vehicles were observed driving over the rumble strips, to which it appeared to have nominal impacts on their driver behaviour. Surveyors also indicated that the rumble strips were not producing the desired humming sound when vehicles were traversing them. An example of the eroded rumble strips can be seen in Figure 3.4 where the rumble strips have transitioned into a gravel-like sediment. In these areas where the rumble strips are eroding, they are still substantial enough to cause significant discomfort for cyclists that wish to use the shoulder yet have little-to-no impact on driver behaviour.

Figure 3.4 – Eroded Rumble Strips

3.1.3 Road User Interactions

Across both field investigation periods (morning and nighttime), three (3) pedestrians were observed walking along the rumble strips. It was noted that these pedestrians were visibly unnerved by the lack of separation from vehicles, with the pedestrians seen stopping and stepping further away from the roadway to let vehicles pass before continuing to walk. Furthermore, the pedestrian observed in the nighttime period was walking along the rumble strips adjacent to the vehicle travel path yet was not immediately apparent to approaching vehicles.

As part of this study, surveyors walked along the rumble strips to evaluate the perceived safety of the roadway, particularly for pedestrians walking on the shoulder. The findings were that the lack of separation from vehicles resulted in significant uneasiness, with the presence of the rumble strips adding no perceived safety enhancement.

The field investigation found that vehicles were generally driving appropriately along the corridor, however, a few vehicles were perceivably driving at excessive operating speeds. Surveyors indicated that despite the lane widths being 3.25 metres wide, the wide right-of-way increases the interpreted road width and resultantly fosters a higher operating speed. In some cases, vehicles were seen traversing the rumble strips as a result of careless

driving which puts pedestrians and cyclists on the shoulder at high risk, especially in the nighttime period or in adverse weather conditions when they are less visible.

Although a small sample of pedestrian-vehicle interactions was considered, the lack of pedestrian separation is concluded to be a high risk and efforts should be made to provide additional separation for pedestrians.

4.0 Countermeasures

Given there are only four (4) collisions with few similarities that have taken place within the study area in the last five (5) years, there are no discernible collision trends to mitigate. However, when considering the findings of the field investigation, particularly for pedestrians and cyclists, it was established that there is significant risk associated with their lack of separation from the vehicular travel path.

As noted in the *Ontario Traffic Manual – Book 18 Cycling Facilities* and *TAC Geometric Design Guide for Canadian Roads* (OTM Book 18), rumble strips are meant to provide sound queues to errant motorists that are drifting into the shoulder; however, they are undesirable from a cycling perspective as they restrict maneuverability and can even cause cyclists to lose control of their bicycle.

OTM also states that the minimum cycling facility width for a paved shoulder is 1.2 metres. It should be noted that even with the removal of the existing rumble strips, the paved shoulder would only provide an approximate 1.0 metre shoulder width, which is considered a substandard cycling facility.

As identified in the *Active Transportation (AT) Plan and Implementation Strategy*, a paved shoulder has been recommended for Canboro Road as an accommodation for active transportation users. This alternative would provide greater separation for pedestrians and cyclists, and would also allow the rumble strips to remain if desired. The increased accommodation for active transportation users would create the opportunity for further separation enhancements such as roadway pavement markers (RPMs), flexible bollards, a painted buffer, sidewalks, etc. All of which will require an Environmental Assessment study to determine a preferred alternative.

In the interim, the findings of the field investigation and literature review suggests that the close proximity to roadside utilities and lack of separation from pedestrians is cause for significant concern (e.g., it was observed that the existing rumble strips along Canboro Road are being utilized). There is substantial research that clearly indicates that rumble

strips are beneficial to drivers' safety due to their correcting effect, and therefore, should be maintained.

Additionally, to support of cyclist comfort and safety in the interim, it is recommended that Wc-19 and Wc-19t signage be implemented throughout the corridor. It is also recommended that sharrow pavement markings be implemented, along with enhanced retroreflective lane markings. As lane widths are less than 4.0 metres wide, sharrow pavement markings would be placed in the centre of the lane, as per OTM standard.

5.0 Summary of Findings and Recommendations

The findings from this ISRSR can be summarized as follows:

- A total of four (4) collisions took place in the most recent five (5) years of available data, three (3) of which occurred within midblock sections and one (1) of which took place at the Canboro Road and Effingham Street intersection.
- All of the recorded collisions were documented as property damage only collisions. None resulted in a fatality, and none involved cyclists.
- The ATR studies (dated 2016) found no significant speeding concerns along the corridor.
- The rumble strips were constructed in 2023-2024 and have eroded substantially since, assumed to be result of age and overuse.
- The field investigation observed vehicles driving at perceivably high operating speeds, with some vehicles regularly traversing the rumble strips.
- The south side of Canboro Road falls below the desired clear space minimum due to the presence of roadside utilities.
- If the rumble strips are removed, the paved shoulder would be one (1) metre wide, which falls below the desired standard for a paved shoulder cycling facility.

The recommendations from this ISRSR can be summarized as follows:

- Ultimately, it is recommended that the Town consider implementing a paved shoulder for improved active transportation accommodation at a future road reconstruction date, as recommended in the Town of Pelham's *Active Transportation (AT) Plan and Implementation Strategy*. At the time for

reconstruction, further enhancements should also be considered, including: RPMs, flexible bollards, a painted buffer, sidewalks, etc.

- In the interim, it is recommended that the rumble strips be reinstated, as their presence has a benefit on overall road safety. This conclusion is based on the findings of the field investigation, narrow lane widths, and the lack of clear zone width between the EOP and roadside hazards (e.g., hydro poles). It is important to note that converting the existing rumble strips to a paved shoulder would result in a substandard cycling facility, and therefore reduce the safety performance of the corridor.
- In the interim, it is also recommended that Wc-19 and Wc-19t signage be implemented along the corridor to increase driver awareness of on-road cyclists. Furthermore, it is recommended that sharrow pavement markings be implemented in the middle of vehicle travel lanes throughout the entire corridor to designate the roadway more formally as a shared facility, and lane pavement markings should be repainted to provide enhanced retroreflectivity.

APPENDIX 1

Traffic Volume, Speed and Collision Data

ATR Data

Time/Speed Report		
HI-Star ID: 21001	Begin: 2016-05-31 12:00 AM	End: 2016-06-01 12:00 AM
Street: Canboro Rd - EB	Lane: EB	Hours: 24:00
State: ON	Oper: MD	Period: 15
City: Town of Pelham	Posted: 50	Raw Count: 1324
Area: Effingham St to Haist St	AADT Factor: 1	AADT Count: 1324

	0 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 >	Total
2016-05-31 [12:00 AM-12:15 AM]	0	0	3	0	1	0	0	0	4
2016-05-31 [12:15 AM-12:30 AM]	0	0	0	1	0	0	0	0	1
2016-05-31 [12:30 AM-12:45 AM]	0	0	1	0	0	0	0	0	1
2016-05-31 [12:45 AM-01:00 AM]	0	0	1	0	0	0	0	0	1
2016-05-31 [01:00 AM-01:15 AM]	0	0	1	0	0	0	0	0	1
2016-05-31 [01:15 AM-01:30 AM]	0	0	0	0	0	0	0	0	0
2016-05-31 [01:30 AM-01:45 AM]	0	0	0	0	0	0	0	0	0
2016-05-31 [01:45 AM-02:00 AM]	0	0	0	0	0	0	0	0	0
2016-05-31 [02:00 AM-02:15 AM]	0	0	0	0	0	0	0	0	0
2016-05-31 [02:15 AM-02:30 AM]	0	0	0	0	0	0	0	0	0
2016-05-31 [02:30 AM-02:45 AM]	0	0	0	1	0	0	0	0	1
2016-05-31 [02:45 AM-03:00 AM]	0	0	1	0	0	0	0	0	1
2016-05-31 [03:00 AM-03:15 AM]	0	0	0	1	0	0	0	0	1
2016-05-31 [03:15 AM-03:30 AM]	0	0	0	0	0	0	0	0	0
2016-05-31 [03:30 AM-03:45 AM]	0	0	0	0	0	0	0	0	0
2016-05-31 [03:45 AM-04:00 AM]	0	0	0	0	0	0	0	0	0
2016-05-31 [04:00 AM-04:15 AM]	0	0	0	0	0	0	0	0	0
2016-05-31 [04:15 AM-04:30 AM]	0	2	0	1	0	0	0	0	3
2016-05-31 [04:30 AM-04:45 AM]	0	0	0	0	1	0	0	0	1
2016-05-31 [04:45 AM-05:00 AM]	0	0	0	1	0	0	0	0	1
2016-05-31 [05:00 AM-05:15 AM]	0	0	4	0	0	0	0	0	4
2016-05-31 [05:15 AM-05:30 AM]	0	0	0	1	0	0	0	0	1
2016-05-31 [05:30 AM-05:45 AM]	0	0	1	0	2	0	0	0	3
2016-05-31 [05:45 AM-06:00 AM]	1	2	5	4	1	0	0	0	13
2016-05-31 [06:00 AM-06:15 AM]	0	3	1	2	0	0	0	0	6
2016-05-31 [06:15 AM-06:30 AM]	0	2	5	3	0	0	0	0	10
2016-05-31 [06:30 AM-06:45 AM]	1	3	11	3	0	0	0	0	18
2016-05-31 [06:45 AM-07:00 AM]	0	0	10	2	1	0	0	0	13
2016-05-31 [07:00 AM-07:15 AM]	0	2	11	5	0	0	0	0	18
2016-05-31 [07:15 AM-07:30 AM]	0	3	15	6	0	0	0	0	24
2016-05-31 [07:30 AM-07:45 AM]	0	9	16	4	1	0	0	0	30
2016-05-31 [07:45 AM-08:00 AM]	2	7	24	8	2	0	0	0	43
2016-05-31 [08:00 AM-08:15 AM]	1	8	29	6	2	0	0	0	46
2016-05-31 [08:15 AM-08:30 AM]	1	10	20	4	2	0	0	0	37
2016-05-31 [08:30 AM-08:45 AM]	2	10	24	5	0	1	0	0	42
2016-05-31 [08:45 AM-09:00 AM]	0	9	21	7	0	0	0	0	37
2016-05-31 [09:00 AM-09:15 AM]	0	11	25	10	0	0	0	0	46
2016-05-31 [09:15 AM-09:30 AM]	1	8	20	6	1	0	0	0	36
2016-05-31 [09:30 AM-09:45 AM]	4	12	19	8	0	0	0	0	43
2016-05-31 [09:45 AM-10:00 AM]	0	9	13	1	0	0	1	0	24
2016-05-31 [10:00 AM-10:15 AM]	1	16	15	3	0	0	0	0	35
2016-05-31 [10:15 AM-10:30 AM]	1	10	21	2	0	0	0	0	34
2016-05-31 [10:30 AM-10:45 AM]	1	10	10	4	0	0	0	0	25
2016-05-31 [10:45 AM-11:00 AM]	4	12	24	2	0	0	0	0	42
2016-05-31 [11:00 AM-11:15 AM]	5	10	17	2	0	0	0	0	34

	0 to 39	40 to 49	50 to 59	60 to 69	70 to 79	80 to 89	90 to 99	100 >	Total
2016-05-31 [11:15 AM-11:30 AM]	3	19	17	7	1	0	0	0	47
2016-05-31 [11:30 AM-11:45 AM]	5	12	19	7	0	0	0	0	43
2016-05-31 [11:45 AM-12:00 PM]	0	20	16	3	0	0	0	0	39
2016-05-31 [12:00 PM-12:15 PM]	0	8	12	1	1	0	0	0	22
2016-05-31 [12:15 PM-12:30 PM]	0	8	27	4	0	0	0	0	39
2016-05-31 [12:30 PM-12:45 PM]	1	10	17	8	1	0	1	0	38
2016-05-31 [12:45 PM-01:00 PM]	0	13	29	2	1	0	0	0	45
2016-05-31 [01:00 PM-01:15 PM]	1	16	21	5	0	0	0	0	43
2016-05-31 [01:15 PM-01:30 PM]	3	10	21	1	0	0	0	0	35
2016-05-31 [01:30 PM-01:45 PM]	3	9	23	2	1	0	0	0	38
2016-05-31 [01:45 PM-02:00 PM]	4	20	13	4	1	0	0	0	42
2016-05-31 [02:00 PM-02:15 PM]	2	10	14	3	1	0	0	0	30
2016-05-31 [02:15 PM-02:30 PM]	1	12	23	7	0	0	0	0	43
2016-05-31 [02:30 PM-02:45 PM]	0	16	15	9	1	0	0	0	41
2016-05-31 [02:45 PM-03:00 PM]	1	7	30	5	0	0	0	0	43
2016-05-31 [03:00 PM-03:15 PM]	2	9	22	8	2	0	0	0	43
2016-05-31 [03:15 PM-03:30 PM]	3	11	24	5	0	0	0	0	43
2016-05-31 [03:30 PM-03:45 PM]	2	13	20	1	0	0	0	0	36
2016-05-31 [03:45 PM-04:00 PM]	3	11	29	6	1	0	0	0	50
2016-05-31 [04:00 PM-04:15 PM]	8	7	29	7	1	1	0	0	53
2016-05-31 [04:15 PM-04:30 PM]	2	9	24	9	1	0	0	0	45
2016-05-31 [04:30 PM-04:45 PM]	1	12	17	9	0	0	0	0	39
2016-05-31 [04:45 PM-05:00 PM]	3	6	41	8	0	0	0	0	58
2016-05-31 [05:00 PM-05:15 PM]	0	6	31	9	0	0	0	0	46
2016-05-31 [05:15 PM-05:30 PM]	0	7	28	6	0	0	0	0	41
2016-05-31 [05:30 PM-05:45 PM]	0	16	35	8	0	0	0	0	59
2016-05-31 [05:45 PM-06:00 PM]	3	12	20	6	0	0	0	0	41
2016-05-31 [06:00 PM-06:15 PM]	0	9	23	7	1	0	0	0	40
2016-05-31 [06:15 PM-06:30 PM]	1	8	18	5	2	0	0	1	35
2016-05-31 [06:30 PM-06:45 PM]	1	9	23	5	1	0	0	2	41
2016-05-31 [06:45 PM-07:00 PM]	0	4	18	12	1	0	0	0	35
2016-05-31 [07:00 PM-07:15 PM]	1	4	23	1	2	0	0	0	31
2016-05-31 [07:15 PM-07:30 PM]	0	14	11	2	0	0	0	0	27
2016-05-31 [07:30 PM-07:45 PM]	0	5	18	1	0	0	0	0	24
2016-05-31 [07:45 PM-08:00 PM]	1	5	17	4	0	0	0	0	27
2016-05-31 [08:00 PM-08:15 PM]	0	11	17	3	1	0	0	0	32
2016-05-31 [08:15 PM-08:30 PM]	1	6	13	2	0	0	0	0	22
2016-05-31 [08:30 PM-08:45 PM]	2	6	16	6	0	0	0	0	30
2016-05-31 [08:45 PM-09:00 PM]	0	6	17	8	1	0	0	0	32
2016-05-31 [09:00 PM-09:15 PM]	0	5	11	3	1	0	0	0	20
2016-05-31 [09:15 PM-09:30 PM]	1	6	8	2	0	0	0	0	17
2016-05-31 [09:30 PM-09:45 PM]	0	5	10	0	1	0	0	0	16
2016-05-31 [09:45 PM-10:00 PM]	0	4	10	3	0	0	0	0	17
2016-05-31 [10:00 PM-10:15 PM]	1	1	5	1	0	0	0	0	8
2016-05-31 [10:15 PM-10:30 PM]	0	4	4	1	0	0	0	0	9
2016-05-31 [10:30 PM-10:45 PM]	0	1	1	4	1	0	0	0	7
2016-05-31 [10:45 PM-11:00 PM]	1	2	1	2	0	0	0	0	6
2016-05-31 [11:00 PM-11:15 PM]	0	1	7	0	0	0	0	0	8
2016-05-31 [11:15 PM-11:30 PM]	0	2	1	2	0	0	0	0	5
2016-05-31 [11:30 PM-11:45 PM]	1	2	2	0	0	0	0	0	5
2016-05-31 [11:45 PM-12:00 AM]	0	1	1	1	0	0	0	0	3
Daily Totals:	25	168	368	103	14	1	1	0	680
Report Percentages:	**3.68%**	**24.71%**	**54.12%**	**15.15%**	**2.06%**	**0.15%**	**0.15%**	**0.00%**	**100.00%**

Collision Data

Accident Year	Accident Time	Location	Impact Location	Initial Impact Type	Traffic Control	Classification Of Accident	Cyclist Involved	Environment Condition 1	Light	Apparent Driver 1 Action	Apparent Driver 2 Action
2019	00:00	Canboro Road btwn Oakridge Boulevard & Effingham Street (20985)	09 - Right shoulder	07 - SMV other	10 - No control	03 - P.D. only	FALSE	01 - Clear	07 - Dark	10 - Lost control	
2021	09:43	Canboro Road @ Effingham Street (04697)	01 - Within intersection	02 - Angle	02 - Stop sign	03 - P.D. only	FALSE	01 - Clear	01 - Daylight	07 - Disobeyed traffic control	01 - Driving properly
2021	17:00	Canboro Road btwn Vinemount Drive & Oakridge Boulevard (01459)	02 - Thru lane	03 - Rear end	10 - No control	04 - Non-reportable	FALSE	01 - Clear	08 - Dark, artificial	02 - Following too close	01 - Driving properly
2022	17:15	Canboro Road btwn Oakridge Boulevard & Effingham Street (20985)	11 - Not on roadway - right side	07 - SMV other	10 - No control	03 - P.D. only	FALSE	01 - Clear	01 - Daylight	10 - Lost control	