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# Ontario Road Safety Annual Report 2019



## Ontario Road Safety Annual Report 2019

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ISSN #0832-826g (Printed Version)  
ISSN #1710-2480 (Internet Version)

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# Foreword



# Foreword

Ontario's roads continue to be among the safest in North America. In 2019, Ontario ranked number two in road safety.

Ontario's fatality rate of 0.55 per 10,000 licensed drivers was in the top 5 ranking in all of North America. For 23 years in a row, our province has ranked in the top five for road safety among all North American jurisdictions.

The number of traffic fatalities on Ontario roads was 584.



## **What is the Ontario Road Safety Annual Report (ORSAR)?**

Road safety is a priority for the Ontario government. As technology, vehicles, and people's attitudes evolve over time, so do transportation needs and demands. With shifting economic and demographic factors, new road safety challenges can arise.

ORSAR allows the Ontario government to monitor its progress in improving road safety year by year. The report provides valuable data and guides the government as it determines where more effort is required.

ORSAR is used by the Ministry of Transportation (MTO) for policy and program analysis and development, road safety research, public education and performance measurement. ORSAR data is also used by road safety and injury prevention organizations, transportation associations, research institutions, police services and other ministries and governments.

To help the government address and meet new challenges, ORSAR provides valuable insights about long-term and emerging trends in Ontario and across other jurisdictions in North America.

To produce ORSAR, MTO collects data from several different sources, including police services, other ministries, and the Office of the Chief Coroner of Ontario.

Although Ontario's roads consistently rank among the safest in North America, on average one person is killed on Ontario's roads every 15 hours. By continuing to work with our road safety partners and monitoring trends captured in ORSAR, Ontario will continue to develop new and innovative road safety strategies that will help save lives and keep our roads among the safest in the world.

### Key Road Safety Findings for Ontario in 2019

For more than two decades, Ontario has measured road safety by calculating the number of collision-related fatalities for every 10,000 licensed drivers.

In Ontario, the fatality rate per 10,000 licensed drivers in 2019 was 0.55, which is lower than 2018 (0.58). The actual number of fatalities was 584, a decrease of 3 per cent from 2018. The number of fatalities on Ontario roads has decreased by 31 per cent over the past 20 years.

The fatality rate for 2019 places Ontario second in all of North America, behind only the District of Columbia. Following Ontario are Quebec, Massachusetts and Alberta.

The number of serious injuries on Ontario's roads was 1,573, an 8 per cent decrease from 2018. The number of serious injuries has decreased by 39 per cent over the past decade.

Road Safety in Ontario: 2018 vs. 2019

Category	2018	2019
Number of Fatalities	602	584
Fatality Rate per 10,000 Licensed Drivers	0.58	0.55

### Top Priority Road Safety Issues

Road safety is a challenge that requires commitment to build on our efforts year after year. We can take pride in milestone achievements, but keep in mind that they are milestones—the challenge is always to do more, to save more lives.

In recent years, the Ontario government has led the way by working with many road safety partners, including police, public health and safety organizations in the public, corporate and not-for-profit sectors. With support from these partners, Ontario has developed and introduced numerous pieces of legislation aimed at making our roads safer each year by reducing collisions, injuries, and fatalities.

### Recent legislation, regulations and new measures:

The *Getting Ontario Moving Act*, 2019 (GOMA) received Royal Assent. GOMA includes a number of legislative and regulatory initiatives to cut red tape for Ontario's job creators and ensure Ontario's roads continue to remain among the safest in North America, including:

- Allowing municipalities to implement an Administrative Monetary Penalty (AMP) process for drivers charged with passing a stopped school bus with its stop arm and lights activated. AMPs are an alternate to the court system and can be used to make a payment of a fine or launch an appeal process. This program is set to take effect July 1, 2022.

- Introducing two new offences for Driving Instructors (while providing instruction) – (1) zero tolerance for the presence of alcohol; and (2) zero tolerance for the presence of drugs, which was implemented in July 2020.
- Updating the definition of a vulnerable road user in the *Highway Traffic Act* to include persons working on a highway, along with pedestrians and cyclists.
- Increasing the fines for driving too slowly and failing to drive in the right-hand lane when driving slowly.
- Amending the definition of “stunt driving” to include driving a motor vehicle above 150 km/h throughout the province, including pilot zones where speed is 110 km/h.
- Increasing penalties for careless and dangerous driving under the HTA to protect highway construction workers, tow truck and recovery workers.

The *Safer School Zone Act*, 2017, and Ontario's Automated Speed Enforcement (ASE) regulations came into force in December 2019, granting municipalities the authority to begin deploying ASE systems (speed cameras) in community safety zones and school zones in order to deter speeding and keep vulnerable members of the public safe.

In addition to these major legislative and regulatory changes, the ministry also implemented several regulatory changes to improve driver behaviour and vehicle safety throughout 2019, including:

- New motorcycle handlebar height restrictions, which achieves a compromise between safety concerns and consumer choice.
- Tougher penalties for distracted driving by escalating fines, demerit points and licence suspension periods.
- Amendments to automated vehicle testing pilot program to allow for more open testing.
- Administrative monetary penalties for roadside alcohol/drug related occurrences in addition to existing administrative driver licence suspensions.

ORSAR 2019 indicates that our legislative initiatives, combined with strong enforcement and education, are achieving results, while at the same time demonstrating that there is also room for improvement

### **Pedestrians**

Pedestrians fatally injured decreased from 134 in 2018 to 129 in 2019, down 4 per cent. Over the last decade, there has been a gradual increase in pedestrian fatalities as a proportion of all fatalities: in 2010, pedestrians represented 16 per cent of all road users killed and in 2019, they represented 22 per cent.

### **Large Truck Fatalities**

There were 126 fatalities in collisions involving large trucks in 2019, up from 95 in 2018, an increase of 33 per cent. In addition, 1.4 per cent of the examined large trucks involved in fatal crashes had an apparent defect that may have contributed to the crash.

### **Inattentive Driving**

The number of people killed in Ontario in collisions involving an inattentive driver increased from 86 in 2018 to 95 in 2019, up 11 per cent. Inattentive driving was a factor in 16 per cent of all fatalities on Ontario roads in 2019.

### Drinking and Driving

Compared to the previous year, the number of drinking and driving fatalities decreased from 130 in 2018 to 108 in 2019, down 17 per cent. Ontario's drinking and driving fatality rate was 0.10 per 10,000 licensed drivers, a reduction of 86 per cent from 0.72 in 1988.

### Drugs and Driving

The number of fatalities attributed to drugs other than alcohol decreased from 89 in 2018 to 64 in 2019, down 28 per cent.

### Speeding/Street Racing

The number of people killed in Ontario in speed-related collisions decreased from 109 in 2018 to 94 in 2019, down by 14 per cent.

### Senior Driver Fatalities

Fatalities among senior drivers age 80 and over decreased by 21 per cent from 28 in 2018 to 22 in 2019. The number of licensed senior drivers (80+) has increased two-fold over the past 20 years, from approximately 137,000 in 1999 to more than 340,000 in 2019.

### Young Driver Fatalities

Fatalities among young drivers ages 16 to 19 decreased from 15 in 2018 to 14 in 2019, down 7 per cent.

### At a Glance: Situations with the Highest Road Fatalities

Category	Number of Fatalities	Percentage of Total Fatalities*
Pedestrians	129	22%
Large Trucks	126	22%
Drinking and Driving	108	19%
Inattentive Driving	95	16%
Speed-Related	94	16%
Unbelted Occupants	89	15%
Drug-involved	64	11%
Motorcyclists	60	10%
Cyclists	23	4%
Senior Drivers	22	4%
Young Drivers	14	2%

\* Many fatal crashes involve more than one of the factors listed. These percentages do not add up to 100.

### Occupant Protection (Seat Belts)

Although a Transport Canada survey shows Ontario has a 96 per cent seatbelt usage rate—about 1 in every 5 vehicle occupants killed on our roads were unbelted. In 2019, 89 vehicle occupants were killed while not wearing seat belts, down from 90 in 2018, which is a 1 per cent decrease.

### Motorcyclists and Cyclists

Motorcycle rider fatalities decreased from 66 in 2018 to 60 in 2019, down by 9 per cent. Bicycling fatalities have remained the same at 23 in 2018 and in 2019.

## Looking Ahead: Next Steps

Ontario has achieved reductions in fatalities and serious injuries, despite annual increases in the number of licensed drivers.

Road safety is a challenge that evolves with growing populations, new technologies and urban and rural development. The future brings new priorities that we are committed to addressing. These include:

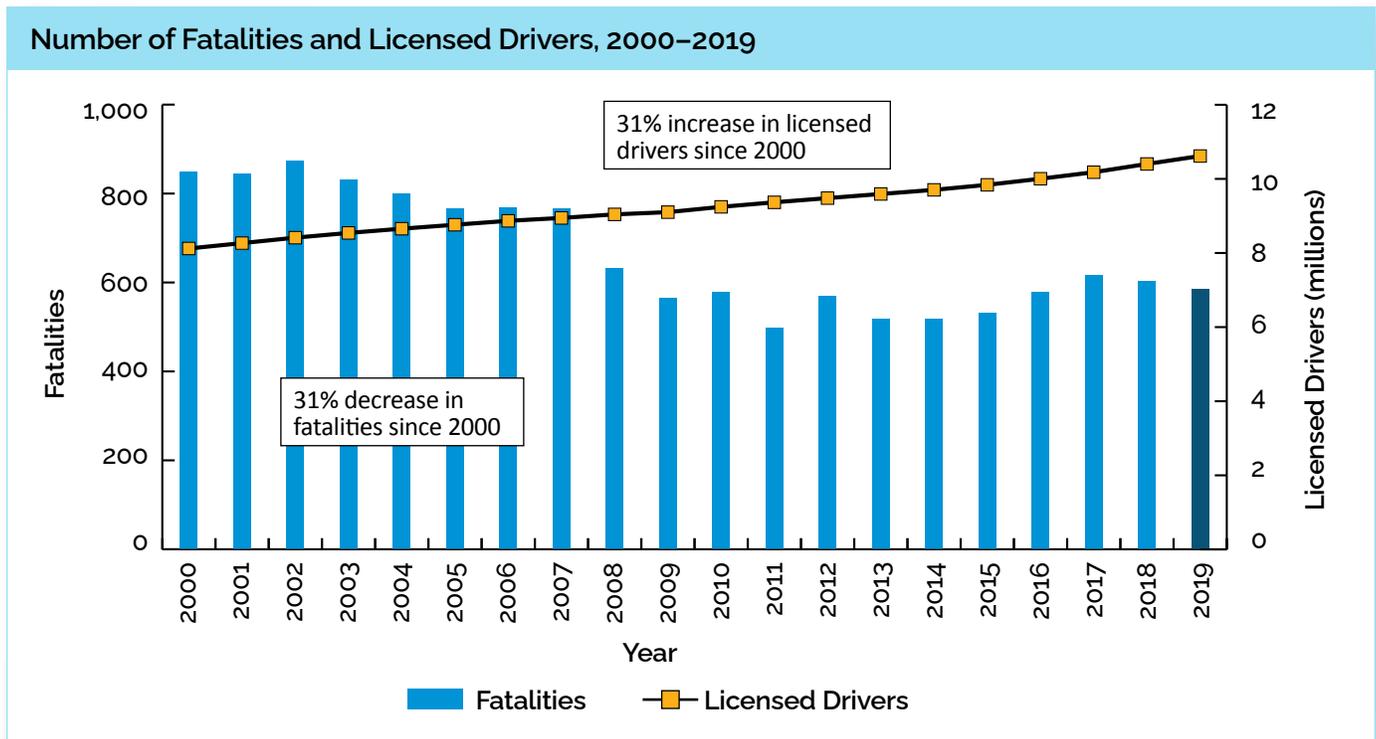
- Drug-impaired driving as an emerging issue
- Speeding and aggressive driving
- Sharing the road with vulnerable road users, such as pedestrians and cyclists
- Senior drivers and driver fitness given an aging population and health issues
- Automated vehicle and new and emerging vehicle safety

## Conclusion

ORSAR 2019 continues Ontario's long-standing legacy of road safety and confirms its position as having among the safest roads in North America.

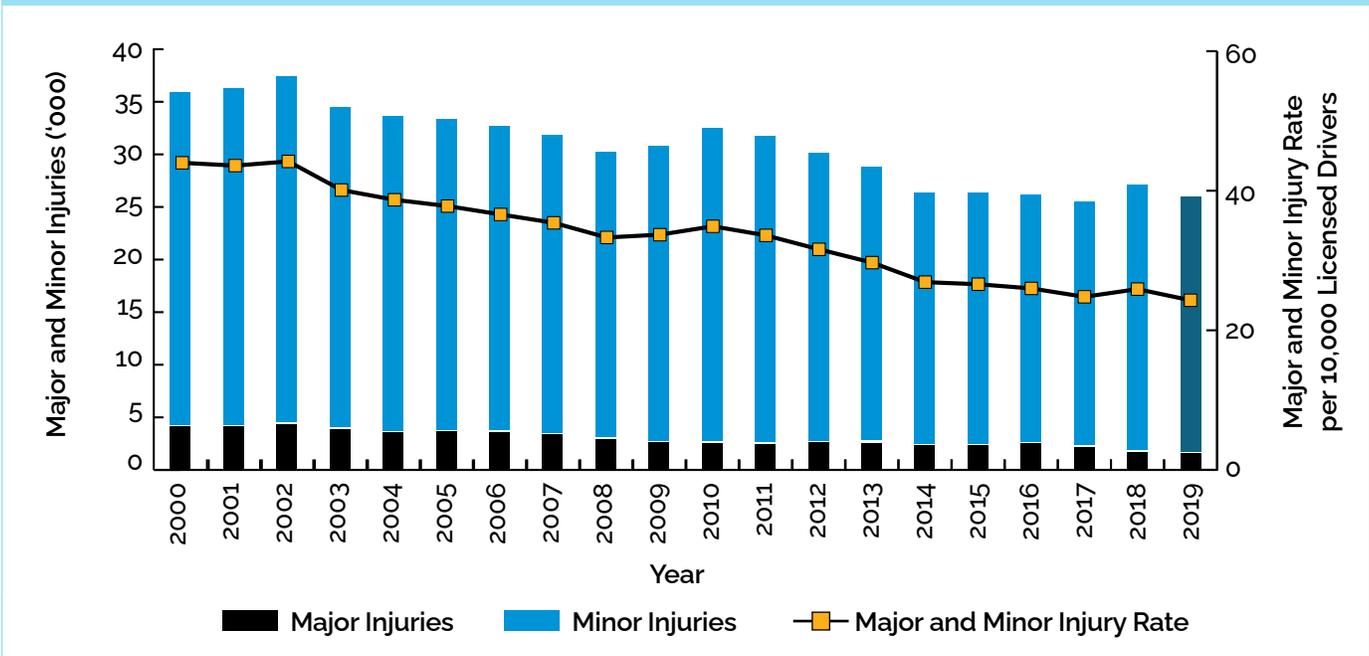
The Ministry of Transportation alongside its safety partners continue to keep Ontario roads safe by cracking down on unsafe driving behaviours, educating the public on safe driving practices, and providing up-to-date and reliable information to guide policy decisions.

## Key Road Safety Statistical Trends



Between 2000 and 2019, the number of licensed drivers increased by 31%. In contrast, the number of fatalities decreased by 31% over this 20-year period.

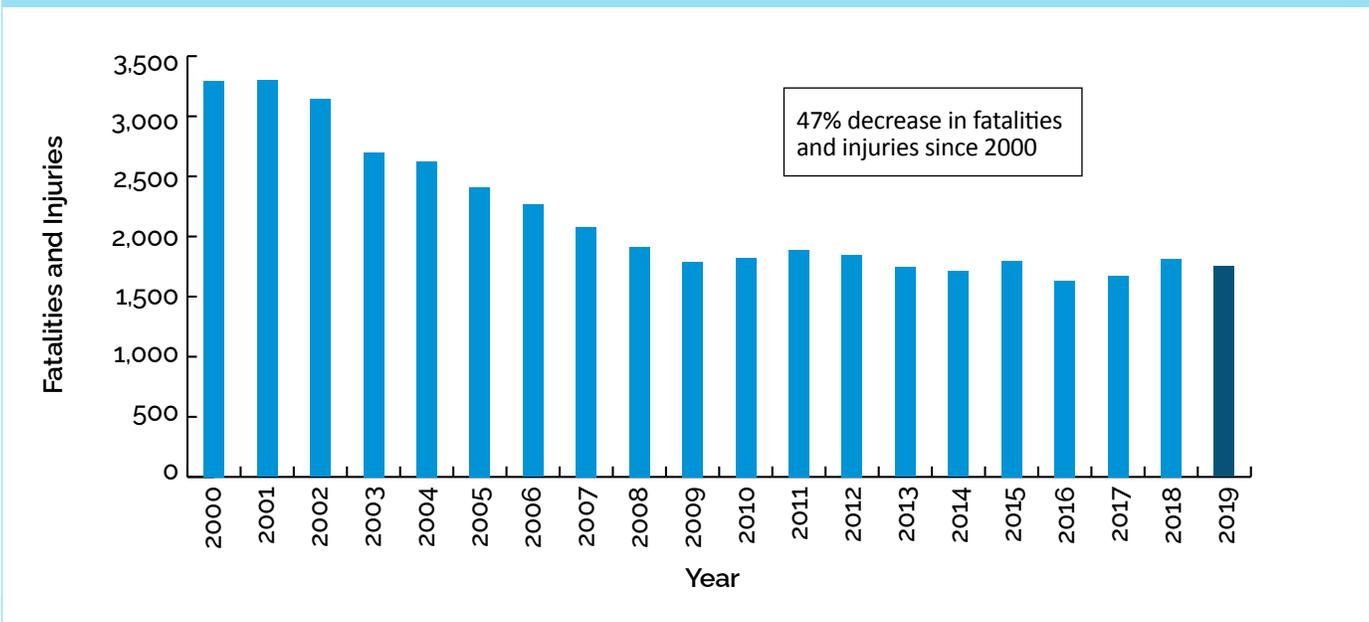
Number and Rate of Major and Minor Injuries, 2000–2019



In 2019, 47,027 people were injured (including major, minor and minimal injuries) in motor vehicle crashes, 37,982 fewer than in 2000.

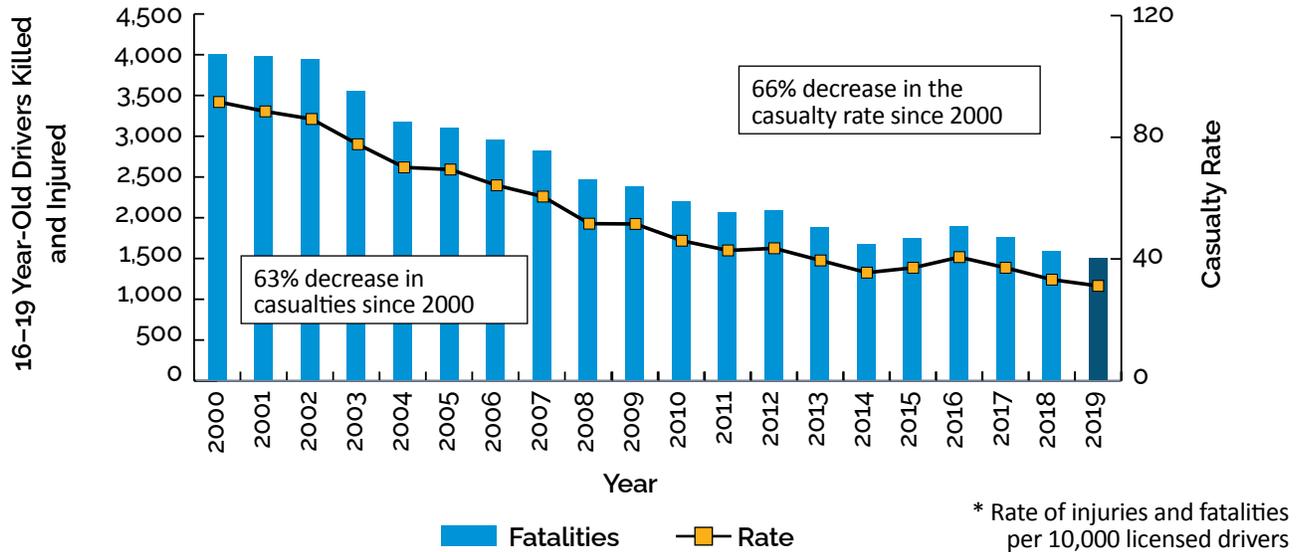
Fatality and Injury Trends for Different Age Groups

Number of Persons Age 0–9 Killed and Injured, 2000–2019



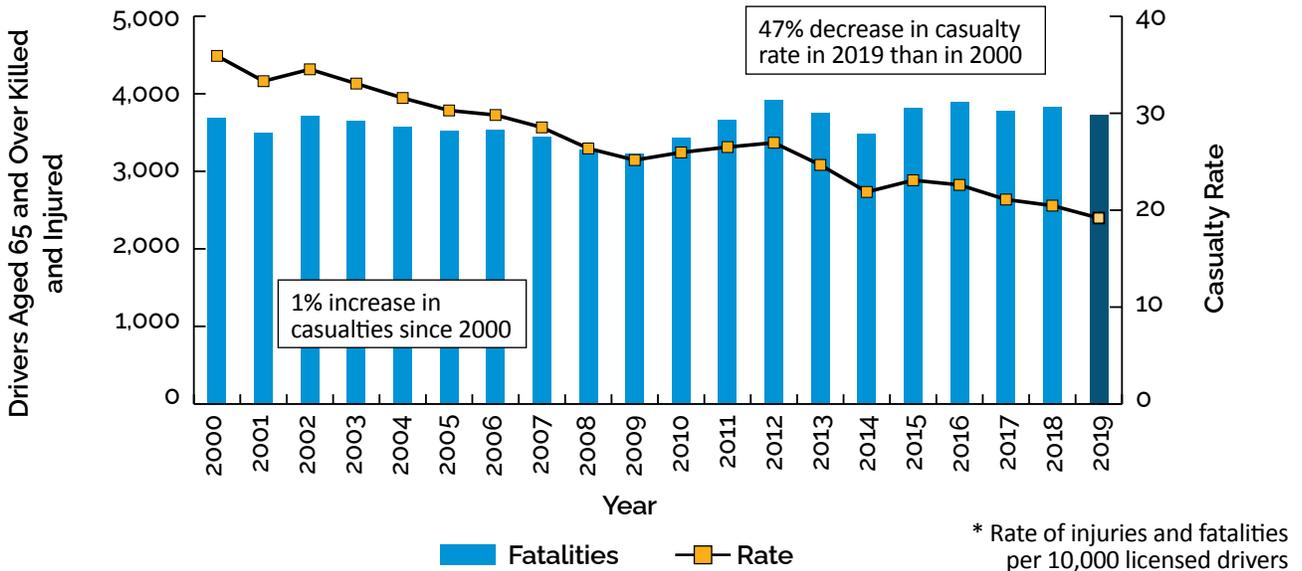
Between 2000 and 2019, the number of traffic fatalities and injuries among children aged 0–9 has dropped steadily, leading to an overall decrease of 47%.

### Number and Rate\* of Drivers 16–19 Years Old Killed and Injured, 2000–2019



From 2000–2019, the number of 16–19 year-old driver casualties (deaths or injuries) declined, with a 63% decrease in the number killed/injured and a 66% decrease in the casualty rate. Over the same time period, the number of licensed drivers aged 16–19 increased by 10%, from 438,170 to 481,866.

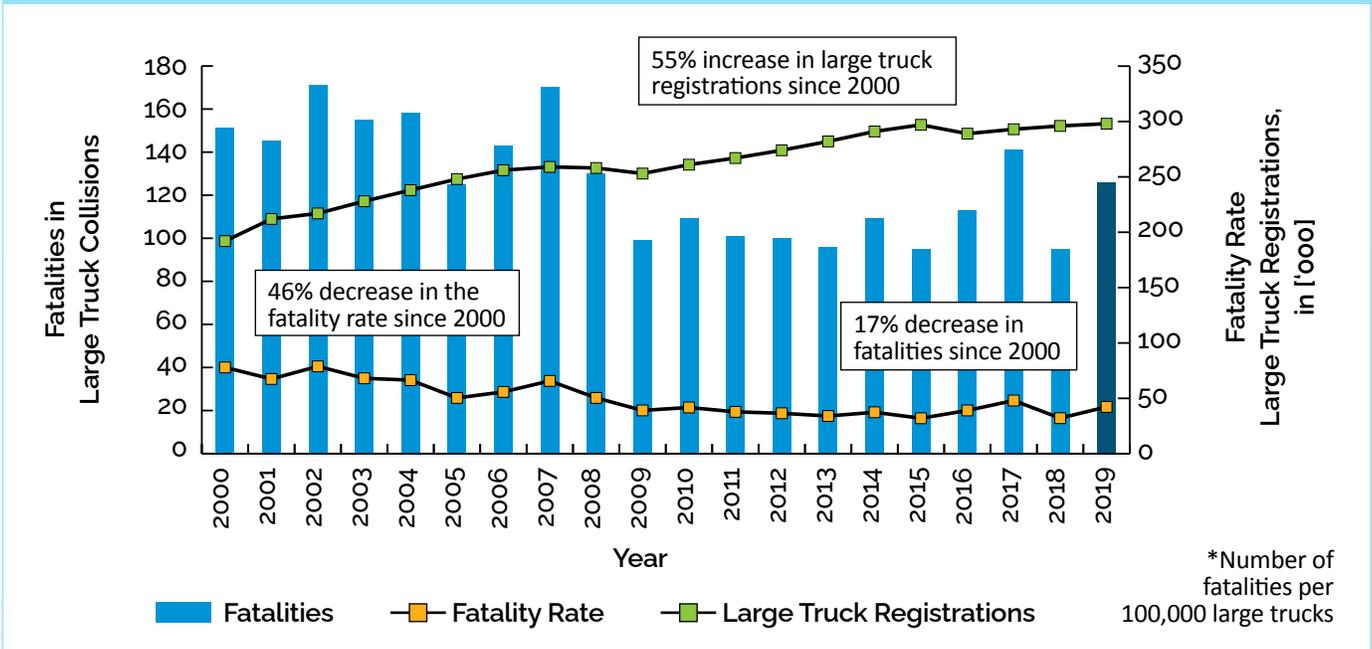
### Number and Rate\* of Drivers Aged 65 and Over Killed and Injured, 2000–2019



The number of drivers aged 65 and over killed and injured increased by 1% between 2000 and 2019. The casualty rate per 10,000 licensed drivers has decreased by 47% from 2000 to 2019.

## Large Trucks

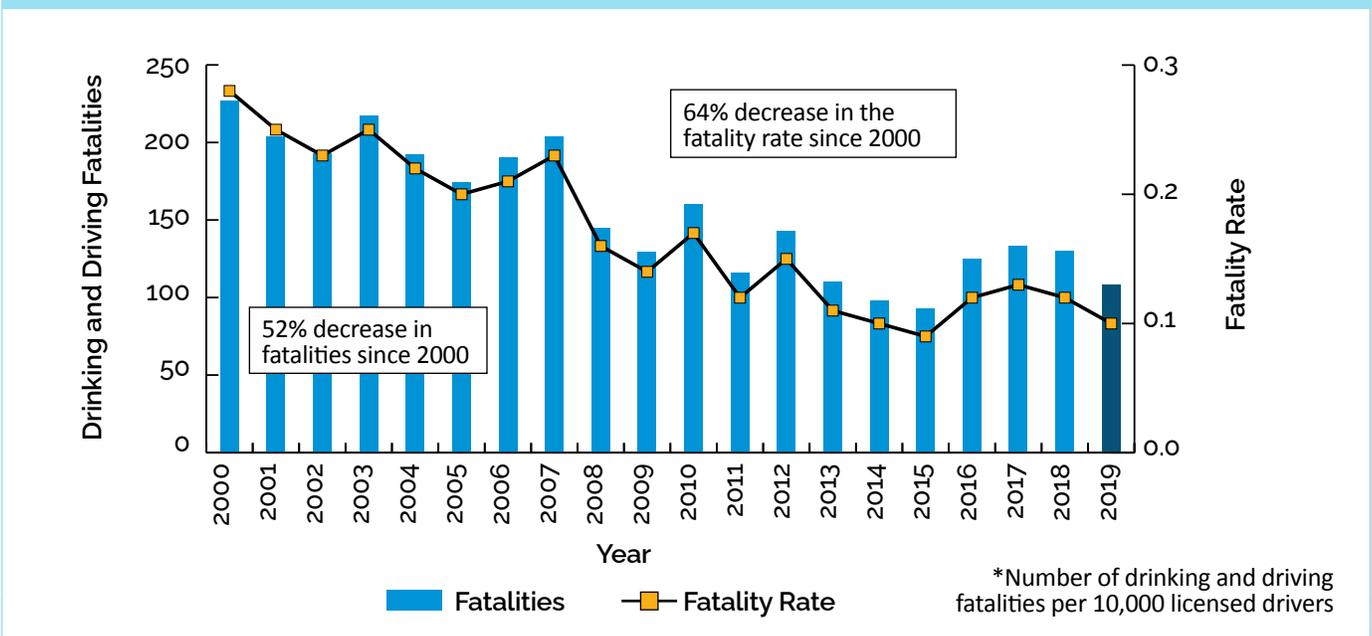
Number and Rate\* of Fatalities in Large Truck Collisions; Large Truck Registrations, 2000–2019



Between 2000 and 2019, the number of large trucks registered in Ontario increased by 55%. The number of large truck fatalities decreased by 17% from 151 in 2000 to 126 in 2019.

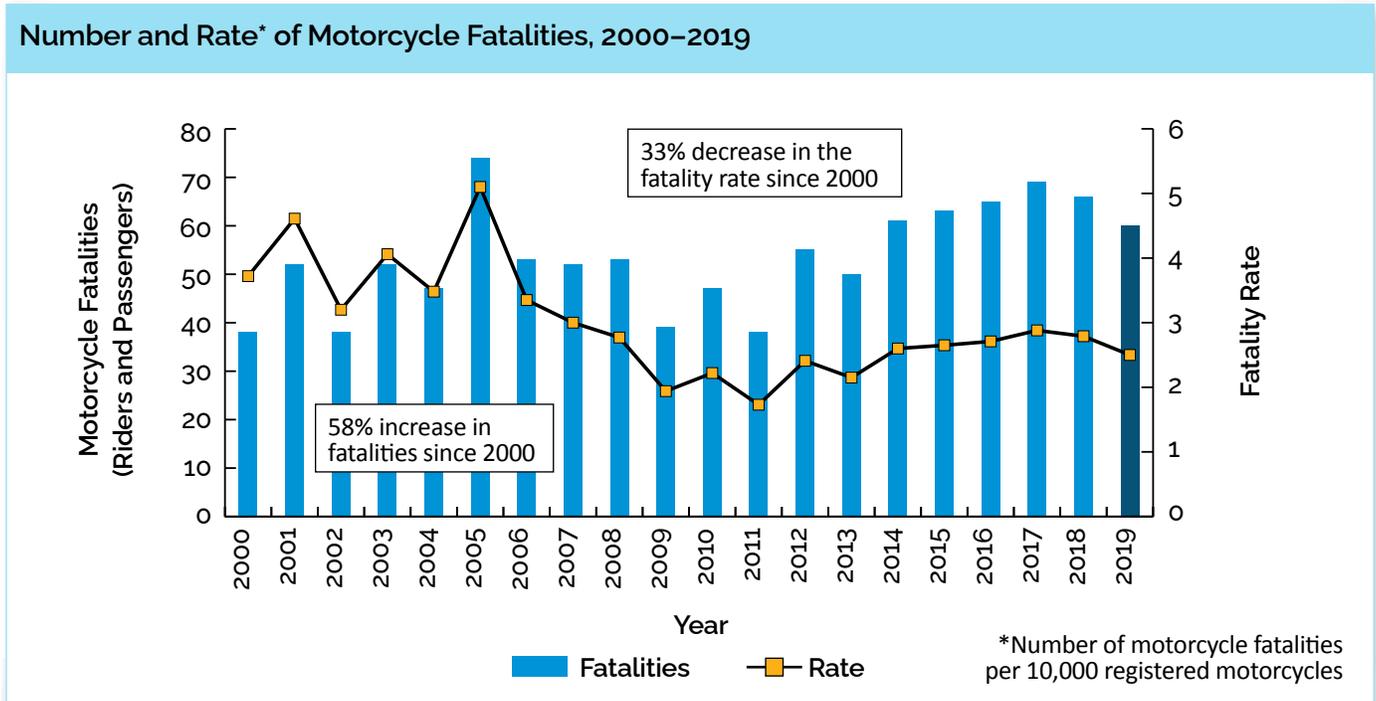
## Drinking and Driving

Number and Rate\* of Drinking and Driving Fatalities, 2000–2019

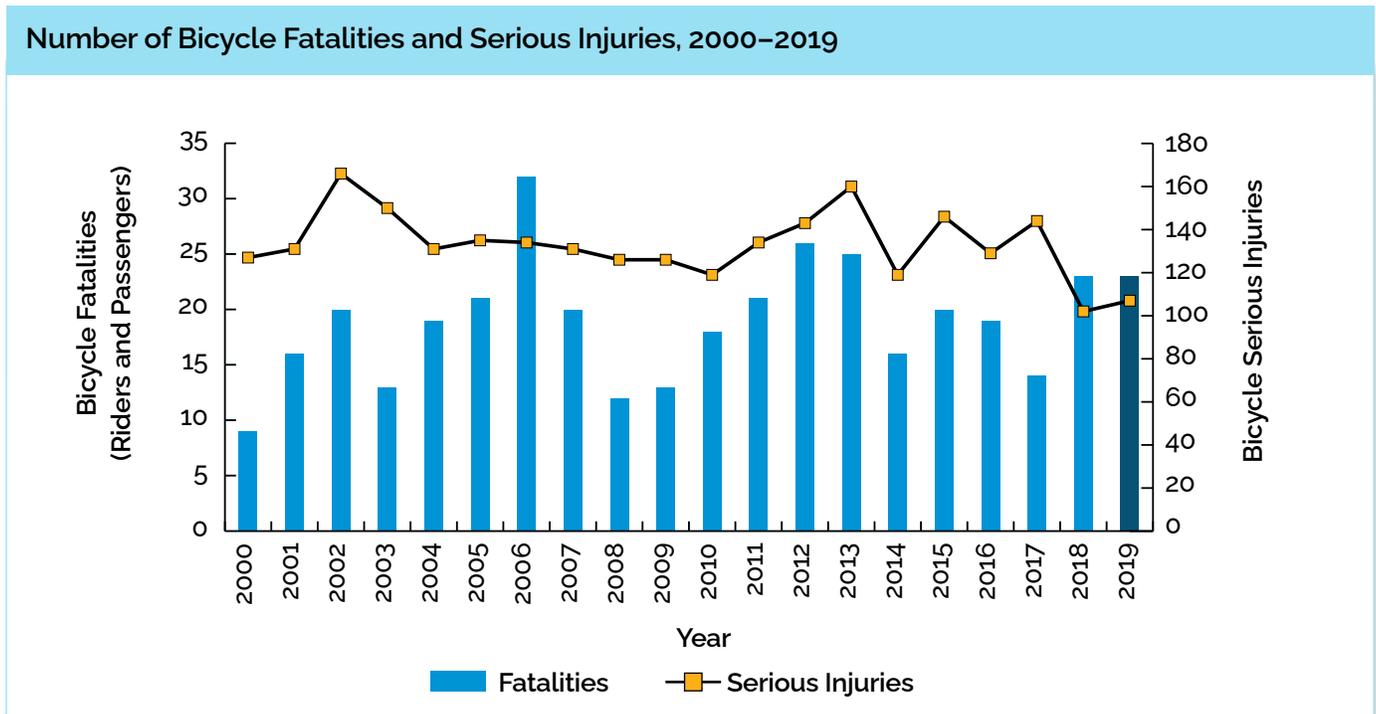


Both the number of drinking and driving fatalities and the fatality rate per 10,000 licensed drivers have decreased dramatically from 2000, by 52% and 64% respectively.

Vulnerable Road Users

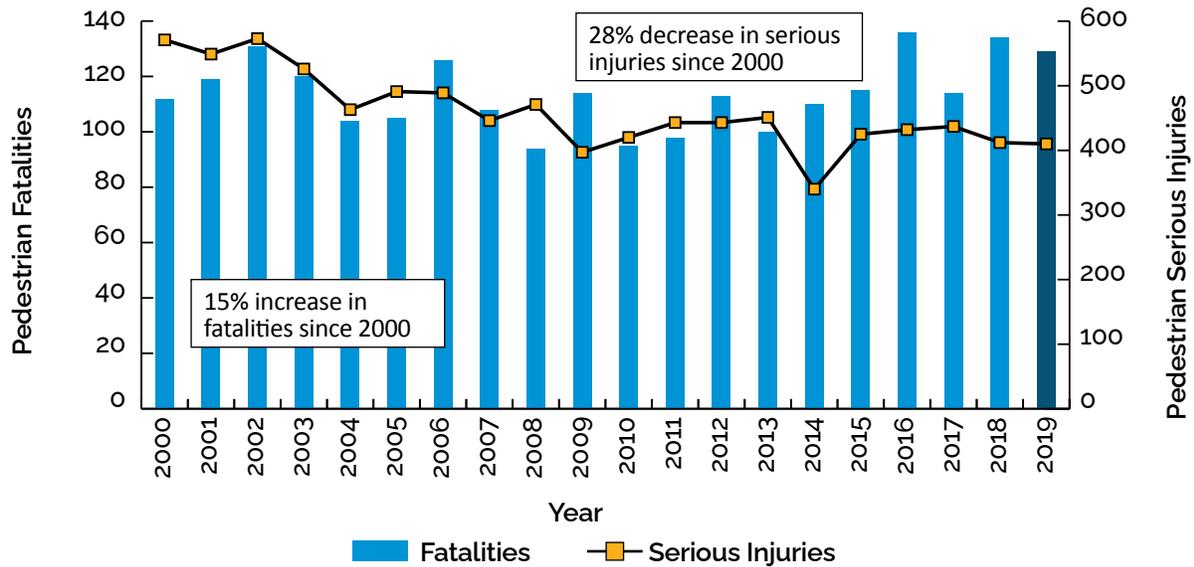


Motorcycle registrations increased 1.3% from 236,602 in 2018 to 239,569 in 2019. In the same time period, motorcycle rider fatalities decreased from 66 in 2018 to 60 in 2019. Over the long term, between 2000 and 2019, there has been a 33% decrease in the fatality rate per 10,000 motorcycle registrations.



Between 2000 and 2019, the number of bicycle rider fatalities fluctuated between a high of 32 in 2006 and a low of 9 in 2000. There were 23 bicycle rider fatalities in 2019.

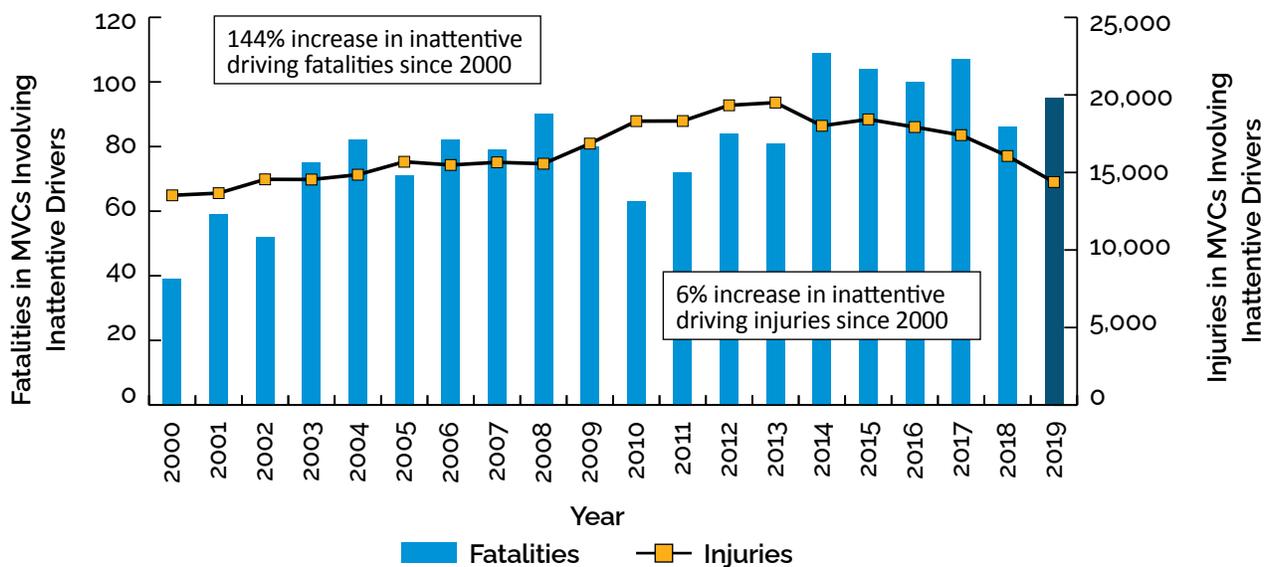
Number of Pedestrian Fatalities and Serious Injuries, 2000–2019



Between 2000 and 2019, the number of pedestrian fatalities was highest in 2016 with 136, and reached its lowest level in two decades in 2008 with 94. The number of pedestrian fatalities decreased from 134 in 2018 to 129 in 2019, down by 4%. The number of pedestrian serious injuries decreased by 0.5% in 2019 compared with 2018.

Inattentive Driving\*

Number of Inattentive Driving Fatalities and Injuries, 2000–2019



The number of fatalities in collisions involving an inattentive driver increased from 39 in 2000 to 95 in 2019; this represents an increase of 144%. During the same time period, the number of injuries in collisions involving an inattentive driver increased from 13,525 in 2000 to 14,382 in 2019, an increase of 6%.

\* An inattentive driver is defined as a driver operating a motor vehicle without due care and attention or placing less concentration on driving. Other examples of inattentive driving could include: changing radio stations, consuming food, reading, and talking on a phone.

An aerial photograph of a city featuring a complex multi-level highway interchange with several lanes of traffic, including cars and trucks. The surrounding area includes residential neighborhoods with houses and trees, as well as commercial buildings and parking lots. A large, semi-transparent yellow graphic is overlaid on the right side of the image.

# 1. Overview

# 1. Overview

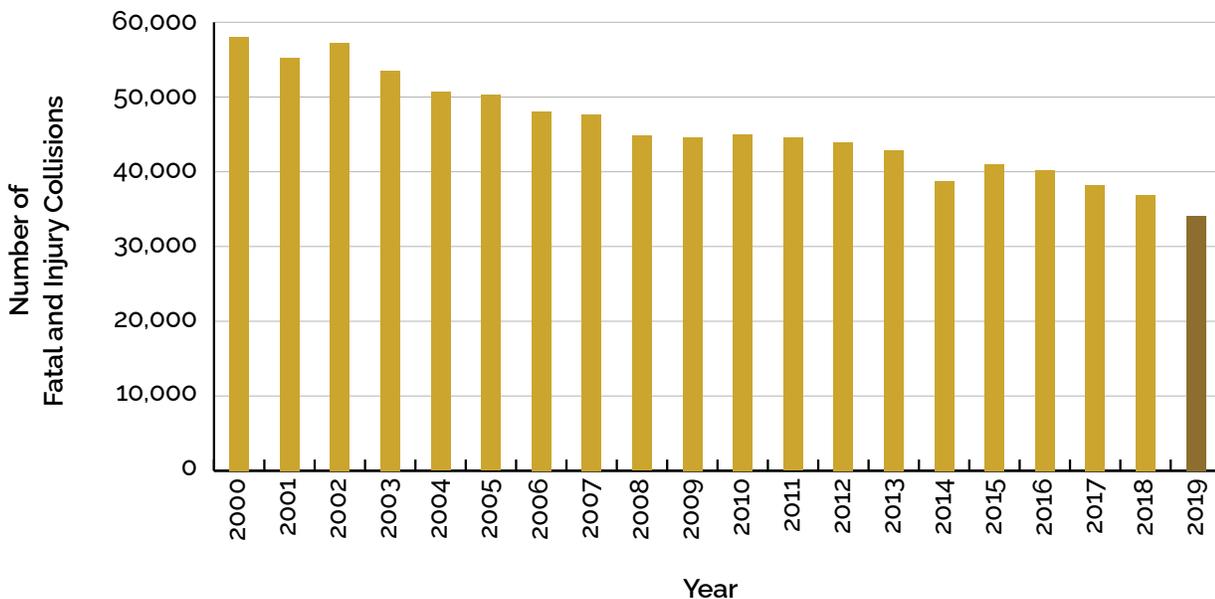
This section provides a synopsis of key road safety statistics such as the total number of traffic fatalities, injuries, collisions, licensed drivers and registered vehicles.



The primary measure of road user safety in Ontario is the number of fatalities for every 10,000 licensed drivers. In 2019, Ontario's fatality rate of 0.55 per 10,000 licensed drivers continues to position Ontario as a road safety leader in Canada and in North America.

The information on hospitalizations and other statistics in this section is a stark reminder of the human and economic cost of motor vehicle collisions, both in terms of lives lost, pain and suffering, and the impact on Ontario's healthcare system, which affects everyone in Ontario.

FIGURE 1 Total Number of Fatal and Injury Collisions in Ontario, 2000–2019



## 1A Synopsis

<b>Selected Statistics: 2019</b>	
Total Reportable Collisions	221,793
Total Drivers Involved in Collisions	404,992
Total Vehicles Involved in Collisions	418,209
Fatal Collisions	545
Personal Injury Collisions	33,602
Property-Damage Collisions	187,646
Persons Killed	584
Drivers Killed (excludes All-Terrain Vehicle and Snow Vehicle Drivers)	350
Drivers Killed (Impaired or Had Been Drinking)	75
Passengers Killed	97
Pedestrians Killed	129
Other Road Users Killed	8
Persons Injured	47,027
Estimated Ontario Population (2019)	14,638,247
Licensed Drivers	10,617,912
Registered Motor Vehicles	10,119,225
Estimated Vehicle Kilometres Travelled (in millions)	145,000
Number of Persons Killed in Motor Vehicle Collisions per 100,000 People in Ontario	3.99
Number of Persons Killed in Motor Vehicle Collisions per 100 Million Kilometres Travelled	0.40
Collision Rate per 100 Million Kilometres Travelled	152.96
Fatal Collision Rate per 100 Million Kilometres Travelled	0.38
Number of Persons Killed in Motor Vehicle Collisions per 10,000 Licensed Drivers	0.55

## 1B Health Perspective

TABLE 1.1: Selected Diagnoses of Motor Vehicle Collision Injuries Hospitalized in Ontario, Fiscal Year 2019–2020

Selected Diagnoses	Hospital Admissions	Hospital Days of Stay
Fracture of head	134	818
Fracture of neck and trunk	1,104	10,754
Fracture of upper limb	364	2,732
Fracture of lower limb	1,045	10,569
Fractures involving multiple body regions	9	136
Dislocation, sprains and strains	73	490
Dislocations, sprains, and strains involving multiple body regions	0	0
Intracranial injury	722	10,944
Internal injury of chest, abdomen, and pelvis	411	3,248
Open wound of head, neck, or trunk	44	203
Open wound of upper limb	11	70
Open wound of lower limb	27	456
Open wounds involving multiple body regions	0	0
Other diagnosis	1,029	13,255
<b>Total Admissions and Days</b>	<b>4,973</b>	<b>53,675</b>

Source: Ministry of Health, Health Solutions Delivery Branch, Health Data Decision Support Unit.

TABLE 1.2: Selected Surgical Procedures for Motor Vehicle Collision Injuries Hospitalized in Ontario, Fiscal Year 2019–2020

Selected Procedure	Hospital Admissions	Hospital Days of Stay
Head, brain, and cerebral meninges	97	2,500
Spinal cord, spinal canal, and meninges	11	146
Nose, mouth, and pharynx	23	98
Chest wall, pleura, mediastinum, and diaphragm	0	0
Bone marrow and spleen	136	1,346
Kidney	3	17
Facial bones and joints	41	409
Reduction of fracture/dislocation with or without fixation (excluding head or facial bones)	1,529	18,324
Repair joint structures (excluding head or facial bones)	4	17
Skin and subcutaneous tissue	56	575
Other diagnostic and therapeutic interventions	3,073	30,243
<b>Sub-total of surgical admissions and days</b>	<b>4,973</b>	<b>53,675</b>
<b>No interventions performed—surgical procedures</b>	<b>N/A</b>	<b>N/A</b>

Source: Ministry of Health, Health Solutions Delivery Branch, Health Data Decision Support Unit.

N/A: Data not available

A photograph of a busy city street, likely in an urban area, showing a mix of cars and pedestrians. The street is lined with tall buildings, and there are traffic lights and street signs visible. A large green semi-transparent graphic is overlaid on the right side of the image, containing the text '2. The People'.

## 2. The People

## 2. The People

This section highlights traffic fatalities and injuries by severity and characteristics of the road users involved. A few examples of road user characteristics identified in this chapter include: driver action and condition at the time of collision, pedestrian action and condition, and seat belt usage. Key historical road safety data—covering a period of more than 80 years—is also provided to assist in analyzing long-term safety trends in Ontario.



There was a decrease in the number of traffic fatalities from 602 in 2018 to 584 in 2019; the number of serious injuries decreased from 1,701 in 2018 to 1,573 in 2019. During the same time period, the number of licensed drivers increased by 214,927, from 10,402,985 in 2018 to 10,617,912 in 2019.

Out of 988 drivers involved in fatal collisions, 103 were drinking drivers, 60 drivers' ability was impaired by drugs, 88 drivers were coded as inattentive, and 89 were speeding (e.g., above speed limit or driving too fast for conditions). Despite the fact that about 96% of Ontario drivers use seat belts, 89 vehicle occupants who were fatally injured were not using seat belts at the time of the collision.

FIGURE 2 Persons Involved in Fatal and Injury Collisions by Severity of Injury, 2019



## 2A People in Collisions

TABLE 2.1: Category of Involved Person by Severity of Injury in Fatal and Personal Injury Collisions, 2019

Category of Involved Person	Severity of Injury					Total
	None	Minimal	Minor	Major	Fatal	
Driver	24,836	12,964	14,482	589	270	53,141
Passenger*	11,120	5,591	5,934	248	97	22,990
Pedestrian	71	1,571	1,992	410	129	4,173
Bicyclist***	19	620	860	107	23	1,629
Bicycle Passenger	3	5	8	3	0	19
All-Terrain Vehicle Driver **	2	6	12	4	2	26
All-Terrain Vehicle Passenger **	1	2	2	0	0	5
Snow Vehicle Driver	2	6	16	1	0	25
Snow Vehicle Passenger	0	1	3	0	0	4
Motorcycle Driver	35	207	736	176	57	1,211
Motorcycle Passenger	6	19	50	14	3	92
Moped Driver	1	11	9	1	0	22
Moped Passenger	0	0	2	0	0	2
Hanger On	6	13	16	5	1	41
Other	342	171	145	15	2	675
<b>Total</b>	<b>36,444</b>	<b>21,187</b>	<b>24,267</b>	<b>1,573</b>	<b>584</b>	<b>84,055</b>

\* Includes bus passengers

\*\* In this table, all-terrain vehicles include two-wheel, three-wheel, and four-wheel vehicles. HTA (Highway Traffic Act) reportable collisions. For more information on special vehicles, see Chapter 6.

\*\*\* A cyclist was struck, ejected, became a pedestrian fatality and was incorrectly counted under both categories. This double count occurs throughout the report.

**Fatal:** Person killed immediately or within 30 days of the motor vehicle collision.

**Major:** Person admitted to hospital. Also includes person admitted for observation.

**Minor:** Person went to hospital and was treated in the emergency room but was not admitted.

**Minimal:** Person did not go to hospital when leaving the scene of the collision. Includes minor abrasions, bruises and complaint of pain.

**None:** Uninjured person.

TABLE 2.2: Category of Persons Killed by Age Groups, 2019

Category of Person	Age Groups														UK	Total	
	0-4	5-9	10-15	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65-74			75+
Driver	0	0	0	1	1	6	6	5	22	40	36	36	38	40	39	0	270
Passenger*	3	1	2	1	5	2	4	4	7	12	7	7	11	12	20	0	98
Pedestrian	0	0	1	1	2	0	3	1	4	10	15	10	24	28	30	0	129
Bicyclist	0	0	2	0	0	0	0	0	4	4	4	1	6	2	0	0	23
Bicycle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
All-Terrain Vehicle Driver	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2
All-Terrain Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snow Vehicle Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Snow Vehicle Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Motorcycle Driver	0	0	0	0	0	1	0	1	5	11	10	14	12	2	1	0	57
Motorcycle Passenger	0	0	0	0	0	0	0	0	0	0	1	1	1	0	0	0	3
Moped Driver	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moped Passenger	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2
<b>Total</b>	<b>3</b>	<b>1</b>	<b>5</b>	<b>3</b>	<b>8</b>	<b>9</b>	<b>14</b>	<b>11</b>	<b>42</b>	<b>78</b>	<b>73</b>	<b>70</b>	<b>92</b>	<b>85</b>	<b>90</b>	<b>0</b>	<b>584</b>

\* Includes hangers on

UK = Unknown

HTA (Highway Traffic Act) reportable collisions. For more information on special vehicles, see Chapter 6.

TABLE 2.3: Category of Persons Injured by Age Groups, 2019

Category of Person	Age Groups														UK	Total	
	0-4	5-9	10-15	16	17	18	19	20	21-24	25-34	35-44	45-54	55-64	65-74			75+
Driver	0	0	3	94	393	471	529	580	2,663	5,989	4,821	4,779	4,029	2,218	1,433	33	28,035
Passenger*	845	708	885	253	317	309	288	261	930	1,749	1,108	1,096	1,147	792	618	583	11,889
Pedestrian	74	74	242	61	70	100	112	75	358	678	420	471	475	321	226	216	3,973
Bicyclist	2	26	171	47	37	33	30	29	119	289	215	233	179	90	28	59	1,587
Bicycle Passenger	3	0	3	0	0	1	1	0	1	5	1	1	1	0	0	29	46
All-Terrain Vehicle Driver	0	0	5	4	2	0	0	0	4	3	2	1	0	1	0	0	22
All-Terrain Vehicle Passenger	0	0	1	0	0	0	0	0	2	1	0	0	0	0	0	0	4
Snow Vehicle Driver	0	0	2	0	2	0	1	0	3	3	6	2	1	2	1	0	23
Snow Vehicle Passenger	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	0	4
Motorcycle Driver	0	0	2	1	13	7	15	19	86	233	185	250	207	85	13	3	1,119
Motorcycle Passenger	5	0	4	1	0	1	2	1	5	13	12	20	16	3	0	5	88
Moped Driver	0	0	1	0	3	0	1	0	3	3	5	2	1	2	0	0	21
Moped Passenger	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Other	6	6	4	0	2	3	0	1	6	30	32	33	37	27	16	11	214
<b>Total</b>	<b>935</b>	<b>814</b>	<b>1,323</b>	<b>461</b>	<b>839</b>	<b>926</b>	<b>979</b>	<b>966</b>	<b>4,180</b>	<b>8,997</b>	<b>6,808</b>	<b>6,889</b>	<b>6,094</b>	<b>3,541</b>	<b>2,335</b>	<b>940</b>	<b>47,027</b>

\* Includes hangers on

UK = Unknown

HTA (Highway Traffic Act) reportable collisions. For more information on special vehicles, see Chapter 6.

TABLE 2.4: Sex of Driver by Class of Collision 2019

Sex of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Male	738	37,969	199,463	<b>238,170</b>
Female	239	23,456	113,490	<b>137,185</b>
Unknown*	11	1,845	27,781	<b>29,637</b>
<b>Total</b>	<b>988</b>	<b>63,270</b>	<b>340,734</b>	<b>404,992</b>

\* This includes situations where the enforcement officer is unable to make a determination, e.g., hit and run.

**Fatal Collision:** A motor vehicle collision in which at least one person sustains bodily injury resulting in death within 30 days of the collision.

**Personal Injury Collision:** A motor vehicle collision in which at least one person involved sustains bodily injury not resulting in death.

**Property Damage:** A motor vehicle collision in which no person sustains bodily injury, but in which there is damage to any public property or damage to motor vehicle or its load.

The minimum reportable level for property-damage-only collision rose from \$1000 to \$2000 on September 1, 2015.

See Appendix for further explanation of Collision Self-Reporting.

TABLE 2.5: Driver Condition by Class of Collision, 2019

Condition of Driver	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Normal	597	46,978	266,991	314,566
Had Been Drinking	27	414	1,004	1,445
Ability Impaired—Alcohol over 0.08	62	526	1,539	2,127
Ability Impaired—Alcohol	14	247	640	901
Ability Impaired—Drugs*	60	184	342	586
Fatigue	13	485	1,339	1,837
Medical/Physical Disability	23	583	609	1,215
Inattentive	88	10,298	32,088	42,474
Other**	69	1,065	3,896	5,030
Unknown***	35	2,490	32,286	34,811
<b>Total</b>	<b>988</b>	<b>63,270</b>	<b>340,734</b>	<b>404,992</b>

\* Beginning in February 2011, all drivers killed in motor vehicle collisions were tested for the presence of drugs. Therefore, data may not be comparable to previous years.

\*\* Driver condition is not defined above.

\*\*\* This includes situations where the enforcement officer is unable to make a determination, e.g., hit-and-run.

**Had Been Drinking:** Driver had consumed alcohol but his/her physical condition was not legally impaired.

**Ability Impaired Alcohol over .08:** Driver had consumed alcohol and upon testing was found to have a blood alcohol level in excess of .08 grams of alcohol per 100 millilitres of blood.

**Ability Impaired Alcohol:** Driver had consumed sufficient alcohol to warrant being charged with a drinking and driving offence.

**Inattentive:** Driver was operating a motor vehicle without due care and attention or placing less than full concentration on driving, e.g., changing radio stations, consuming food, reading, talking on phone or two-way radio, using headphones.

TABLE 2.6: Driver Age by Driver Condition in all Collisions, 2019\*

Driver Age	Driver Condition						Total
	Normal	Had Been Drinking	Impaired Alcohol over .08	Ability Impaired Alcohol	Other	Unknown	
Under 16	220	0	0	2	111	16	349
16	882	2	3	0	239	40	1,166
17	3,921	13	12	6	1,040	90	5,082
18	4,458	18	18	8	1,165	94	5,761
19	5,446	37	51	23	1,306	128	6,991
20	6,212	42	56	12	1,403	161	7,886
21-24	29,524	204	309	120	5,554	624	36,335
25-34	69,003	466	712	312	11,090	1,417	83,000
35-44	57,690	239	397	166	8,325	1,274	68,091
45-54	55,424	190	283	133	7,417	1,122	64,569
55-64	46,402	144	202	77	6,327	945	54,097
65-74	23,305	63	71	31	3,900	457	27,827
75 & over	11,265	20	12	9	2,834	301	14,441
Unknown	814	7	1	2	431	28,142	29,397
<b>Total</b>	<b>314,566</b>	<b>1,445</b>	<b>2,127</b>	<b>901</b>	<b>51,142</b>	<b>34,811</b>	<b>404,992</b>

\* Includes bicyclists, drivers of all-terrain vehicles, etc.

TABLE 2.7: Recorded Occurrence of Driver Condition in Drivers Killed, 2019\*

Recorded Occurrence	Number of Drivers	%
Normal	118	33.3
Had Been Drinking	17	4.8
Ability Impaired—Alcohol over 0.08	54	15.3
Ability Impaired—Alcohol	4	1.1
Ability Impaired—Drugs**	55	15.5
Fatigue	5	1.4
Medical/Physical Disability	21	5.9
Inattentive	24	6.8
Other	44	12.4
Unknown	12	3.4
<b>Total</b>	<b>354</b>	<b>100.0</b>

\* Total includes drivers of all vehicle types killed in HTA reportable collisions.

\*\* Beginning in February 2011, all drivers killed in motor vehicle collisions were tested for the presence of drugs. Therefore, data may not be comparable to previous years.

TABLE 2.8: Apparent Driver Action by Class of Collision, 2019

Apparent Driver Action	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Driving Properly	493	31,150	195,680	<b>227,323</b>
Following Too Close	15	5,336	28,846	<b>34,197</b>
Speed Too Fast	54	577	1,001	<b>1,632</b>
Speed Too Fast for Conditions	35	2,682	12,092	<b>14,809</b>
Speed Too Slow	0	42	221	<b>263</b>
Improper Turn	25	3,036	9,663	<b>12,724</b>
Disobey Traffic Control	37	3,035	4,637	<b>7,709</b>
Fail to Yield Right of Way	64	6,928	16,550	<b>23,542</b>
Improper Passing	16	488	2,159	<b>2,663</b>
Lost Control	127	4,572	15,726	<b>20,425</b>
Wrong Way on One Way Road	3	52	126	<b>181</b>
Improper Lane Change	12	1,126	9,981	<b>11,119</b>
Other*	99	2,690	14,276	<b>17,065</b>
Unknown	8	1,556	29,776	<b>31,340</b>
<b>Total</b>	<b>988</b>	<b>63,270</b>	<b>340,734</b>	<b>404,992</b>

\* Includes actions such as hit-and-run, driving on the wrong side of the road, improper parking and illegally parked.

The tables on the next two pages include only seat belt usage in collisions in which there were fatalities and personal injuries. Property-damage-only collisions are excluded.

TABLE 2.9: Seat Belt Usage by Severity of Driver Injury in Fatal and Personal Injury Collisions, 2019

Safety Equipment Used	Severity of Injury					Total
	Fatal	Major	Minor	Minimal	Not Injured	
Seat Belt Used	173	429	12,938	11,492	22,408	47,440
Other Equipment*	16	91	1,067	1,059	1,670	3,903
Equipment Not Used	64	46	178	56	26	370
No Safety Equipment	3	3	20	11	21	58
Use Unknown	14	20	279	346	711	1,370
<b>Total</b>	<b>270</b>	<b>589</b>	<b>14,482</b>	<b>12,964</b>	<b>24,836</b>	<b>53,141</b>

\* Other equipment includes use of airbags. Combined use of seat belt with airbag deployment is unknown.

TABLE 2.10: Seat Belt Usage by Severity of Passenger\* Injury in Fatal and Personal Injury Collisions, 2019

Safety Equipment Used	Severity of Injury					Total
	Fatal	Major	Minor	Minimal	Not Injured	
Seat Belt Used	61	158	4,805	4,444	8,693	18,161
Child Safety Seat Used Incorrectly	1	1	17	17	47	83
Child Safety Seat Used Correctly	1	8	260	307	1,070	1,646
Other Equipment**	3	38	367	451	720	1,579
Equipment Not Used	25	32	161	49	27	294
No Safety Equipment	2	4	180	148	339	673
Use Unknown	5	14	169	242	333	763
<b>Total</b>	<b>98</b>	<b>255</b>	<b>5,959</b>	<b>5,658</b>	<b>11,229</b>	<b>23,199</b>

\* Includes hangers on and excludes passengers in parked vehicles.

\*\* Other equipment includes use of airbags. Combined use of seat belt with airbag deployment is unknown.

TABLE 2.11: Restraint Use for Children (0–4 Years) Killed in Collisions, 2015–2019

Year Used	Child Restraint Used Correctly	Child Restraint Used Incorrectly	Lap/Lap & Shoulder Belt	Restraint Not Available	Available Not Used	Use Unknown	Total
2015	6	0	0	0	1	1	8
2016	1	0	0	0	0	0	1
2017	4	0	0	0	0	2	6
2018	1	2	0	0	0	0	3
2019	1	1	1	0	0	0	3

TABLE 2.12: Restraint Use for Children (0–4 Years) Involved in Fatal and Personal Injury Collisions by Severity of Injury, 2019

Restraint Used	Injury Level		
	Major / Fatal %	Minimal/Minor %	No Injuries %
Child Restraint Used Correctly	50.0	45.9	57.7
Child Restraint Used Incorrectly	16.7	3.2	2.2
Lap/Lap-Shoulder Belt	33.3	41.6	32.0
Not Available	0.0	1.2	1.1
Available/Not Used	0.0	1.4	0.1
Other	0.0	3.9	4.3
Unknown	0.0	2.6	2.5
<b>Total</b>	<b>100</b>	<b>100</b>	<b>100</b>

TABLE 2.13: Pedestrian Condition by Severity of Injury, 2019

Condition of Pedestrian	Killed	Injured
Normal	51	3,106
Had Been Drinking	3	124
Ability-Impaired Alcohol over .08	20	7
Ability-Impaired Alcohol	1	30
Ability-Impaired Drugs	9	24
Fatigue	0	4
Medical or Physical Defect	3	71
Inattentive	24	499
Other	18	108
Unknown	0	0
<b>Total</b>	<b>129</b>	<b>3,973</b>

TABLE 2.14: Apparent Pedestrian Action by Severity of Injury, 2019

Apparent Pedestrian Action	Killed	Injured
Crossing Intersection With Right of Way	16	2,015
Crossing Intersection Without Right of Way	39	521
Crossing Intersection No Traffic Control	21	199
Crossing Pedestrian Crossover	3	161
Crossing Marked Crosswalk Without Right of Way	1	104
Walking on Roadway With Traffic	11	89
Walking on Roadway Against Traffic	6	28
On Sidewalk or Shoulder	5	231
Playing or Working on Highway	0	29
Coming from Behind Parked Vehicle or Object	2	42
Running onto Roadway	5	184
Getting On/Off School Bus*	0	2
Getting On/Off Vehicle	0	53
Pushing/Working on Vehicle	3	16
Other	17	299
<b>Total</b>	<b>129</b>	<b>3,973</b>

\* Calendar Year

## 2B Putting The People In Context

TABLE 2.15: Category of Persons Killed and Injured, 1990–2019

Year	Ontario Population (Est.)**		Driver		Passenger*		Pedestrian		All Others		Persons Killed In All Classes		Persons Injured In All Classes		Rate Per 100,000
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Number	Rate Per 100,000	Number	Rate Per 100,000	
1990	540	55,073	321	33,606	154	5,839	105	7,057	1,120	11.5	101,575	1,042.5			
1991	542	48,021	298	30,230	157	5,352	105	6,916	1,102	10.9	90,519	897.6			
1992	548	49,259	317	30,567	140	5,177	85	6,022	1,090	10.8	91,025	901.4			
1993	595	49,628	296	30,584	146	5,181	98	5,756	1,135	10.5	91,149	842.9			
1994	508	49,632	273	29,570	127	5,344	91	5,484	999	9.1	90,030	823.9			
1995	527	49,916	276	29,440	126	5,261	70	4,955	999	9.0	89,572	807.0			
1996	459	49,614	270	28,997	144	5,336	55	4,458	928	8.2	88,405	780.9			
1997	474	47,861	224	27,915	133	5,154	68	4,597	899	7.8	85,527	743.7			
1998	437	47,088	222	26,422	121	4,978	74	4,704	854	7.3	83,192	712.5			
1999	452	47,943	221	26,774	132	4,894	63	4,451	868	7.5	84,062	730.1			
2000	437	48,068	243	27,206	112	5,190	57	4,544	849	7.3	85,008	726.9			
2001	430	45,758	224	26,510	119	5,063	72	4,451	845	7.1	81,782	683.4			
2002	450	47,909	227	26,742	131	4,990	65	4,551	873	7.3	84,192	700.0			
2003	425	44,212	216	24,563	120	4,758	70	4,346	831	6.8	77,879	633.5			
2004	433	41,608	191	22,396	104	4,505	71	4,499	799	6.4	73,008	588.4			
2005	377	41,199	183	21,268	105	4,709	101	4,674	766	6.1	71,850	572.1			
2006	383	39,633	169	20,005	126	4,729	91	4,426	769	6.1	68,793	541.5			
2007	396	38,913	186	19,112	108	4,636	75	4,505	765	6.0	67,166	524.6			
2008	343	36,219	124	17,679	94	4,454	70	4,391	631	4.9	62,743	485.2			
2009	277	35,403	113	18,224	114	4,522	60	4,413	564	4.3	62,562	478.6			
2010	299	35,959	115	19,152	95	4,621	70	4,782	579	4.4	64,514	487.9			
2011	237	35,517	92	16,835	98	4,857	71	4,810	498	3.8	62,019	467.6			
2012	236	35,254	127	16,044	113	4,604	92	5,099	568	4.2	61,001	454.9			
2013	246	35,163	92	15,575	100	4,290	80	4,542	518	3.8	59,570	439.6			
2014	251	32,105	71	13,742	110	4,053	85	4,181	517	3.8	54,081	395.2			
2015	237	32,630	91	14,465	115	4,641	88	5,023	531	3.9	56,759	411.6			
2016	254	32,044	98	14,287	136	4,694	91	4,468	579	4.1	55,493	397.1			
2017	316	31,045	90	13,141	114	4,317	97	3,916	617	4.4	52,419	372.5			
2018	271	30,354	104	12,886	134	4,353	93	3,380	602	4.2	50,973	356.0			
2019	270	28,035	97	11,773	129	3,973	88	3,246	584	4.0	47,027	321.3			

\* Excludes motorcycle passengers, who are included with "All Others".

\*\* Source: StatCan

TABLE 2.16: Sex of Driver Population by Age Groups 2019

Sex of Driver	Age Groups							Total
	16–19	20–24	25–34	35–44	45–54	55–64	65+	
Male	254,339	473,885	994,593	897,260	912,964	939,273	1,010,014	5,482,328
Female	227,527	404,283	922,362	887,091	882,053	878,643	933,625	5,135,584
<b>Total</b>	<b>481,866</b>	<b>878,168</b>	<b>1,916,955</b>	<b>1,784,351</b>	<b>1,795,017</b>	<b>1,817,916</b>	<b>1,943,639</b>	<b>10,617,912</b>

TABLE 2.17: Driver Population by Age Groups, 1990–2019

Year	Age Groups							Total
	16–19	20–24	25–34	35–44	45–54	55–64	65+	
1990	322,542	629,478	1,666,474	1,467,699	964,925	728,380	669,385	6,448,883
1991	319,584	627,931	1,673,502	1,501,765	1,018,365	736,652	696,432	6,574,231
1992	314,685	623,707	1,665,433	1,528,726	1,082,883	745,759	727,568	6,688,761
1993	326,389	621,934	1,655,573	1,566,083	1,136,365	758,840	758,244	6,823,428
1994	358,817	622,704	1,645,962	1,611,972	1,190,442	770,882	783,181	6,983,960
1995	360,847	614,094	1,621,989	1,659,749	1,240,072	782,871	806,396	7,086,018
1996	361,571	612,060	1,608,567	1,717,050	1,297,289	805,486	856,144	7,258,167
1997	394,512	624,532	1,611,708	1,789,110	1,360,555	837,606	919,584	7,537,607
1998	412,589	634,053	1,593,744	1,845,474	1,415,258	872,426	954,212	7,727,756
1999	426,643	642,808	1,576,673	1,895,323	1,475,588	907,235	994,044	7,918,314
2000	438,170	659,331	1,582,207	1,935,150	1,540,499	939,838	1,026,179	8,121,374
2001	449,853	671,424	1,580,758	1,946,713	1,577,920	990,745	1,049,203	8,266,616
2002	458,627	686,561	1,580,837	1,945,944	1,612,219	1,053,877	1,075,439	8,413,504
2003	457,049	704,720	1,575,345	1,940,896	1,653,604	1,105,726	1,104,215	8,541,555
2004	453,157	719,861	1,567,346	1,929,418	1,698,350	1,157,824	1,129,641	8,655,597
2005	447,954	727,529	1,557,476	1,912,898	1,748,335	1,206,374	1,161,644	8,762,210
2006	461,058	736,575	1,550,313	1,888,582	1,793,515	1,252,613	1,185,309	8,867,965
2007	466,979	739,555	1,547,980	1,851,780	1,835,315	1,296,295	1,207,493	8,945,397
2008	478,950	744,491	1,553,552	1,808,597	1,875,742	1,339,948	1,241,006	9,042,286
2009	462,718	746,486	1,554,266	1,763,704	1,906,532	1,388,094	1,280,138	9,101,938
2010	478,342	765,075	1,572,436	1,740,128	1,927,499	1,441,906	1,319,881	9,245,267
2011	482,743	777,981	1,591,669	1,722,950	1,931,679	1,477,896	1,382,691	9,367,609
2012	481,601	790,157	1,610,128	1,710,796	1,924,202	1,509,382	1,454,653	9,480,919
2013	478,625	797,813	1,631,668	1,697,225	1,916,064	1,549,142	1,521,952	9,592,489
2014	473,531	803,311	1,656,912	1,686,188	1,903,892	1,591,871	1,588,339	9,704,044
2015	470,988	810,225	1,691,690	1,681,667	1,889,058	1,641,338	1,654,505	9,839,471
2016	468,061	821,656	1,737,393	1,691,167	1,875,312	1,688,950	1,721,205	10,003,744
2017	474,413	834,220	1,784,989	1,709,735	1,849,234	1,734,881	1,792,552	10,180,024
2018	480,401	859,161	1,848,423	1,744,830	1,821,128	1,780,896	1,868,146	10,402,985
2019	481,866	878,168	1,916,955	1,784,351	1,795,017	1,817,916	1,943,639	10,617,912

TABLE 2.18: Driver Licence Class by Sex, 2019

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
A	119,800	2.19	2,483	0.05	122,283	1.15
AB	4,686	0.09	731	0.01	5,417	0.05
ABM	2,270	0.04	185	0.00	2,455	0.02
ABM1	9	0.00	3	0.00	12	0.00
ABM2	148	0.00	33	0.00	181	0.00
AC	34,345	0.63	1,128	0.02	35,473	0.33
ACM	11,656	0.21	237	0.00	11,893	0.11
ACM1	143	0.00	2	0.00	145	0.00
ACM2	1,526	0.03	58	0.00	1,584	0.01
AM	25,331	0.46	232	0.00	25,563	0.24
AM1	286	0.01	6	0.00	292	0.00
AM2	3,223	0.06	50	0.00	3,273	0.03
B	18,308	0.33	16,747	0.33	35,055	0.33
BM	4,624	0.08	974	0.02	5,598	0.05
BM1	24	0.00	10	0.00	34	0.00
BM2	299	0.01	171	0.00	470	0.00
C	11,945	0.22	1,993	0.04	13,938	0.13
CM	2,159	0.04	107	0.00	2,266	0.02
CM1	28	0.00	3	0.00	31	0.00
CM2	365	0.01	37	0.00	402	0.00
D	95,424	1.74	6,441	0.13	101,865	0.96
DE	78	0.00	9	0.00	87	0.00
DEM	20	0.00	2	0.00	22	0.00
DEM1	0	0.00	0	0.00	0	0.00
DEM2	2	0.00	0	0.00	2	0.00
DF	3,715	0.07	422	0.01	4,137	0.04
DFM	1,003	0.02	62	0.00	1,065	0.01
DFM1	16	0.00	2	0.00	18	0.00
DFM2	171	0.00	6	0.00	177	0.00
DM	28,586	0.52	717	0.01	29,303	0.28
DM1	215	0.00	5	0.00	220	0.00
DM2	2,730	0.05	130	0.00	2,860	0.03
E	1,117	0.02	1,543	0.03	2,660	0.03
EM	131	0.00	30	0.00	161	0.00
EM1	0	0.00	0	0.00	0	0.00
EM2	7	0.00	2	0.00	9	0.00
F	8,026	0.15	5,959	0.12	13,985	0.13

TABLE 2.18: Driver Licence Class by Sex, 2019 (continued)

Licence Class	Driver Sex				Total	%
	Male	%	Female	%		
FM	1,227	0.02	280	0.01	1,507	0.01
FM1	12	0.00	3	0.00	15	0.00
FM2	247	0.00	99	0.00	346	0.00
G	3,918,865	71.48	4,213,421	82.04	8,132,286	76.59
G1	308,258	5.62	400,981	7.81	709,239	6.68
G1M	106	0.00	22	0.00	128	0.00
G1M1	416	0.01	57	0.00	473	0.00
G1M2	1,265	0.02	330	0.01	1,595	0.02
G2	399,009	7.28	395,603	7.70	794,612	7.48
G2M	335	0.01	61	0.00	396	0.00
G2M1	493	0.01	61	0.00	554	0.01
G2M2	3,450	0.06	500	0.01	3,950	0.04
GM	412,291	7.52	70,038	1.36	482,329	4.54
GM1	3,473	0.06	673	0.01	4,146	0.04
GM2	48,920	0.89	12,594	0.25	61,514	0.58
M	701	0.01	156	0.00	857	0.01
M1	148	0.00	40	0.00	188	0.00
M2	696	0.01	145	0.00	841	0.01
Other	0	0.00	0	0.00	0	0.00
<b>Total</b>	<b>5,482,328</b>	<b>100.00</b>	<b>5,135,584</b>	<b>100.00</b>	<b>10,617,912</b>	<b>100.00</b>

TABLE 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1935–2019

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
1935	707,457	10,648	560	9,839
1936	755,765	11,388	546	10,251
1937	802,765	13,906	766	12,092
1938	866,729	13,715	640	11,683
1939	899,572	13,710	652	11,638
1940	937,551	16,921	716	13,715
1941	986,773	18,167	801	14,275
1942	961,883	13,490	567	10,205
1943	919,457	11,025	549	8,628
1944	905,650	11,004	498	8,373
1945	971,852	13,458	598	9,804
1946	1,087,445	17,356	688	12,228
1947	1,144,291	22,293	734	13,056
1948	1,209,408	27,406	740	14,970
1949	1,278,584	34,472	830	17,469
1950	1,366,388	43,681	791	19,940
1951	1,461,538	54,920	949	22,557
1952	1,556,559	58,515	1,010	23,643
1953	1,656,259	65,866	1,082	24,353
1954	1,747,567	62,509	1,045	24,607
1955	1,856,845	63,219	1,111	26,246
1956	1,967,789	71,399	1,180	28,626
1957	2,088,551	76,302	1,279	30,414
1958	2,176,417	76,884	1,112	30,106
1959	2,270,246	81,518	1,187	31,602
1960	2,355,567	87,186	1,166	34,436
1961	2,414,615	85,577	1,268	37,146
1962	2,469,425	94,231	1,383	41,766
1963	2,555,015	104,919	1,421	47,801
1964	2,694,023	111,232	1,424	54,560
1965	2,739,138	128,462	1,611	60,917
1966	2,821,648	139,781	1,596	65,210
1967	3,004,654	145,008	1,719	67,280
1968	3,128,509	155,127	1,586	71,520
1969	3,247,979	169,395	1,683	74,902
1970	3,422,892	141,609	1,535	75,126
1971	3,563,197	158,831	1,769	84,650
1972	3,688,541	189,494	1,934	95,181
1973	3,841,628	193,021	1,959	97,790

TABLE 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1935–2019 (continued)

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
1974	3,972,980	<b>204,271</b>	1,748	98,673
1975	4,160,623	<b>213,689</b>	1,800	97,034
1976	4,315,925	<b>211,865</b>	1,511	83,736
1977	4,562,903	<b>218,567</b>	1,420	95,664
1978	4,725,546	<b>186,363</b>	1,450	94,979
1979	4,858,351	<b>197,196</b>	1,560	101,321
1980	4,993,531	<b>196,501</b>	1,508	101,367
1981	5,123,177	<b>198,372</b>	1,445	100,321
1982	5,247,198	<b>187,943</b>	1,138	92,815
1983	5,380,259	<b>181,999</b>	1,204	91,706
1984	5,513,911	<b>194,782</b>	1,132	97,230
1985	5,660,422	<b>189,750</b>	1,191	109,169
1986	5,817,799	<b>187,286</b>	1,102	108,839
1987	5,978,105	<b>203,431</b>	1,229	121,089
1988	6,118,112	<b>228,398</b>	1,237	118,158
1989	6,290,424	<b>247,038</b>	1,286	120,652
1990	6,448,883	<b>220,188</b>	1,120	101,575
1991	6,574,231	<b>213,669</b>	1,102	90,519
1992	6,688,761	<b>224,249</b>	1,090	91,025
1993	6,823,428	<b>228,834</b>	1,135	91,149
1994	6,983,960	<b>226,996</b>	999	90,030
1995	7,086,018	<b>219,085</b>	999	89,572
1996	7,258,167	<b>215,024</b>	929	88,445
1997	7,537,607	<b>221,500</b>	899	85,527
1998	7,727,756	<b>213,356</b>	854	83,192
1999	7,918,314	<b>221,962</b>	868	84,062
2000	8,121,374	<b>240,630</b>	849	85,009
2001	8,266,616	<b>234,004</b>	845	81,782
2002	8,413,504	<b>244,642</b>	873	84,192
2003	8,541,555	<b>246,463</b>	831	77,879
2004	8,655,597	<b>231,548</b>	799	73,008
2005	8,762,210	<b>230,258</b>	766	71,850
2006	8,867,965	<b>216,247</b>	769	68,793
2007	8,945,397	<b>233,487</b>	765	67,175
2008	9,042,286	<b>229,196</b>	631	62,743
2009	9,101,938	<b>216,315</b>	564	62,562
2010	9,245,267	<b>215,533</b>	579	64,514
2011	9,367,609	<b>177,039</b>	498	62,019
2012	9,480,919	<b>172,868</b>	568	61,001

TABLE 2.19: Licensed Drivers, Total Collisions, Persons Killed and Injured, 1935–2019 (continued)

Year	Licensed Drivers	Total Collisions	Persons Killed	Persons Injured
2013	9,592,489	188,999	518	59,570
2014	9,704,044	217,557	517	54,081
2015	9,839,471	221,411	531	56,759
2016	10,003,744	208,404	579	55,493
2017	10,180,024	209,085	617	52,419
2018	10,402,985	214,852	602	50,973
2019	10,617,912	221,793	584	47,027

TABLE 2.20: Driver Age Groups—Number Licensed, Collision Involvement and Percent Involved in Collisions, 2019

Driver's Age	Drivers Licensed			Drivers Involved in Collisions*			% of Drivers of Each Age Involved in Collisions		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
Under 16	0	0	0	45	26	71	N/A	N/A	N/A
16	45,296	42,217	87,513	603	483	1,086	1.33	1.14	1.24
17	58,902	54,032	112,934	2,871	2,143	5,014	4.87	3.97	4.44
18	70,444	62,925	133,369	3,505	2,189	5,694	4.98	3.48	4.27
19	79,697	68,353	148,050	4,430	2,498	6,928	5.56	3.65	4.68
20	87,788	73,755	161,543	5,062	2,766	7,828	5.77	3.75	4.85
21–24	386,097	330,528	716,625	23,102	12,944	36,046	5.98	3.92	5.03
25–34	994,593	922,362	1,916,955	52,315	29,933	82,248	5.26	3.25	4.29
35–44	897,260	887,091	1,784,351	41,154	26,331	67,485	4.59	2.97	3.78
45–54	912,964	882,053	1,795,017	40,056	23,880	63,936	4.39	2.71	3.56
55–64	939,273	878,643	1,817,916	35,327	18,171	53,498	3.76	2.07	2.94
65–74	637,850	602,213	1,240,063	17,812	9,771	27,583	2.79	1.62	2.22
75 & over	372,164	331,412	703,576	8,917	5,444	14,361	2.40	1.64	2.04
Unknown*	0	0	0	42,415	0	42,415	N/A	N/A	N/A
<b>Total</b>	<b>5,482,328</b>	<b>5,135,584</b>	<b>10,617,912</b>	<b>277,614</b>	<b>136,579</b>	<b>414,193</b>	<b>5.06</b>	<b>2.66</b>	<b>3.90</b>

\* This table includes people in the driver's position of parked vehicles and excludes drivers of some vehicles such as bicycles, snow and off-road vehicles, etc.

### 3. The Collision



# 3. The Collision

This section profiles the types of collisions that occur on Ontario's roads. To prevent motor vehicle collisions, we need to understand the context in which they occur, including hour of occurrence, day, month, collision type, location, and environmental factors. Identifying these contributing factors is an important step toward reducing collisions on Ontario's roads.

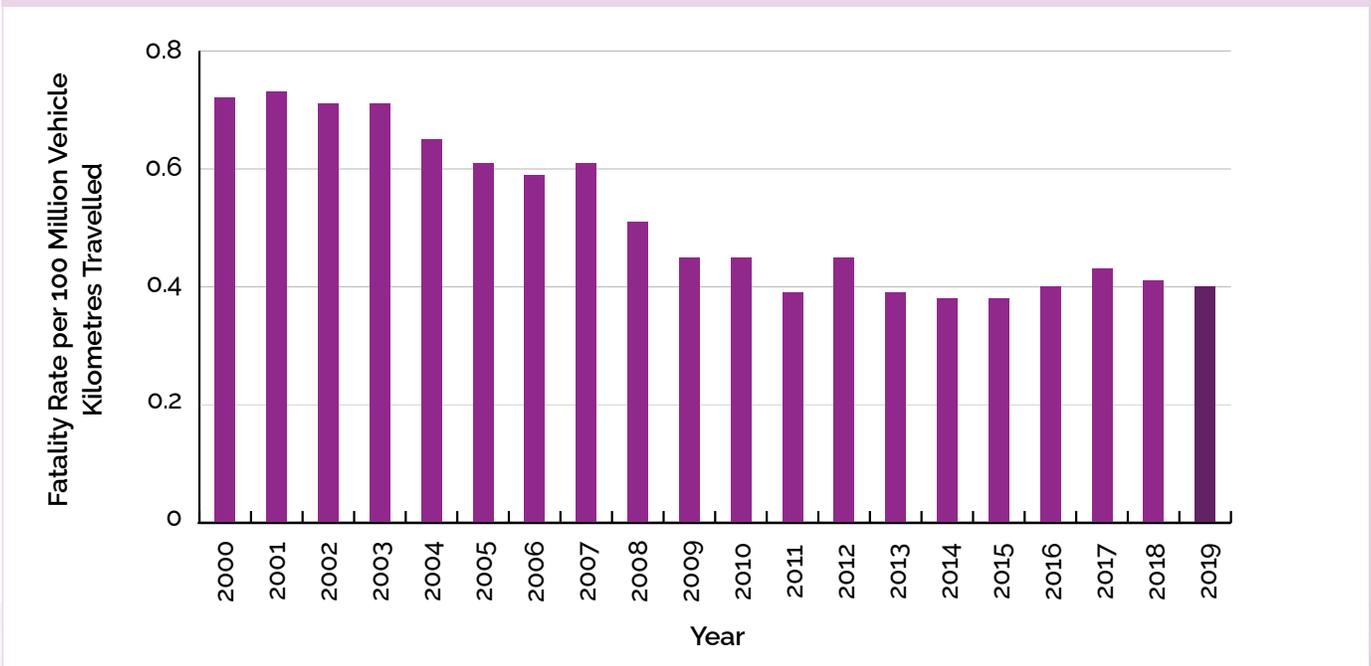


The number of fatal collisions decreased from 556 in 2018 to 545 in 2019, down by 11. The number of injury collisions decreased from 36,331 in 2018 to 33,602 in 2019, down by 2,729. The number of property damage collisions for 2019 was 187,646.

As of September 2015, the collision reporting threshold for property damage only collisions has increased from \$1,000 to \$2,000.

The fatality rate per 100 million kilometres travelled in Ontario decreased from 0.42 in 2018 to 0.40 in 2019.

FIGURE 3 Fatality Rate per 100 Million Vehicle Kilometres Travelled in Ontario, 2000–2019



### 3A Types of Collisions

TABLE 3.1: Class of Collision 1988–2019

Year	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
1988	1,076	76,724	150,598	228,398
1989	1,106	77,852	168,080	247,038
1989	1,106	77,852	168,080	247,038
1990	959	65,912	153,317	220,188
1991	956	59,242	153,471	213,669
1992	942	58,889	164,418	224,249
1993	987	58,932	168,915	228,834
1994	875	58,525	167,596	226,996
1995	860	58,273	159,952	219,085
1996	816	57,791	156,417	215,024
1997	807	56,121	164,572	221,500
1998	768	55,441	157,147	213,356
1999	763	55,764	165,435	221,962
2000	737	57,279	182,614	240,630
2001	733	54,479	178,792	234,004
2002	770	56,516	187,356	244,642
2003	754	52,757	192,952	246,463
2004	718	49,948	180,882	231,548
2005	684	49,584	179,990	230,258
2006	692	47,411	168,144	216,247
2007	683	47,014	185,790	233,487
2008	574	44,219	184,403	229,196
2009	516	44,054	171,745	216,315
2010	534	44,430	170,569	215,533
2011	466	44,076	132,497	177,039
2012	505	43,484	128,879	172,868
2013	470	42,408	146,121	188,999
2014	484	38,240	178,833	217,557
2015	479	40,508	180,424	221,411
2016	527	39,685	168,192	208,404
2017	566	37,677	170,842	209,085
2018	556	36,331	177,965	214,852
2019	545	33,602	187,646	221,793

TABLE 3.2: Collision Rate per One Million Kilometres Travelled, 1988–2019

Year	Collision Rate	Year	Collision Rate	Year	Collision Rate
1988	3.2	1999	2.5	2010	1.66*
1989	3.2	2000	2.0	2011	1.39**
1990	3.0	2001	2.0*	2012	1.36**
1991	2.9	2002	2.0*	2013	1.43**
1992	3.1	2003	2.1*	2014	1.61**
1993	3.0	2004	1.9*	2015	1.59**
1994	2.9	2005	1.8*	2016	1.48**
1995	2.8	2006	1.66*	2017	1.45*
1996	2.7	2007	1.87*	2018	1.51*
1997	2.7	2008	1.84*	2019	1.53*
1998	2.5	2009	1.72*		

\* Based on Statistics Canada estimates of Vehicle Kilometres Travelled.

\*\* Based on Westbay Research Inc. estimates for CCMTA.

TABLE 3.3: Motor Vehicles Involved in Collisions Based on Initial Impact, 2019

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
<b>Moveable Objects:</b>				
Other Motor Vehicles	627	51,271	296,061	<b>347,959</b>
Unattended Vehicles	5	477	12,754	<b>13,236</b>
Pedestrian	124	3,654	237	<b>4,015</b>
Cyclist	23	1,592	499	<b>2,114</b>
Railway Train	4	10	30	<b>44</b>
Street Car	0	14	30	<b>44</b>
Farm Tractor	6	29	111	<b>146</b>
Domestic Animal	0	28	618	<b>646</b>
Wild Animal	0	348	12,019	<b>12,367</b>
Other Moveable Objects	7	433	1,110	<b>1,550</b>
<b>Sub-total</b>	<b>796</b>	<b>57,856</b>	<b>323,469</b>	<b>382,121</b>
<b>Fixed Objects:</b>				
Cable Guide Rail	3	48	398	<b>449</b>
Concrete Guide Rail	6	320	1,686	<b>2,012</b>
Steel Guide Rail	4	191	1,039	<b>1,234</b>
Pole (Utility Tower)	6	363	1,783	<b>2,152</b>
Pole (Sign/Parking Meter)	3	116	1,249	<b>1,368</b>
Fence/Noise Barrier	1	23	255	<b>279</b>
Culvert	1	24	72	<b>97</b>
Bridge Support	1	9	103	<b>113</b>
Rock Face	0	17	80	<b>97</b>

TABLE 3.3: Motor Vehicles Involved in Collisions Based on Initial Impact, 2019 (continued)

Motor Vehicle in Collision Involving	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Snow Bank or Drift	3	56	477	536
Ditch	14	409	1,707	2,130
Curb	14	239	896	1,149
Crash Cushion	0	27	68	95
Building or Wall	1	40	182	223
Water Course	0	3	15	18
Construction Marker	0	8	62	70
Tree, Shrub, or Stump	7	186	680	873
Other Fixed Object	1	95	899	995
<b>Sub-total</b>	<b>65</b>	<b>2,174</b>	<b>11,651</b>	<b>13,890</b>
<b>Other Events:</b>				
Ran Off Road	59	1,504	5,051	6,614
Skidding/Sliding	55	1,666	8,580	10,301
Jack-knifing	1	20	140	161
Load Spill	0	1	53	54
Fire/Explosion	0	2	106	108
Submersion	0	1	6	7
Rollover	6	184	325	515
Debris on Road	2	75	1,166	1,243
Debris off Vehicle	1	74	1,329	1,404
Other Non-Collision Event	9	393	1,389	1,791
<b>Sub-total</b>	<b>133</b>	<b>3,920</b>	<b>18,145</b>	<b>22,198</b>
<b>Total</b>	<b>994</b>	<b>63,950</b>	<b>353,265</b>	<b>418,209</b>

TABLE 3.4: Initial Impact Type by Class of Collision, 2019

Initial Impact Type	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Approaching	96	923	1,894	2,913
Angle	47	4,259	12,101	16,407
Rear End	49	8,672	55,678	64,399
Sideswipe	20	1,892	27,565	29,477
Turning Movement	59	7,826	35,961	43,846
With Unattended Motor Vehicle	4	316	10,673	10,993
Single Motor Vehicle	269	9,536	38,751	48,556
Other	1	178	5,023	5,202
Unknown	0	0	0	0
<b>Total</b>	<b>545</b>	<b>33,602</b>	<b>187,646</b>	<b>221,793</b>

### 3B Time and Environment

TABLE 3.5: Month of Occurrence by Class of Collision, 2019

Month of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
January	39	7.2	2,861	8.5	19,959	10.6	<b>22,859</b>	<b>10.3</b>
February	23	4.2	2,186	6.5	15,856	8.4	<b>18,065</b>	<b>8.1</b>
March	31	5.7	2,216	6.6	13,538	7.2	<b>15,785</b>	<b>7.1</b>
April	23	4.2	2,202	6.6	11,946	6.4	<b>14,171</b>	<b>6.4</b>
May	43	7.9	2,661	7.9	13,780	7.3	<b>16,484</b>	<b>7.4</b>
June	49	9.0	3,113	9.3	14,912	7.9	<b>18,074</b>	<b>8.1</b>
July	49	9.0	3,104	9.2	14,517	7.7	<b>17,670</b>	<b>8.0</b>
August	64	11.7	3,157	9.4	14,131	7.5	<b>17,352</b>	<b>7.8</b>
September	53	9.7	3,005	8.9	13,908	7.4	<b>16,966</b>	<b>7.6</b>
October	60	11.0	3,282	9.8	16,873	9.0	<b>20,215</b>	<b>9.1</b>
November	61	11.2	2,947	8.8	19,521	10.4	<b>22,529</b>	<b>10.2</b>
December	50	9.2	2,868	8.5	18,705	10.0	<b>21,623</b>	<b>9.7</b>
<b>Total</b>	<b>545</b>	<b>100.0</b>	<b>33,602</b>	<b>100.0</b>	<b>187,646</b>	<b>100.0</b>	<b>221,793</b>	<b>100.0</b>

TABLE 3.6: Day of Week by Class of Collision, 2019

Day of Occurrence	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Monday	67	12.3	4,715	14.0	27,031	14.4	<b>31,813</b>	<b>14.3</b>
Tuesday	77	14.1	4,986	14.8	28,839	15.4	<b>33,902</b>	<b>15.3</b>
Wednesday	91	16.7	5,081	15.1	30,358	16.2	<b>35,530</b>	<b>16.0</b>
Thursday	81	14.9	5,243	15.6	30,039	16.0	<b>35,363</b>	<b>15.9</b>
Friday	90	16.5	5,536	16.5	30,518	16.3	<b>36,144</b>	<b>16.3</b>
Saturday	77	14.1	4,282	12.7	22,409	11.9	<b>26,768</b>	<b>12.1</b>
Sunday	62	11.4	3,759	11.2	18,452	9.8	<b>22,273</b>	<b>10.0</b>
<b>Total</b>	<b>545</b>	<b>100.0</b>	<b>33,602</b>	<b>100.0</b>	<b>187,646</b>	<b>100.0</b>	<b>221,793</b>	<b>100.0</b>

TABLE 3.7: Hour of Occurrence by Class of Collision, 2019

Hour of Occurrence A.M.	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
12 to 1 a.m.	16	2.9	522	1.6	2,805	1.5	3,343	1.5
1 to 2 a.m.	12	2.2	337	1.0	2,223	1.2	2,572	1.2
2 to 3 a.m.	16	2.9	324	1.0	1,859	1.0	2,199	1.0
3 to 4 a.m.	13	2.4	257	0.8	1,764	0.9	2,034	0.9
4 to 5 a.m.	8	1.5	231	0.7	1,669	0.9	1,908	0.9
5 to 6 a.m.	11	2.0	443	1.3	2,987	1.6	3,441	1.6
<b>Sub-total</b>	<b>76</b>	<b>13.9</b>	<b>2,114</b>	<b>6.3</b>	<b>13,307</b>	<b>7.1</b>	<b>15,497</b>	<b>7.0</b>
6 to 7 a.m.	27	5.0	945	2.8	5,923	3.2	6,895	3.1
7 to 8 a.m.	18	3.3	1,379	4.1	8,354	4.5	9,751	4.4
8 to 9 a.m.	18	3.3	1,784	5.3	11,693	6.2	13,495	6.1
9 to 10 a.m.	23	4.2	1,622	4.8	9,623	5.1	11,268	5.1
10 to 11 a.m.	18	3.3	1,508	4.5	8,931	4.8	10,457	4.7
11 to 12 noon	24	4.4	1,729	5.1	10,060	5.4	11,813	5.3
<b>Sub-total</b>	<b>128</b>	<b>23.5</b>	<b>8,967</b>	<b>26.7</b>	<b>54,584</b>	<b>29.1</b>	<b>63,679</b>	<b>28.7</b>
Hour of Occurrence P.M.								
12 to 1 p.m.	22	4.0	2,044	6.1	11,391	6.1	13,457	6.1
1 to 2 p.m.	36	6.6	2,016	6.0	10,876	5.8	12,928	5.8
2 to 3 p.m.	37	6.8	2,309	6.9	12,098	6.4	14,444	6.5
3 to 4 p.m.	24	4.4	2,736	8.1	14,897	7.9	17,657	8.0
4 to 5 p.m.	21	3.9	2,719	8.1	15,117	8.1	17,857	8.1
5 to 6 p.m.	40	7.3	2,760	8.2	15,475	8.2	18,275	8.2
<b>Sub-total</b>	<b>180</b>	<b>33.0</b>	<b>14,584</b>	<b>43.4</b>	<b>79,854</b>	<b>42.6</b>	<b>94,618</b>	<b>42.7</b>
6 to 7 p.m.	33	6.1	2,229	6.6	11,548	6.2	13,810	6.2
7 to 8 p.m.	30	5.5	1,691	5.0	8,174	4.4	9,895	4.5
8 to 9 p.m.	27	5.0	1,247	3.7	6,350	3.4	7,624	3.4
9 to 10 p.m.	27	5.0	1,172	3.5	5,607	3.0	6,806	3.1
10 to 11 p.m.	19	3.5	903	2.7	4,661	2.5	5,583	2.5
11 to 12 midnight	25	4.6	695	2.1	3,561	1.9	4,281	1.9
<b>Sub-total</b>	<b>161</b>	<b>29.5</b>	<b>7,937</b>	<b>23.6</b>	<b>39,901</b>	<b>21.3</b>	<b>47,999</b>	<b>21.6</b>
Unknown	0	0.0	0	0.0	0	0.0	0	0.0
<b>Total</b>	<b>545</b>	<b>100.0</b>	<b>33,602</b>	<b>100.0</b>	<b>187,646</b>	<b>100.0</b>	<b>221,793</b>	<b>100.0</b>

TABLE 3.8: Statutory Holidays, Holiday Weekends—Persons Killed and Injured in Fatal Collisions, 2019

Statutory Holiday*	Number of Fatal Collisions	Drivers		Passengers		Others		Total	
		Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
Easter Weekend	2	1	0	0	0	1	0	2	0
Victoria Day	4	3	0	0	1	1	0	4	1
Canada Day	4	4	0	1	0	0	0	5	0
Civic Holiday	7	7	1	0	0	0	0	7	1
Labour Day	10	6	5	4	2	1	0	11	7
Thanksgiving Day	6	5	3	2	0	1	0	8	3
Christmas/ Boxing Day	4	2	2	1	1	1	0	4	3

\* Actual length may vary depending on the calendar year. For certain holidays, it might include the whole weekend.

TABLE 3.9: Light Condition by Class of Collision, 2019

Light Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Daylight	310	56.9	24,057	71.6	135,240	72.1	159,607	72.0
Dawn	9	1.7	579	1.7	3,885	2.1	4,473	2.0
Dusk	19	3.5	1,073	3.2	6,071	3.2	7,163	3.2
Darkness	206	37.8	7,880	23.5	42,306	22.5	50,392	22.7
Other	1	0.2	13	0.0	144	0.1	158	0.1
<b>Total</b>	<b>545</b>	<b>100.0</b>	<b>33,602</b>	<b>100.0</b>	<b>187,646</b>	<b>100.0</b>	<b>221,793</b>	<b>100.0</b>

TABLE 3.10: Visibility by Class of Collision, 2019

Visibility	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Clear	455	83.5	27,411	81.6	148,964	79.4	176,830	79.7
Rain	47	8.6	3,229	9.6	15,637	8.3	18,913	8.5
Snow	27	5.0	2,061	6.1	17,342	9.2	19,430	8.8
Freezing Rain	4	0.7	330	1.0	2,361	1.3	2,695	1.2
Drifting Snow	3	0.6	242	0.7	1,302	0.7	1,547	0.7
Strong Wind	2	0.4	85	0.3	592	0.3	679	0.3
Fog, Mist, Smoke, or Dust	5	0.9	169	0.5	948	0.5	1,122	0.5
Other	2	0.4	75	0.2	500	0.3	577	0.3
<b>Total</b>	<b>545</b>	<b>100.0</b>	<b>33,602</b>	<b>100.0</b>	<b>187,646</b>	<b>100.0</b>	<b>221,793</b>	<b>100.0</b>

### 3C The Collision Location

TABLE 3.11: Road Jurisdiction by Class of Collision, 2019

Road Jurisdiction	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Municipal (Excluding Township Road)	216	20,645	109,191	<b>130,052</b>
Provincial Highway	142	5,771	37,421	<b>43,334</b>
Township	50	1,093	6,487	<b>7,630</b>
County or District	61	1,495	7,258	<b>8,814</b>
Regional Municipality	73	4,519	26,865	<b>31,457</b>
Federal	2	68	361	<b>431</b>
Other	1	11	63	<b>75</b>
<b>Total</b>	<b>545</b>	<b>33,602</b>	<b>187,646</b>	<b>221,793</b>

TABLE 3.12: Road Jurisdiction for All Collisions, 2010–2019

Road Jurisdiction*	Year									
	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Municipal	137,548	100,183	97,951	106,385	129,316	134,198	123,544	121,796	123,330	130,052
Provincial	33,816	36,857	34,411	39,500	39,978	38,872	38,174	39,781	41,913	43,334
Township	6,665	6,358	6,296	6,442	6,128	6,182	6,788	6,933	7,356	7,630
County or District	11,638	11,852	11,178	11,524	12,066	9,918	9,447	9,171	9,060	8,814
Regional Municipality	25,360	21,318	22,562	24,677	29,470	31,600	29,926	30,892	32,710	31,457
Federal	415	385	393	395	490	530	447	415	418	431
Other	91	86	77	76	109	111	78	97	65	75
<b>Total</b>	<b>215,533</b>	<b>177,039</b>	<b>172,868</b>	<b>188,999</b>	<b>217,557</b>	<b>221,411</b>	<b>208,404</b>	<b>209,085</b>	<b>214,852</b>	<b>221,793</b>

\* Collisions may not be comparable across the different years due to transfer of highways between jurisdictions.

TABLE 3.13: Collision Location by Class of Collision, 2019

Road Location	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Non-intersection	341	62.6	13,599	40.5	95,274	50.8	109,214	49.2
Intersection-Related	83	15.2	7,820	23.3	40,053	21.3	47,956	21.6
At Intersection	79	14.5	9,756	29.0	35,515	18.9	45,350	20.4
At/Near Private Drive	35	6.4	2,239	6.7	15,541	8.3	17,815	8.0
At Railway	4	0.7	36	0.1	221	0.1	261	0.1
Underpass or Tunnel	0	0.0	16	0.0	107	0.1	123	0.1
Overpass or Bridge	2	0.4	73	0.2	475	0.3	550	0.2
Other	1	0.2	63	0.2	460	0.2	524	0.2
<b>Total</b>	<b>545</b>	<b>100.0</b>	<b>33,602</b>	<b>100.0</b>	<b>187,646</b>	<b>100.0</b>	<b>221,793</b>	<b>100.0</b>

TABLE 3.14: Road Surface Condition by Class of Collision, 2019

Road Surface Condition	Class of Collision						Total	%
	Fatal	%	Personal Injury	%	Property Damage	%		
Dry	403	73.9	24,392	72.6	128,950	68.7	153,745	69.3
Wet	97	17.8	5,808	17.3	28,733	15.3	34,638	15.6
Loose Snow	14	2.6	1,232	3.7	10,333	5.5	11,579	5.2
Slush	2	0.4	537	1.6	4,687	2.5	5,226	2.4
Packed Snow	12	2.2	673	2.0	6,563	3.5	7,248	3.3
Ice	13	2.4	819	2.4	7,635	4.1	8,467	3.8
Mud	0	0.0	3	0.0	36	0.0	39	0.0
Loose Sand or Gravel	3	0.6	78	0.2	271	0.1	352	0.2
Spilled Liquid	0	0.0	6	0.0	14	0.0	20	0.0
Other	1	0.2	54	0.2	424	0.2	479	0.2
<b>Total</b>	<b>545</b>	<b>100.0</b>	<b>33,602</b>	<b>100.0</b>	<b>187,646</b>	<b>100.0</b>	<b>221,793</b>	<b>100.0</b>



MAST COFFEE

## 4. Place of Collision



## 4. Place of Collision

This section identifies the location of collisions in Ontario and provides a breakdown of the various classes of collision, the number of persons killed or injured and the number of motor vehicle registrations by municipality and county. The location of collisions provides vital information to MTO and local road authorities about the safety of Ontario's roads and highways.



Comparing the number of collisions and injuries within specific municipalities over the years may help to highlight trends in road safety over time. This information helps MTO and local authorities to prioritize their infrastructure projects, enforcement activities, and education campaigns.

Changes to the names and boundaries of municipalities due to amalgamation or annexation may mean that the statistics found in Table 4.1 may not be comparable from year to year. Information about population numbers by Ontario's municipalities can be found at the Statistics Canada website at [statcan.gc.ca](http://statcan.gc.ca). These figures can be used to determine per capita fatality or injury rates by municipality for comparison purposes.

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2019

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
<b>ONTARIO TOTAL</b>	<b>221,785</b>	<b>545</b>	<b>33,599</b>	<b>187,641</b>	<b>584</b>	<b>47,023</b>	<b>10,330,993*</b>
<b>Algoma</b>							
Blind River T	34	0	6	28	0	6	
Elliot Lake C	75	1	9	65	1	10	
Huron Shores M	7	0	1	6	0	1	
Macdonald, Meredith & Aberdeen Addl TP	3	0	1	2	0	1	
Sault Ste. Marie C	1,280	1	181	1,098	1	260	
Provincial Highway	298	2	37	259	2	53	
Other Areas	88	0	11	77	0	15	
<b>Algoma Total</b>	<b>1,785</b>	<b>4</b>	<b>246</b>	<b>1,535</b>	<b>4</b>	<b>346</b>	<b>126,893</b>
<b>Brant</b>							
Brantford C	1,520	3	235	1,282	3	295	
Provincial Highway	234	0	37	197	0	62	
Other Areas	600	1	122	477	1	187	
<b>Brant Total</b>	<b>2,354</b>	<b>4</b>	<b>394</b>	<b>1,956</b>	<b>4</b>	<b>544</b>	<b>116,550</b>
<b>Bruce</b>							
Arran-Elderslie M	70	2	10	58	3	18	
Brockton M	184	1	24	159	1	36	
Huron-Kinloss TP	61	1	4	56	1	8	
Kincardine M	125	0	20	105	0	25	
Saugeen Shores T	184	0	35	149	0	47	
South Bruce Peninsula T	89	0	9	80	0	14	
Provincial Highway	217	2	23	192	2	45	
Other Areas	141	0	14	127	0	17	
<b>Bruce Total</b>	<b>1,071</b>	<b>6</b>	<b>139</b>	<b>926</b>	<b>7</b>	<b>210</b>	<b>80,873</b>
<b>Chatham-Kent</b>							
Provincial Highway	187	3	20	164	3	33	
Other Areas	1,572	9	260	1,303	9	350	
<b>Chatham-Kent Total</b>	<b>1,759</b>	<b>12</b>	<b>280</b>	<b>1,467</b>	<b>12</b>	<b>383</b>	<b>98,708</b>
<b>Cochrane</b>							
Black River-Matheson TP	9	0	1	8	0	1	
Cochrane T	36	0	4	32	0	7	
Hearst T	30	0	5	25	0	5	
Iroquois Falls T	35	0	9	26	0	13	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2019 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Kapuskasing T	75	1	7	67	1	10	
Timmins C	607	3	88	516	3	116	
Provincial Highway	256	2	48	206	2	65	
Other Areas	15	0	3	12	0	4	
<b>Cochrane Total</b>	<b>1,063</b>	<b>6</b>	<b>165</b>	<b>892</b>	<b>6</b>	<b>221</b>	<b>95,899</b>
<b>Dufferin</b>							
Amaranth TP	97	1	12	84	1	22	
East Garafraxa TP	79	1	17	61	1	26	
East Luther Grand Valley TP	34	0	7	27	0	17	
Melancthon TP	68	2	15	51	2	30	
Mono T	111	0	23	88	0	35	
Mulmur TP	89	0	14	75	0	16	
Orangeville T	322	0	29	293	0	39	
Shelburne T	73	0	5	68	0	5	
Provincial Highway	201	2	45	154	2	73	
Other Areas	0	0	0	0	0	0	
<b>Dufferin Total</b>	<b>1,074</b>	<b>6</b>	<b>167</b>	<b>901</b>	<b>6</b>	<b>263</b>	<b>62,668</b>
<b>Durham</b>							
Ajax T	1,091	1	240	850	1	329	
Brock TP	129	0	21	108	0	31	
Clarington M	784	3	149	632	3	200	
Oshawa C	2,198	6	448	1,744	6	627	
Pickering C	933	1	198	734	1	295	
Scugog TP	218	4	46	168	5	75	
Uxbridge TP	251	2	52	197	2	75	
Whitby T	1,408	1	237	1,170	1	323	
Provincial Highway	2,554	6	371	2,177	6	569	
Other Areas	0	0	0	0	0	0	
<b>Durham Total</b>	<b>9,566</b>	<b>24</b>	<b>1,762</b>	<b>7,780</b>	<b>25</b>	<b>2,524</b>	<b>517,865</b>
<b>Elgin</b>							
Aylmer T	42	1	8	33	1	10	
Bayham M	78	0	5	73	0	5	
Central Elgin M	186	0	28	158	0	43	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2019 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Dutton-Dunwich M	73	0	6	67	0	6	
Malahide TP	127	2	21	104	3	39	
Southwold TP	92	0	11	81	0	14	
St. Thomas C	320	0	42	278	0	50	
West Elgin M	70	3	13	54	3	14	
Provincial Highway	232	2	41	189	2	79	
Other Areas	0	0	0	0	0	0	
<b>Elgin Total</b>	<b>1,220</b>	<b>8</b>	<b>175</b>	<b>1,037</b>	<b>9</b>	<b>260</b>	<b>90,832</b>
<b>Essex</b>							
Amherstburg T	211	1	44	166	1	58	
Essex T	165	0	30	135	0	34	
Kingsville T	197	1	35	161	1	45	
Lakeshore T	401	3	72	326	3	98	
LaSalle T	222	0	31	191	0	36	
Leamington M	314	3	51	260	5	69	
Tecumseh T	255	0	40	215	0	46	
Windsor C	4,227	10	1,431	2,786	10	1,871	
Provincial Highway	401	4	49	348	4	73	
Other Areas	0	0	0	0	0	0	
<b>Essex Total</b>	<b>6,393</b>	<b>22</b>	<b>1,783</b>	<b>4,588</b>	<b>24</b>	<b>2,330</b>	<b>314,470</b>
<b>Frontenac</b>							
Central Frontenac TP	86	0	8	78	0	9	
Frontenac Islands TP	17	0	3	14	0	3	
Kingston C	1,929	3	310	1,616	3	428	
North Frontenac TP	30	0	2	28	0	2	
South Frontenac TP	233	2	32	199	2	46	
Provincial Highway	318	3	42	273	3	97	
Other Areas	0	0	0	0	0	0	
<b>Frontenac Total</b>	<b>2,613</b>	<b>8</b>	<b>397</b>	<b>2,208</b>	<b>8</b>	<b>585</b>	<b>128,060</b>
<b>Grey</b>							
Chatsworth TP	98	1	12	85	1	16	
Georgian Bluffs TP	114	0	11	103	0	12	
Grey Highlands M	187	2	28	157	2	52	
Hanover T	94	0	14	80	0	18	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2019 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Meaford M	83	1	10	72	1	15	
Owen Sound C	394	0	61	333	0	93	
Southgate TP	70	1	11	58	1	26	
The Blue Mountains T	103	1	14	88	1	22	
West Grey M	314	0	29	285	0	37	
Provincial Highway	355	3	54	298	4	75	
Other Areas	0	0	0	0	0	0	
<b>Grey Total</b>	<b>1,812</b>	<b>9</b>	<b>244</b>	<b>1,559</b>	<b>10</b>	<b>366</b>	<b>90,797</b>
<b>Haldimand-Norfolk</b>							
Provincial Highway	282	4	59	219	4	102	
Other Areas	1,255	9	235	1,011	9	331	
<b>Haldimand-Norfolk Total</b>	<b>1,537</b>	<b>13</b>	<b>294</b>	<b>1,230</b>	<b>13</b>	<b>433</b>	<b>118,712</b>
<b>Haliburton</b>							
Algonquin Highlands TP	11	0	1	10	0	1	
Dysart et al TP	104	0	7	97	0	9	
Highlands East M	48	1	5	42	1	8	
Minden Hills TP	106	0	4	102	0	4	
Provincial Highway	174	2	18	154	2	26	
Other Areas	0	0	0	0	0	0	
<b>Haliburton Total</b>	<b>443</b>	<b>3</b>	<b>35</b>	<b>405</b>	<b>3</b>	<b>48</b>	<b>27,106</b>
<b>Halton</b>							
Burlington C	2012	2	264	1746	2	340	
Halton Hills T	678	1	120	557	1	166	
Milton T	1600	2	220	1378	2	321	
Oakville T	2053	3	271	1779	3	363	
Provincial Highway	3000	5	295	2700	6	455	
Other Areas	0	0	0	0	0	0	
<b>Halton Total</b>	<b>9,343</b>	<b>13</b>	<b>1,170</b>	<b>8,160</b>	<b>14</b>	<b>1,645</b>	<b>436,081</b>
<b>Hamilton</b>							
Hamilton C	7506	14	1310	6182	14	1800	
Provincial Highway	1437	5	159	1273	5	227	
Other Areas	0	0	0	0	0	0	
<b>Hamilton Total</b>	<b>8,943</b>	<b>19</b>	<b>1,469</b>	<b>7,455</b>	<b>19</b>	<b>2,027</b>	<b>371,044</b>

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2019 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
<b>Hastings</b>							
Bancroft T	32	0	3	29	0	3	
Belleville C	845	0	149	696	0	196	
Centre Hastings M	24	0	1	23	0	1	
Deseronto T	11	0	2	9	0	2	
Faraday TP	18	0	1	17	0	3	
Hastings Highlands M	71	1	9	61	1	13	
Madoc TP	19	0	2	17	0	6	
Marmora and Lake M	33	0	6	27	0	7	
Stirling-Rawdon TP	45	0	5	40	0	7	
Tweed M	63	0	6	57	0	7	
Tyendinaga TP	124	1	21	102	1	26	
Provincial Highway	577	4	78	495	4	112	
Other Areas	609	2	78	529	2	103	
<b>Hastings Total</b>	<b>2,471</b>	<b>8</b>	<b>361</b>	<b>2,102</b>	<b>8</b>	<b>486</b>	<b>143,425</b>
<b>Huron</b>							
Ashfield-Colborne-Wawanosh TP	96	0	8	88	0	11	
Bluewater M	58	0	10	48	0	17	
Central Huron M	97	0	9	88	0	12	
Goderich T	79	0	11	68	0	14	
Howick TP	81	2	8	71	4	20	
Huron East M	99	0	16	83	0	23	
Morris-Turnberry M	93	1	7	85	1	11	
North Huron TP	70	1	10	59	1	15	
South Huron M	81	0	9	72	0	10	
Provincial Highway	160	2	20	138	2	37	
Other Areas	0	0	0	0	0	0	
<b>Huron Total</b>	<b>914</b>	<b>6</b>	<b>108</b>	<b>800</b>	<b>8</b>	<b>170</b>	<b>60,084</b>
<b>Kawartha Lakes</b>							
Kawartha Lakes C	1,093	4	185	904	4	247	
Provincial Highway	272	2	52	218	2	97	
Other Areas	0	0	0	0	0	0	
<b>Kawartha Lakes Total</b>	<b>1,365</b>	<b>6</b>	<b>237</b>	<b>1,122</b>	<b>6</b>	<b>344</b>	<b>83,452</b>

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2019 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
<b>Kenora</b>							
Dryden C	102	0	4	98	0	4	
Kenora C	193	1	10	182	1	16	
Red Lake M	18	0	1	17	0	1	
Sioux Lookout M	41	0	2	39	0	2	
Provincial Highway	396	2	35	359	2	52	
Other Areas	73	1	8	64	1	15	
<b>Kenora Total</b>	<b>823</b>	<b>4</b>	<b>60</b>	<b>759</b>	<b>4</b>	<b>90</b>	<b>61,193</b>
<b>Lambton</b>							
Brooke-Alvinston TP	66	1	6	59	1	11	
Dawn-Euphemia TP	67	2	9	56	4	12	
Enniskillen TP	54	0	5	49	0	8	
Petrolia T	41	0	3	38	0	3	
Plympton-Wyoming T	65	2	11	52	2	16	
Point Edward V	33	0	3	30	0	3	
Sarnia C	965	0	150	815	0	212	
St. Clair TP	177	3	18	156	3	32	
Warwick TP	39	0	7	32	0	11	
Provincial Highway	254	2	26	226	2	39	
Other Areas	78	0	14	64	0	22	
<b>Lambton Total</b>	<b>1,839</b>	<b>10</b>	<b>252</b>	<b>1,577</b>	<b>12</b>	<b>369</b>	<b>110,796</b>
<b>Lanark</b>							
Beckwith TP	47	0	7	40	0	9	
Carleton Place T	86	0	7	79	0	8	
Lanark Highlands TP	99	1	14	84	1	15	
Mississippi Mills T	138	1	16	121	1	21	
Montague TP	45	0	8	37	0	11	
Perth T	92	1	9	82	1	14	
Smiths Falls ST	181	0	17	164	0	22	
Tay Valley TP	79	0	9	70	0	13	
Provincial Highway	172	5	29	138	6	47	
Other Areas	90	2	8	80	2	14	
<b>Lanark Total</b>	<b>1,029</b>	<b>10</b>	<b>124</b>	<b>895</b>	<b>11</b>	<b>174</b>	<b>73,878</b>

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2019 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
<b>Leeds &amp; Grenville</b>							
Athens TP	31	0	5	26	0	7	
Augusta TP	70	0	9	61	0	17	
Brockville C	295	0	35	260	0	44	
Edwardsburgh/Cardinal TP	56	1	4	51	1	5	
Elizabethtown-Kitley TP	116	1	18	97	1	27	
Front of Yonge TP	26	0	2	24	0	2	
Gananoque ST	64	0	3	61	0	3	
Leeds and the Thousand Islands TP	117	1	15	101	1	17	
Merrickville-Wolford V	34	0	6	28	0	6	
North Grenville M	168	3	19	146	3	27	
Prescott ST	46	0	7	39	0	8	
Rideau Lakes TP	121	1	10	110	1	13	
Provincial Highway	456	2	57	397	2	96	
Other Areas	6	0	1	5	0	1	
<b>Leeds &amp; Grenville Total</b>	<b>1,606</b>	<b>9</b>	<b>191</b>	<b>1,406</b>	<b>9</b>	<b>273</b>	<b>103,956</b>
<b>Lennox &amp; Addington</b>							
Addington Highlands TP	13	0	2	11	0	3	
Greater Napanee T	219	1	38	180	1	50	
Loyalist TP	134	1	19	114	1	30	
Stone Mills TP	107	0	16	91	0	19	
Provincial Highway	231	2	33	196	2	45	
Other Areas	0	0	0	0	0	0	
<b>Lennox &amp; Addington Total</b>	<b>704</b>	<b>4</b>	<b>108</b>	<b>592</b>	<b>4</b>	<b>147</b>	<b>41,515</b>
<b>Manitoulin</b>							
Central Manitoulin M	6	0	0	6	0	0	
Provincial Highway	141	1	11	129	1	14	
Other Areas	88	0	11	77	0	17	
<b>Manitoulin Total</b>	<b>235</b>	<b>1</b>	<b>22</b>	<b>212</b>	<b>1</b>	<b>31</b>	<b>18,037</b>
<b>Middlesex</b>							
Adelaide-Metcalf TP	101	0	12	89	0	18	
London C	7,669	7	854	6,808	7	1,202	
Lucan Biddulph TP	25	1	4	20	1	6	
Middlesex Centre M	429	2	68	359	2	112	
North Middlesex M	111	1	19	91	1	33	
Southwest Middlesex M	141	4	14	123	5	27	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2019 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Strathroy-Caradoc TP	274	1	30	243	1	41	
Provincial Highway	517	2	70	445	2	94	
Other Areas	230	3	36	191	3	60	
<b>Middlesex Total</b>	<b>9,497</b>	<b>21</b>	<b>1,107</b>	<b>8,369</b>	<b>22</b>	<b>1,593</b>	<b>348,429</b>
<b>Muskoka</b>							
Bracebridge T	187	0	24	163	0	27	
Georgian Bay TP	18	0	5	13	0	5	
Gravenhurst T	96	0	8	88	0	8	
Huntsville T	215	0	21	194	0	28	
Lake Of Bays TP	36	0	4	32	0	7	
Muskoka Lakes TP	165	0	24	141	0	33	
Provincial Highway	475	3	60	412	4	84	
Other Areas	3	0	0	3	0	0	
<b>Muskoka Total</b>	<b>1,195</b>	<b>3</b>	<b>146</b>	<b>1,046</b>	<b>4</b>	<b>192</b>	<b>75,863</b>
<b>Niagara</b>							
Fort Erie T	264	1	35	228	1	54	
Grimsby T	253	0	36	217	0	46	
Lincoln T	210	0	28	182	0	46	
Niagara Falls C	1,306	1	166	1,139	1	221	
Niagara-On-The-Lake T	258	2	29	227	3	44	
Pelham T	148	2	16	130	2	28	
Port Colborne C	140	0	22	118	0	26	
St. Catharines C	1,781	2	169	1,610	2	225	
Thorold C	297	1	34	262	1	49	
Wainfleet TP	40	0	11	29	0	15	
Welland C	644	4	91	549	4	129	
West Lincoln TP	148	1	37	110	1	55	
Provincial Highway	1,391	6	166	1,219	7	233	
Other Areas	0	0	0	0	0	0	
<b>Niagara Total</b>	<b>6,880</b>	<b>20</b>	<b>840</b>	<b>6,020</b>	<b>22</b>	<b>1,171</b>	<b>384,968</b>
<b>Nipissing</b>							
Bonfield TP	13	0	1	12	0	1	
East Ferris TP	31	0	1	30	0	1	
Mattawa T	4	0	0	4	0	0	
North Bay C	740	0	137	603	0	182	
West Nipissing M	104	0	16	88	0	22	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2019 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Provincial Highway	551	3	93	455	3	147	
Other Areas	42	0	6	36	0	7	
<b>Nipissing Total</b>	<b>1,485</b>	<b>3</b>	<b>254</b>	<b>1,228</b>	<b>3</b>	<b>360</b>	<b>94,439</b>
<b>Northumberland</b>							
Alnwick-Haldimand TP	78	0	15	63	0	17	
Brighton M	104	0	21	83	0	31	
Cobourg T	237	0	21	216	0	25	
Cramahe TP	52	0	7	45	0	10	
Hamilton TP	104	0	19	85	0	27	
Port Hope M	159	0	27	132	0	45	
Trent Hills M	170	1	17	152	1	21	
Provincial Highway	393	0	54	339	0	86	
Other Areas	15	0	3	12	0	4	
<b>Northumberland Total</b>	<b>1,312</b>	<b>1</b>	<b>184</b>	<b>1,127</b>	<b>1</b>	<b>266</b>	<b>92,536</b>
<b>Ottawa</b>							
Ottawa C	13,762	20	2,435	11,307	20	3,212	
Provincial Highway	1,824	4	203	1,617	4	254	
Other Areas	0	0	0	0	0	0	
<b>Ottawa Total</b>	<b>15,586</b>	<b>24</b>	<b>2,638</b>	<b>12,924</b>	<b>24</b>	<b>3,466</b>	<b>626,639</b>
<b>Oxford</b>							
East Zorra-Tavistock TP	97	3	19	75	4	33	
Ingersoll T	99	0	14	85	0	15	
Norwich TP	175	0	28	147	0	48	
Tillsonburg T	145	1	13	131	1	19	
Woodstock C	534	1	70	463	1	97	
Zorra TP	196	4	33	159	4	52	
Provincial Highway	444	2	62	380	2	87	
Other Areas	215	1	31	183	1	45	
<b>Oxford Total</b>	<b>1,905</b>	<b>12</b>	<b>270</b>	<b>1,623</b>	<b>13</b>	<b>396</b>	<b>110,737</b>
<b>Parry Sound</b>							
Magnetawan M	7	0	2	5	0	2	
Mcdougall M	23	0	1	22	0	2	
Nipissing TP	3	0	1	2	0	1	
Parry Sound T	80	1	11	68	2	18	
Perry TP	13	0	2	11	0	5	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2019 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Powassan M	18	0	3	15	0	3	
Provincial Highway	555	1	67	487	1	95	
Other Areas	134	1	14	119	2	21	
<b>Parry Sound Total</b>	<b>833</b>	<b>3</b>	<b>101</b>	<b>729</b>	<b>5</b>	<b>147</b>	<b>66,287</b>
<b>Peel</b>							
Brampton C	7,437	8	976	6,453	8	1,291	
Caledon T	1,188	8	182	998	8	313	
Mississauga C	7,274	13	791	6,470	14	1,016	
Provincial Highway	4,866	5	618	4,243	6	911	
Other Areas	0	0	0	0	0	0	
<b>Peel Total</b>	<b>20,765</b>	<b>34</b>	<b>2,567</b>	<b>18,164</b>	<b>36</b>	<b>3,531</b>	<b>925,379</b>
<b>Perth</b>							
North Perth M	177	1	27	149	1	39	
Perth East TP	228	1	46	181	1	72	
Perth South TP	128	1	26	101	2	42	
St. Marys ST	49	1	7	41	1	10	
Stratford C	412	1	65	346	1	84	
West Perth M	106	2	17	87	2	32	
Provincial Highway	169	0	30	139	0	43	
Other Areas	0	0	0	0	0	0	
<b>Perth Total</b>	<b>1,269</b>	<b>7</b>	<b>218</b>	<b>1,044</b>	<b>8</b>	<b>322</b>	<b>69,919</b>
<b>Peterborough</b>							
Asphodel-Norwood TP	39	0	6	33	0	11	
Cavan-Monaghan TP	74	0	18	56	0	25	
Douro-Dummer TP	92	0	13	79	0	17	
Galway-Cavendish-Harvey TP	90	2	14	74	2	20	
Havelock-Belmont-Methuen TP	69	0	8	61	0	11	
North Kawartha TP	23	0	2	21	0	2	
Otonabee-South Monaghan TP	63	0	15	48	0	18	
Peterborough C	1,286	1	193	1,092	1	264	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2019 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Smith-Ennismore-Lakefield TP	197	1	29	167	1	38	
Provincial Highway	310	4	43	263	4	77	
Other Areas	0	0	0	0	0	0	
<b>Peterborough Total</b>	<b>2,243</b>	<b>8</b>	<b>341</b>	<b>1,894</b>	<b>8</b>	<b>483</b>	<b>134,200</b>
<b>Prescott &amp; Russell</b>							
Alfred and Plantagenet TP	100	0	13	87	0	19	
Casselman V	41	0	4	37	0	6	
Clarence-Rockland C	200	0	23	177	0	31	
East Hawkesbury TP	31	0	7	24	0	10	
Hawkesbury T	144	0	16	128	0	22	
Russell TP	127	1	20	106	1	24	
The Nation M	121	0	33	88	0	46	
Provincial Highway	137	0	22	115	0	26	
Other Areas	61	0	11	50	0	22	
<b>Prescott &amp; Russell Total</b>	<b>962</b>	<b>1</b>	<b>149</b>	<b>812</b>	<b>1</b>	<b>206</b>	<b>105,026</b>
<b>Prince Edward</b>							
Provincial Highway	74	1	9	64	1	14	
Other Areas	317	0	32	285	0	45	
<b>Prince Edward Total</b>	<b>391</b>	<b>1</b>	<b>41</b>	<b>349</b>	<b>1</b>	<b>59</b>	<b>27,228</b>
<b>Rainy River</b>							
Atikokan T	13	0	2	11	0	2	
Fort Frances T	96	0	10	86	0	14	
Provincial Highway	213	0	15	198	0	16	
Other Areas	52	0	1	51	0	2	
<b>Rainy River Total</b>	<b>374</b>	<b>0</b>	<b>28</b>	<b>346</b>	<b>0</b>	<b>34</b>	<b>26,180</b>
<b>Renfrew</b>							
Admaston-Bromley TP	26	0	0	26	0	0	
Arnprior T	91	0	10	81	0	11	
Bonnechere Valley TP	58	0	6	52	0	10	
Brudenell, Lyndoch and Raglan TP	20	0	1	19	0	2	
Deep River T	11	1	0	10	1	0	
Greater Madawaska TP	40	1	6	33	1	10	
Horton TP	36	0	4	32	0	5	

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2019 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
Laurentian Hills T	8	0	0	8	0	0	
Laurentian Valley TP	109	1	18	90	1	30	
Madawaska Valley TP	57	0	4	53	0	6	
McNab-Braeside TP	81	0	5	76	0	5	
North Algona Wilberforce TP	52	0	4	48	0	4	
Pembroke C	185	0	32	153	0	38	
Petawawa T	113	0	15	98	0	25	
Renfrew T	40	0	4	36	0	5	
Whitewater Region TP	53	0	8	45	0	11	
Provincial Highway	504	0	67	437	0	101	
Other Areas	38	1	3	34	1	5	
<b>Renfrew Total</b>	<b>1,522</b>	<b>4</b>	<b>187</b>	<b>1,331</b>	<b>4</b>	<b>268</b>	<b>114,563</b>
<b>Simcoe</b>							
Adjala-Tosorontio TP	198	1	37	160	1	57	
Barrie C	2,547	2	316	2,229	2	428	
Bradford West Gwillimbury T	437	1	71	365	3	91	
Clearview TP	296	2	40	254	2	51	
Collingwood T	255	0	41	214	0	59	
Essa TP	294	4	46	244	5	69	
Innisfil T	443	0	78	365	0	118	
Midland T	240	0	40	200	0	59	
New Tecumseth T	350	2	64	284	2	92	
Orillia C	480	0	61	419	0	80	
Oro-Medonte TP	203	0	31	172	0	52	
Penetanguishene T	63	0	10	53	0	13	
Ramara TP	79	1	15	63	2	19	
Severn TP	102	0	16	86	0	28	
Tay TP	54	0	13	41	0	16	
Tiny TP	105	1	19	85	1	26	
Wasaga Beach T	195	0	22	173	0	27	
Provincial Highway	1,809	6	221	1,582	7	367	
Other Areas	271	0	47	224	0	71	
<b>Simcoe Total</b>	<b>8,421</b>	<b>20</b>	<b>1,188</b>	<b>7,213</b>	<b>25</b>	<b>1,723</b>	<b>468,008</b>

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2019 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
<b>Stormont, Dundas &amp; Glengarry</b>							
Cornwall C	735	1	130	604	1	172	
North Dundas TP	123	0	23	100	0	35	
North Glengarry TP	103	0	9	94	0	9	
North Stormont TP	75	2	11	62	2	16	
South Dundas TP	84	0	20	64	0	28	
South Glengarry TP	109	1	20	88	1	23	
South Stormont TP	125	0	10	115	0	16	
Provincial Highway	276	1	38	237	1	57	
Other Areas	2	0	0	2	0	0	
<b>Stormont, Dundas &amp; Glengarry Total</b>	<b>1,632</b>	<b>5</b>	<b>261</b>	<b>1,366</b>	<b>5</b>	<b>356</b>	<b>107,034</b>
<b>Sudbury</b>							
Chapleau TP	12	0	1	11	0	1	
Espanola T	46	0	2	44	0	2	
French River M	6	0	0	6	0	0	
Greater Sudbury C	2,756	5	314	2,437	5	479	
Markstay-Warren M	8	0	2	6	0	2	
Provincial Highway	635	8	98	529	11	155	
Other Areas	46	0	7	39	0	8	
<b>Sudbury Total</b>	<b>3,509</b>	<b>13</b>	<b>424</b>	<b>3,072</b>	<b>16</b>	<b>647</b>	<b>206,587</b>
<b>Thunder Bay</b>							
Greenstone M	18	1	0	17	1	0	
Manitouwadge TP	4	0	1	3	0	2	
Marathon T	11	0	2	9	0	3	
Neebing M	8	0	1	7	0	1	
Nipigon TP	9	0	0	9	0	0	
Oliver Paipoonge M	30	0	5	25	0	6	
Shuniah M	25	0	0	25	0	0	
Terrace Bay TP	4	0	0	4	0	0	
Thunder Bay C	1,938	3	267	1,668	3	361	
Provincial Highway	1,583	11	182	1,390	13	244	
Other Areas	127	0	11	116	0	17	
<b>Thunder Bay Total</b>	<b>3,757</b>	<b>15</b>	<b>469</b>	<b>3,273</b>	<b>17</b>	<b>634</b>	<b>154,989</b>

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2019 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
<b>Timiskaming</b>							
Englehart T	6	0	1	5	0	1	
Kirkland Lake T	104	0	5	99	0	5	
Temiskaming Shores C	93	0	8	85	0	9	
Provincial Highway	233	1	29	203	1	41	
Other Areas	36	0	4	32	0	4	
<b>Timiskaming Total</b>	<b>472</b>	<b>1</b>	<b>47</b>	<b>424</b>	<b>1</b>	<b>60</b>	<b>42,449</b>
<b>Toronto</b>							
Toronto C	41,169	60	6,423	34,686	61	9,023	
Provincial Highway	8,609	8	1,307	7,294	8	1,944	
Other Areas	0	0	0	0	0	0	
<b>Toronto Total</b>	<b>49,778</b>	<b>68</b>	<b>7,730</b>	<b>41,980</b>	<b>69</b>	<b>10,967</b>	<b>1,331,076</b>
<b>Waterloo**</b>							
Cambridge C	2,203	3	140	2,060	3	172	
Kitchener C	3,378	2	266	3,110	3	331	
North Dumfries TP	116	2	17	97	2	35	
Waterloo C	1,945	3	135	1,807	3	172	
Wellesley TP	80	1	10	69	1	16	
Wilmot TP	116	0	20	96	0	31	
Woolwich TP	205	4	34	167	4	48	
Provincial Highway	1,464	2	238	1,224	2	323	
Other Areas	0	0	0	0	0	0	
<b>Waterloo Total</b>	<b>9,507</b>	<b>17</b>	<b>860</b>	<b>8,630</b>	<b>18</b>	<b>1,128</b>	<b>418,253</b>
<b>Wellington</b>							
Centre Wellington TP	353	3	47	303	3	71	
Erin T	149	2	21	126	2	30	
Guelph C	1,921	5	308	1,608	5	443	
Guelph/Eramosa TP	236	2	39	195	2	53	
Mapleton TP	150	2	24	124	2	40	
Minto T	97	0	10	87	0	17	
Puslinch TP	202	0	27	175	0	44	
Wellington North TP	135	3	11	121	3	20	
Provincial Highway	738	3	114	621	4	165	
Other Areas	0	0	0	0	0	0	
<b>Wellington Total</b>	<b>3,981</b>	<b>20</b>	<b>601</b>	<b>3,360</b>	<b>21</b>	<b>883</b>	<b>191,440</b>

TABLE 4.1: Place of Collision—Class of Collision, Persons Killed, Injured and Motor Vehicle Registrations, 2019 (continued)

Place of Collision	Total Collisions	Class of Collision			Persons		Motor Vehicle Registrations
		Fatal	Personal Injury	Property Damage	Killed	Injured	
<b>York</b>							
Aurora T	366	1	91	274	1	112	
East Gwillimbury T	312	0	84	228	0	123	
Georgina T	287	2	62	223	2	76	
King TP	376	0	85	291	0	119	
Markham T	2,680	4	657	2,019	4	921	
Newmarket T	477	2	123	352	2	154	
Richmond Hill T	1,487	6	420	1,061	7	581	
Vaughan C	3,503	9	808	2,686	10	1,138	
Whitchurch Stouffville T	300	1	109	190	2	146	
Provincial Highway	2,759	4	326	2,429	5	492	
Other Areas	0	0	0	0	0	0	
<b>York Total</b>	<b>12,547</b>	<b>29</b>	<b>2,765</b>	<b>9,753</b>	<b>33</b>	<b>3,862</b>	<b>835,870</b>

\* This number does not match the vehicle population in Table 5.5; it does not include 11,165 vehicles that are not associated with a county or region in Ontario.

\*\* In March 2019, Waterloo Regional Police Service announced changes to their collision reporting process, namely, that they would not always attend crashes, and police attendance would be determined based on the severity of injuries.

#### Legend:

C = City

T = Town

TP = Township

M = Municipality

ST = Separated Town

V = Village

#### Other Areas:

Includes jurisdictions with less than 1,500 population and/or experienced amalgamations/annexation, or name change after 1992.

Table 4.1 is not comparable to previous years.

The figures above do not include 3 Personal Injury collisions, 4 injuries and 5 Property Damage Only collisions whose locations were unknown.



## 5. The Vehicle

# 5. The Vehicle

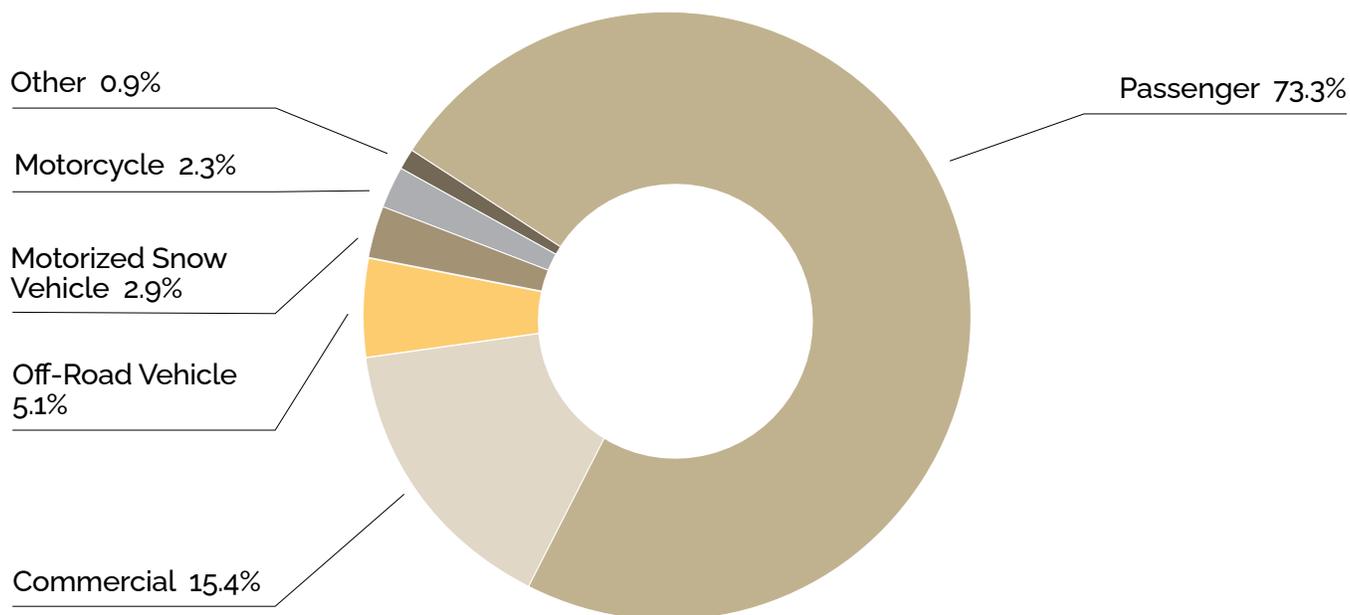
This section examines the types of vehicles involved in motor vehicle collisions in Ontario.



In 2019, passenger vehicles made up about 73.3% of the vehicle population in Ontario; they also represented 78% of all vehicles involved in collisions.

Only about 1% of all motor vehicles involved in collisions had apparent mechanical defects.

FIGURE 5 Vehicle Population by Vehicle Class in Ontario, 2019



## 5A Vehicles in Collisions

TABLE 5.1: Vehicles Involved in Collisions, 2019

Type of Vehicle	Number of Vehicles Involved in Collisions			Total
	Fatal	Personal Injury	Property Damage	
Passenger Car	560	48,554	264,358	<b>313,472</b>
Passenger Van	33	2,312	11,403	<b>13,748</b>
Motorcycle & Moped	61	1,200	617	<b>1,878</b>
Pick-up Truck	128	5,556	34,778	<b>40,462</b>
Delivery Van	10	713	4,528	<b>5,251</b>
Tow Truck	3	119	596	<b>718</b>
Truck	146	2,065	14,525	<b>16,736</b>
Bus	5	649	2,515	<b>3,169</b>
School Vehicle	2	161	1,099	<b>1,262</b>
Off-Road Vehicle	2	27	40	<b>69</b>
Snowmobile	0	26	25	<b>51</b>
Snow Plow	1	45	516	<b>562</b>
Emergency Vehicle	0	229	1,269	<b>1,498</b>
Farm Vehicle	6	55	234	<b>295</b>
Construction Equipment	0	23	169	<b>192</b>
Motor Home	1	13	80	<b>94</b>
Railway Train	4	12	32	<b>48</b>
Street Car	0	72	55	<b>127</b>
Bicycle	25	1,692	559	<b>2,276</b>
Other	4	43	213	<b>260</b>
Other Non-Motor Vehicle	1	121	1,575	<b>1,697</b>
Unknown	2	263	14,079	<b>14,344</b>
<b>Total</b>	<b>994</b>	<b>63,950</b>	<b>353,265</b>	<b>418,209</b>

TABLE 5.2: Condition of Vehicle by Class of Collision, 2019

Condition of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
No Apparent Defect	919	61,139	318,689	<b>380,747</b>
Service Brakes Defective	3	58	208	<b>269</b>
Steering Defective	1	18	88	<b>107</b>
Tire Puncture or Blow Out	0	40	200	<b>240</b>
Tire Tread Insufficient	4	46	141	<b>191</b>
Headlamps Defective	0	10	88	<b>98</b>
Other Lamps or Reflectors Defective	0	11	50	<b>61</b>
Engine Controls Defective	1	28	67	<b>96</b>
Wheels or Suspension Defective	0	29	216	<b>245</b>
Vision Obscured	0	13	38	<b>51</b>
Trailer Hitch Defective	0	0	19	<b>19</b>
Other Defects	14	193	2,374	<b>2,581</b>
Unknown	52	2,365	31,087	<b>33,504</b>
<b>Total</b>	<b>994</b>	<b>63,950</b>	<b>353,265</b>	<b>418,209</b>

TABLE 5.3: Model Year of Vehicle by Class of Collision, 2019

Model Year of Vehicle	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
2020	7	287	1,770	<b>2,064</b>
2019	62	3,461	20,991	<b>24,514</b>
2018	68	5,324	33,211	<b>38,603</b>
2017	67	5,282	32,407	<b>37,756</b>
2016	65	4,565	26,247	<b>30,877</b>
2015	63	4,469	25,547	<b>30,079</b>
2014	55	4,107	22,388	<b>26,550</b>
2013	51	3,845	21,599	<b>25,495</b>
2012	60	3,516	19,212	<b>22,788</b>
2011	35	3,079	16,963	<b>20,077</b>
2010 and earlier	419	22,965	112,306	<b>135,690</b>
Unknown	42	3,050	20,624	<b>23,716</b>
<b>Total</b>	<b>994</b>	<b>63,950</b>	<b>353,265</b>	<b>418,209</b>

TABLE 5.4: Insurance Status of Vehicle by Class of Collision, 2019

Insurance	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Insured	918	61,684	327,757	390,359
Not Insured	47	663	1,580	2,290
Unknown	29	1,603	23,928	25,560
<b>Total</b>	<b>994</b>	<b>63,950</b>	<b>353,265</b>	<b>418,209</b>

## 5B Putting the Vehicle in Context

TABLE 5.5: Vehicle Population by Type of Vehicle, 2019

Vehicle Class	Vehicle Population
Passenger	7,578,731
Motorcycle	239,569
Moped	479
Commercial*	1,594,245
Bus	22,619
School Bus	12,646
Motorized Snow Vehicle	303,717
Off-Road Vehicle	530,137
Road Building Machinery	0
Permanent Apparatus	2,761
Farm Trucks	57,254
<b>Total</b>	<b>10,342,158</b>

\* Excludes vehicles registered under the PRORATE-P program (80,784 vehicles).

TABLE 5.6: Selected Types of Vehicles by Model Year, 2020 and earlier

Vehicle Class	Model Year										Total	
	2020	2019	2018	2017	2016	2015	2014	2013	2012	2011		2010 and earlier
Passenger	109,969	564,809	617,388	622,290	552,934	562,211	497,117	497,384	443,152	396,934	2,714,543	7,578,731
Motorcycle	301	6,364	9,560	9,504	9,145	9,703	9,649	9,553	8,839	8,010	158,941	239,569
Moped	0	2	3	1	4	2	2	6	4	0	455	479
Commercial*	21,353	161,002	153,657	142,490	120,124	94,364	84,978	72,410	71,036	83,115	649,731	1,654,260
Bus	1,130	2,799	2,608	2,835	2,494	2,060	2,188	2,709	2,416	2,056	11,970	35,265
Motorized Snow Vehicle	5,185	7,347	8,735	8,310	9,994	8,059	5,811	5,121	5,437	5,362	234,356	303,717
Off-Road Vehicle	2,295	17,117	22,623	21,084	19,814	15,373	18,510	16,934	15,837	15,309	365,241	530,137
<b>Total</b>	<b>140,233</b>	<b>759,440</b>	<b>814,574</b>	<b>806,514</b>	<b>714,509</b>	<b>691,772</b>	<b>618,255</b>	<b>604,117</b>	<b>546,721</b>	<b>510,786</b>	<b>4,135,237</b>	<b>10,342,158</b>

\* Excludes vehicles registered under the PRORATE-P program (80,784 vehicles).

TABLE 5.7: Vehicle Damage Level by Class of Collision, 2019

Damage	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
None	56	4,879	13,823	18,758
Light	127	14,326	133,641	148,094
Moderate	150	18,932	128,314	147,396
Severe	186	15,003	35,526	50,715
Demolished	430	6,925	7,024	14,379
Unknown	45	3,885	34,937	38,867
<b>Total</b>	<b>994</b>	<b>63,950</b>	<b>353,265</b>	<b>418,209</b>

**Vehicle Damage**

**None:** No visible damage.

**Light:** Slight or superficial damage. Includes scratches, small dents, minor cracks in glass that do not affect safety or performance of vehicle.

**Moderate:** Unsafe conditions result from damage. Vehicle must be repaired to make its condition meet requirements of law. Vehicle can be driven off-road or limited distance but doing so would be unsafe.

**Severe:** Vehicle cannot be driven. Requires towing. Would normally be repaired.

**Demolished:** Vehicle damaged to the extent that repairs would not be feasible.

A person wearing a brown jacket and a helmet is riding an orange and black ATV on a rocky, uneven trail in a forest. The ATV is positioned on a path made of large, grey rocks. The background is filled with tall, green evergreen trees. A large, semi-transparent yellow shape is overlaid on the right side of the image, containing the text.

## 6. Special Vehicles

# 6. Special Vehicles

This section examines vehicles of special interest, including motorcycles, school buses, large trucks, snowmobiles, off-road vehicles and bicycles.



The ministry is continuously monitoring the safety of special vehicle types as many fatalities and injuries result from collisions that occur off road and involve off-road vehicles and snowmobiles.

Safety of some other vehicle types such as bicycles, motorcycles, school buses or large trucks is always at the centre of public scrutiny.

## 6A Motorcycles

TABLE 6.1: Motorcyclists\* Killed and Injured, 2010–2019

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
2010	45	1,230	2	462
2011	36	1,326	2	478
2012	54	1,338	1	478
2013	47	1,250	3	431
2014	56	1,177	5	313
2015	57	1,583	6	159
2016	60	1,498	5	156
2017	65	1,372	4	141
2018	64	1,211	2	89
2019	57	1,119	3	84

\* Excludes hangers-on, moped drivers and passengers.

TABLE 6.2: Selected Factors Relevant to Fatal Motorcycle Collisions, 2019

Factors (not mutually exclusive)	%
<b>Unlicensed Motorcycle Drivers</b>	14.0
<b>Under 25 Years Old</b>	11.5
<b>Alcohol Used</b>	
Ability Impaired Alcohol > .08	13.6
Had Been Drinking	5.1
Unknown	3.3
Helmet Not Worn (Fatalities)	5.2
<b>Motorcycle Driver Error</b>	
Speed Too Fast/Lost Control	46.0
Other Error	13.0
<b>Single Vehicle Collisions</b>	32.8
<b>Day/Night</b>	75/16.4
<b>Weekend</b>	42.6

## 6B School Vehicles

TABLE 6.3: Pupils Transported Daily, Total Number of School Vehicles Involved in Collisions—School Years 2014/2015–2018/2019

School Year	Pupils Transported Daily	Total Number of School Vehicles in Collisions
2014/2015	837,173	1,293
2015/2016	828,508	1,037
2016/2017	836,032	1,064
2017/2018	850,747	1,075
2018/2019	853,788	1,135

TABLE 6.4: Collisions Involving School Vehicles by Type and Nature of Collision, 2018–2019

School Vehicle Type	Nature of Collision				Total Number of Collisions	Five Year Total (2014/2015–2018/2019)
	Fatal	Pupil Injury	Non-Pupil Injury	Property Damage		
School Bus	2	42	97	939	1,080	5,244
School Van	0	1	0	13	14	77
Other School Vehicles	0	1	5	28	34	257
<b>Total</b>	<b>2</b>	<b>44</b>	<b>102</b>	<b>980</b>	<b>1,128</b>	<b>5,578</b>

TABLE 6.5: Pupil Injury by Collision Event and Vehicle Type, 2018–2019 (Number of Persons)

School Vehicle Type	Collision Event						Total		Five Year Total (2014/2015–2018/2019)	
	Crossing Road		Within School Vehicle		Other					
	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured	Killed	Injured
School Bus	0	0	0	65	0	0	0	65	0	359
School Van	0	0	0	2	0	0	0	2	0	13
Other School Vehicles	0	0	0	0	0	0	0	0	0	6
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>378</b>

## 6C Large Trucks

TABLE 6.6: Number of Persons Killed in Collisions Involving Trucks, 2015–2019

Year	Persons Killed in Truck Collisions			
	Where Truck Driver Not Driving Properly	% Where Truck Driver Not Driving Properly	All Truck Collisions	% of Total Deaths
2015	31	32.6	95	17.9
2016	37	32.7	113	19.5
2017	46	32.6	141	22.9
2018	35	36.8	95	15.8
2019	48	38.1	126	21.6
<b>Total</b>	<b>197</b>	<b>34.6</b>	<b>570</b>	<b>19.6</b>

TABLE 6.7: Number of Trucks in All Classes of Collisions, 2019

Truck Types	Class of Collision			Total
	Fatal	Personal Injury	Property Damage	
Straight Truck	38	883	6,509	7,430
Straight Truck & Trailer	6	124	738	868
Tractor Only	9	155	1,798	1,962
Tractor & Semi-Trailer	84	768	4,306	5,158
“A-C” Train Double	1	16	90	107
“B” Train Double	3	23	108	134
Other/Unknown	8	215	1,572	1,795
<b>Total</b>	<b>149</b>	<b>2,184</b>	<b>15,121</b>	<b>17,454</b>

TABLE 6.8: Registered Trucks, 2019

Driver Licence Required	Registered Trucks
G	1,437,087
D	39,482
A*	258,475**
<b>Total</b>	<b>1,735,044</b>

\* Tractor/trailer combination only.

\*\* Includes vehicles registered under the PRORATE-P program (80,784 vehicles).

TABLE 6.9: Selected Factors Relevant to Fatal Truck Collisions, 2019

Factors in Fatal Collisions:	%
<b>Drivers</b>	
Alcohol Involved	0
Driving Properly	68
<b>Collisions</b>	
Single Vehicle	23
Weather Condition—Clear	86
Daylight	63
<b>Vehicles</b>	
Vehicle Defect Present*	1.4

\* Excludes unknown category.

## 6D Off-Road Vehicles

TABLE 6.10: Drivers of Off-Road Vehicles Killed and Injured by Collision Location\*, 2015–2019

Location	Killed					Injured				
	2015	2016	2017	2018	2019	2015	2016	2017	2018	2019
On-Highway	10	15	8	9	10	86	91	117	127	107
Off-Highway	8	15	13	6	13	123	125	116	147	150
<b>Total</b>	<b>18</b>	<b>30</b>	<b>21</b>	<b>15</b>	<b>23</b>	<b>209</b>	<b>216</b>	<b>233</b>	<b>274</b>	<b>257</b>

\* Beginning with the 2004 ORSAR edition, the ORV statistics include casualties of all “on-highway” and “off-highway” collisions, and not only HTA-reportable collisions. As a result, provided statistics are not comparable with the statistics provided in earlier editions of ORSAR.

TABLE 6.11A: Passengers of Off-Road Vehicles Killed and Injured, by Collision Location\*, 2015–2019

Location	Killed					Injured				
	2015	2016	2017	2018	2019	2015	2016	2017	2018	2019
On-Highway	0	0	1	2	0	63	47	42	44	47
Off-Highway	1	1	1	2	3	83	72	54	49	50
<b>Total</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>146</b>	<b>119</b>	<b>96</b>	<b>93</b>	<b>97</b>

\* Beginning with the 2004 ORSAR edition, the ORV statistics include casualties of all “on-highway” and “off-highway” collisions, and not only HTA-reportable collisions. As a result, provided statistics are not comparable with the statistics provided in earlier editions of ORSAR.

TABLE 6.11B: Pedestrians Killed and Injured by Off-Road Vehicles, by Collision Location\*, 2015–2019

Location	Killed					Injured				
	2015	2016	2017	2018	2019	2015	2016	2017	2018	2019
On-Highway	0	0	0	0	0	5	9	3	0	0
Off-Highway	0	0	0	0	0	4	4	1	3	5
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>5</b>

\* Beginning with the 2004 ORSAR edition, the ORV statistics include casualties of all “on-highway” and “off-highway” collisions, and not only HTA-reportable collisions. As a result, provided statistics are not comparable with the statistics provided in earlier editions of ORSAR.

TABLE 6.12: Registered Off-Road Vehicles, 2015–2019

Year	Vehicles Registered
2015	442,499
2016	462,636
2017	485,596
2018	507,718
2019	530,137

TABLE 6.13: Selected Factors Relevant to All Off-Road Vehicle Collisions, 2019

Factors	%
Drivers Under 25 Years of Age	36
Alcohol Used	21
Speeding	15
Helmet Not Worn*	33
Daytime	78
Two-Wheeled	18
Three-Wheeled	2
Four-Wheeled	81

\* Fatal and personal injury collisions only.

## 6E Motorized Snow Vehicles

TABLE 6.14: Drivers of Motorized Snow Vehicles\* Killed and Injured by Collision Location—Riding Seasons 2014/2015–2018/2019

Location	Killed					Injured				
	14/15	15/16	16/17	17/18	18/19	14/15	15/16	16/17	17/18	18/19
On-Highway	3	1	7	2	1	26	19	31	34	35
Off-Highway	14	10	19	16	12	107	90	112	117	137
<b>Total</b>	<b>17</b>	<b>11</b>	<b>26</b>	<b>18</b>	<b>13</b>	<b>133</b>	<b>109</b>	<b>143</b>	<b>151</b>	<b>172</b>

\* Beginning with the 2004 ORSAR edition, the motorized snow vehicle (MSV) statistics include casualties of all “on-highway” and “off-highway” collisions, and not only HTA-reportable collisions. As a result, provided statistics are not comparable with the statistics provided in earlier editions of ORSAR.

TABLE 6.15A: Passengers of Motorized Snow Vehicles\* Killed and Injured by Collision Location— Riding Seasons 2014/2015–2018/2019

Location	Killed					Injured				
	14/15	15/16	16/17	17/18	18/19	14/15	15/16	16/17	17/18	18/19
On-Highway	0	0	0	0	0	5	2	10	3	5
Off-Highway	1	1	2	0	2	16	12	14	12	14
<b>Total</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>14</b>	<b>24</b>	<b>15</b>	<b>19</b>

\* Beginning with the 2004 ORSAR edition, the motorized snow vehicle (MSV) statistics include casualties of all “on-highway” and “off-highway” collisions, and not only HTA-reportable collisions. As a result, provided statistics are not comparable with the statistics provided in earlier editions of ORSAR.

TABLE 6.15B: Pedestrians Killed and Injured by Motorized Snow Vehicles\* by Collision Location— Riding Seasons 2014/2015–2018/2019

Location	Killed					Injured				
	14/15	15/16	16/17	17/18	18/19	14/15	15/16	16/17	17/18	18/19
On-Highway	0	0	0	0	0	4	0	3	0	1
Off-Highway	0	1	0	0	0	4	2	3	2	5
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>6</b>

\* Beginning with the 2004 ORSAR edition, the motorized snow vehicle (MSV) statistics include casualties of all “on-highway” and “off-highway” collisions, and not only HTA-reportable collisions. As a result, provided statistics are not comparable with the statistics provided in earlier editions of ORSAR.

TABLE 6.16: Registered Motorized Snow Vehicles, 2015–2019

Year	Registered Motorized Snow Vehicles
2015	306,509
2016	304,590
2017	309,199
2018	294,836
2019	303,717

TABLE 6.17: Selected Factors Relevant to All Motorized Snow Vehicle Collisions— Riding Season 2018–2019

Factors	%
Unlicensed Operators	8
Rider Error; Speed too Fast	20
Alcohol Used	8
Surface Condition; Icy or Packed Snow	54

## 6F Bicycles

**Note:** The following three tables consider bicycles involved in HTA-reportable\* collisions only.

**TABLE 6.18: Bicyclists\* Killed and Injured, 2015–2019**

Year	Drivers		Passengers	
	Killed	Injured	Killed	Injured
2015	20	2,295	0	138
2016	19	2,302	0	99
2017	14	1,932	0	61
2018	23	1,693	0	56
2019	23	1,587	0	46

\* Includes hangers-on.

**TABLE 6.19: Age of Bicyclists Involved in Collisions by Light Condition, 2019**

Light Condition	Age Groups						Total
	0–5	6–15	16–30	31–60	61+	Unknown	
Daylight	6	217	524	699	202	165	<b>1,813</b>
Dawn	0	2	5	14	6	1	<b>28</b>
Dusk	0	15	25	31	5	5	<b>81</b>
Dark	1	17	123	156	16	37	<b>350</b>
Other	0	0	0	0	0	0	<b>0</b>
Unknown	0	0	0	0	0	0	<b>0</b>
<b>Total</b>	<b>7</b>	<b>251</b>	<b>677</b>	<b>900</b>	<b>229</b>	<b>208</b>	<b>2,272</b>

**TABLE 6.20: Selected Factors Relevant to All Bicycle Collisions, 2019**

Factors	%
Driving Properly (Bicyclist)	53
Driving Properly (Motor Vehicle Driver)	45
Intersection Related	69
Going Ahead (Bicyclist)	86
Alcohol Related (Bicyclist)	2
No Apparent Vehicle Defect (Bicycle)	98
Clear Visibility	93
Weekend	19



## **7. Conviction, Offence and Suspension Data**

# 7. Conviction, Offence and Suspension Data

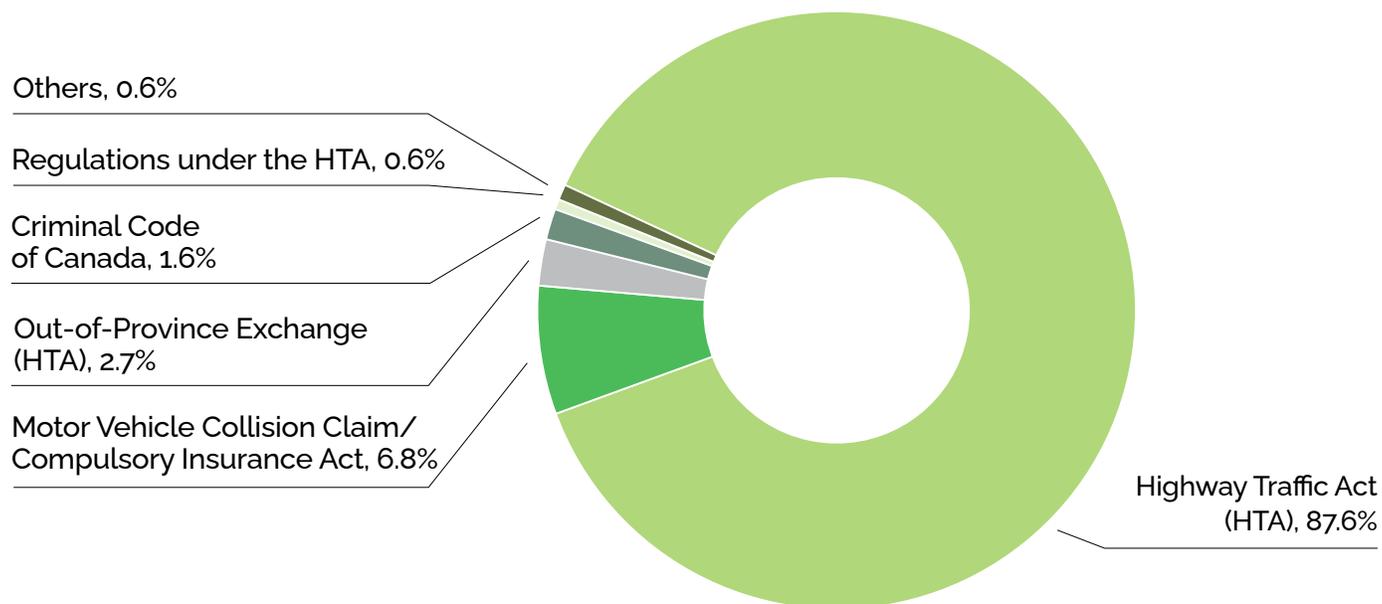
This section presents conviction, offence and suspension data related to motor vehicle use in Ontario. Convictions are summarized by legislation and conviction type.



In 2019, nearly 90% of motor vehicle convictions were related to *Highway Traffic Act* (HTA) offences and 1.6% were related to the Criminal Code of Canada (e.g., drinking and driving, dangerous driving, failing to remain).

In the last decade, the number of Administrative Drivers Licence Suspensions (ADLS) for drinking and driving has dropped from approximately 16,000 to approximately 13,500 occurrences annually.

FIGURE 7 Motor Vehicle Convictions in Ontario by Type, 2019



## 7A Conviction Data

TABLE 7.1: Summary of Motor Vehicle-Related Convictions, 2019

Convictions*	Number
Highway Traffic Act (HTA)	823,389
Regulations under the HTA	6,003
<b>Criminal Code of Canada**</b>	15,337
<b>Municipal By-Law***</b>	0
Motor Vehicle Collision Claim/Compulsory Insurance Act	64,005
Motorized Snow Vehicles Act	1,597
Off-Road Vehicles Act	1,157
Out-of-Province Exchange (HTA)	25,511
Others****	2,912
<b>Total</b>	<b>939,911</b>

\* Includes manually recorded convictions.

\*\* This figure does not include 168 convictions for young offenders under the Criminal Code.

\*\*\* In previous years a large portion of convictions under HTA Regulations were allocated to convictions under Municipal By-Law.

\*\*\*\* Others may include acts not listed above, such as Motor Vehicle Safety Act, Government Traffic Act, etc.

TABLE 7.2: Motor Vehicle Convictions Related to the Highway Traffic Act, 2019

Convictions	Number
Equipment	37,275
Administrative*	171,075
Seat Belt (Driver & Passenger)**	11,976
Other Non-Pointable Convictions ***	52,099
Speeding	404,779
Other Pointable Convictions (2–4 pts)	125,806
Other Pointable Convictions (5–7 pts)	8,440
Driving While Suspended	11,939
<b>Total</b>	<b>823,389</b>

\* Non-moving, weight, vehicle registration, licence renewal, etc.

\*\* Failure to wear seat belt convictions registered against passengers over 16 are no longer included.

\*\*\* Now includes some out-of-province convictions.

TABLE 7.3: Motor Vehicle Convictions Related to the Criminal Code, 2019\*

Convictions	Number
Alcohol Related**	11,687
Criminal Negligence	10
Fail to Remain at Collision	369
Fail to Stop for Police Officer	522
Driving While Disqualified	1,994
Dangerous Driving	1,178
Blood/Drug Content in Excess of 5NGS***	4
Blood/Drug Content in Excess of 2NGS***	1
Drug > 2.5 NGS and Blood Alcohol > 50 MGS***	1
Motor Manslaughter	0
<b>Total</b>	<b>15,766</b>

\* Does not include 168 convictions for young offenders.

\*\* Includes some out-of-province convictions.

\*\*\* Offence introduced part-way through 2018.

## 7B Offence Data

TABLE 7.4: Number of Driver\* Convictions for Criminal Code of Canada Offences\*\* 2011–2019

Conviction Type	2011	2012	2013	2014	2015	2016	2017	2018	2019
Criminal Negligence	4	2	1	0	0	0	0	1	0
Fail to Remain	353	185	222	164	144	144	151	149	169
Dangerous Driving	856	566	513	453	464	479	540	557	506
Impaired Driving	5,710	4,222	3,892	3,413	3,422	3,387	3,359	3,229	2,784
Driving/Drug more than 2.5NGS and BAC more than 50mgs in blood-CCC***	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1	5
Driving/Drug more than 2NGS in blood-CCC***	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0	1
Driving/Drug more than 5NGS in blood-CCC***	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1	23
Blood/Alcohol over .08	6,117	4,942	4,367	4,382	4,171	3,955	3,905	3,897	4,568
Fail to Provide Breath Sample	934	598	530	472	426	423	419	382	395
Driving While Disqualified	2,138	1,291	1,222	1,085	1,043	1,053	980	996	1,113
Motor Manslaughter	0	0	2	0	0	0	0	0	0
Undefined	341	283	248	232	245	230	295	N/A	N/A
<b>Total</b>	<b>16,453</b>	<b>12,089</b>	<b>10,997</b>	<b>10,201</b>	<b>9,915</b>	<b>9,671</b>	<b>9,649</b>	<b>9,213</b>	<b>9,564</b>

\* The same driver may be represented in this table more than once.

\*\* Includes offences and registered convictions that occurred in the same year.

\*\*\* Offence introduced part-way through 2018.

N/A: Data not available

TABLE 7.5: Administrative Driver's Licence Suspensions\*, Monthly Suspensions Issued, 2010–2019

Suspensions	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
January	1,298	1,154	1,071	994	911	996	1,017	990	912	885
February	1,140	1,219	1,230	1,028	895	1,039	1,009	1,009	965	886
March	1,252	1,332	1,236	1,339	1,104	1,199	1,060	1,076	1,062	1,139
April	1,363	1,304	1,284	1,117	1,078	1,124	1,130	1,152	979	1,045
May	1,486	1,342	1,212	1,233	1,244	1,221	1,212	989	1,072	1,114
June	1,296	1,360	1,265	1,273	1,149	1,146	1,150	1,044	1,109	1,261
July	1,454	1,475	1,338	1,175	1,156	1,319	1,181	1,219	1,139	1,274
August	1,400	1,281	1,393	1,235	1,354	1,190	1,171	1,129	1,072	1,281
September	1,360	1,303	1,359	1,179	1,061	1,073	1,034	1,059	1,044	1,125
October	1,416	1,354	1,285	1,173	1,154	1,201	1,144	1,043	1,002	1,126
November	1,344	1,313	1,314	1,155	1,237	1,199	1,104	1,056	1,017	1,124
December	1,411	1,467	1,523	1,174	1,302	1,227	1,240	1,271	1,239	1,244
<b>Total</b>	<b>16,220</b>	<b>15,904</b>	<b>15,510</b>	<b>14,075</b>	<b>13,645</b>	<b>13,934</b>	<b>13,452</b>	<b>13,037</b>	<b>12,612</b>	<b>13,504</b>

\* See Appendix for a more detailed explanation of Administrative Driver's Licence Suspensions.

## 7C Suspension Data

TABLE 7.6: Demerit Point Suspensions by Driver Age, 2019

Driver Age	Demerit Point Suspensions			
	Novice First Accumulation	Novice Second Accumulation	Regular First Accumulation	Regular Second Accumulation
16	0	0	0	0
17	0	0	0	0
18	1	0	0	0
19	23	0	5	0
20–24	75	4	69	5
25–34	82	4	195	10
35–44	42	3	100	3
45–54	21	3	45	6
55–64	12	4	26	1
65–74	4	0	9	1
75 +	0	0	1	0
<b>Total</b>	<b>260</b>	<b>18</b>	<b>450</b>	<b>26</b>

# 8. Appendix

## 8A Glossary

### **Ability-Impaired Alcohol:**

Driver had consumed a sufficient amount of alcohol to warrant being charged with a drinking and driving offence.

### **Ability-Impaired—Alcohol over 0.08:**

Ability-Impaired, Alcohol: Driver had consumed alcohol and upon testing was found to have a blood-alcohol level in excess of 80 milligrams per 100 millilitres of blood.

### **Administrative Driver's Licence Suspension (ADLS):**

This program, designed to reduce drinking and driving, started November 29, 1996. Under this program, provincial law permits the immediate suspension of a driver's licence for 90 days upon evidence gathered by a police officer that the driver (a) was shown to have a concentration of alcohol in excess of 80 milligrams per 100 millilitres of blood, or (b) the driver failed or refused to provide a breath or blood sample.

### **Alcohol Involved:**

This category includes drivers reported as "Had Been Drinking", with "BAC > 80 mg/100mL" or with "Ability-Impaired by Alcohol".

### **Class G1 Driver's Licence:**

A holder of a Class G1 driver's licence:

- must have a zero blood-alcohol concentration while driving;
- must have an accompanying driver who is a fully licensed driver (Class A, B, C, D, E, F or G) with at least four years' driving experience and has a blood-alcohol concentration less than 0.05;
- must have the accompanying driver as the only passenger in the front seat with the G1 driver;
- unless accompanied by a licensed driving instructor, must not drive on Ontario's "400-series" highways or on high-speed expressways such as the Queen Elizabeth Way, the Don Valley Parkway, E.C. Row Expressway and the Conestoga Parkway;
- must ensure the number of passengers in the vehicle is limited to the number of working seat belts;
- must not drive between the hours of midnight and 5 a.m.;
- may drive a Class G vehicle only.

The G1 licence period lasts at minimum 12 months. It can be reduced to eight months by successfully completing an approved driver education course. For information about approved courses, call [ServiceOntario](#) at 1-800-268-4686. At the end of the G1 licence period, drivers must pass a road test before proceeding to the G2 licence period.

### **Class G2 Driver's Licence:**

A holder of a Class G2 driver's licence:

- must have a zero blood-alcohol concentration while driving;
- is allowed to drive any motor vehicle that requires a Class G driver's licence on the road;
- must ensure the number of passengers in the vehicle is limited to the number of working seat belts;
- for the first six months, G2 drivers aged 19 and under cannot carry more than one passenger aged 19 and under between midnight and 5 a.m.

- after the first six months, G2 drivers aged 19 and under cannot carry more than three passengers aged 19 and under between midnight and 5 a.m.\*

The G2 licence period lasts a minimum 12 months. After completing, drivers are eligible to take a comprehensive test to qualify for full licence privileges.

\* These passenger restrictions do not apply if the G2 driver is accompanied by a full "G" licensed driver (with at least four years of driving experience) in the front seat, or if the passengers are immediate family members.

### **Class M1 Motorcycle Driver's Licence:**

A holder of a Class M1 motorcycle driver's licence:

- may operate a motorcycle, limited-speed motorcycle (motor scooter) or motor-assisted bicycle (moped) for the purposes of training;
- must have a zero blood-alcohol content while driving;
- is only allowed to drive during daylight hours (one-half hour before sunrise to one-half hour after sunset);
- must not ride on highways with speed limits of more than 80 km/h except highways 11, 17, 61, 69, 71, 101, 102, 144, 655;
- must not carry passengers.

The M1 licence period lasts at least 60 days, and the licence is valid for 90 days. M1 drivers must pass the M1 road test before proceeding to the M2 licence period. Alternatively, during the M1 period, they may take an approved motorcycle or motor scooter safety course that includes a road test, instead of the ministry road test.

### **Class M2 Motorcycle Driver's Licence:**

A holder of a Class M2 motorcycle driver's licence:

- must have a zero blood-alcohol concentration while driving.

After completing the M2 licence period, drivers will be eligible to take a comprehensive test to qualify for full licence privileges. Drivers may take an approved M2 Exit motorcycle safety course that includes a road test, instead of the ministry road test.

### **Class M2/M with L Condition:**

A Class M2 or M with L Condition is a motorcycle licence that restricts the licence holder to operating mopeds or limited-speed motorcycles.

### **Conviction:**

Registered when a person pleads guilty to, or is found guilty of, an offence related to a motor vehicle under any Act of the Ontario Legislature or its accompanying regulations, under the Parliament of Canada or any accompanying order, or under any municipal by-law.

### **Driver:**

Unless specified otherwise, any person, whether licensed or not, considered to be in care and control of a vehicle at the time of a collision.

### **Fatal Collision:**

A motor vehicle collision in which at least one person sustains bodily injuries resulting in death. Prior to January 1, 1982, fatal collision statistics included deaths attributed to injuries sustained in the collision, for up to one year after the collision. Since that date, only deaths occurring within 30 days of the collision have been included.

**Had Been Drinking:**

Driving after having consumed an amount of alcohol not considered sufficient to be legally impaired or with a measured blood-alcohol count of greater than zero but less than 80 milligrams per 100 millilitres of blood. As of May 1, 2009, a blood-alcohol concentration from 0.05 to 0.08 results in a 3-day, 7-day, or 30-day roadside driver's licence suspension for first-, second-, or third-time occurrences, respectively. Immediately prior to that date, a blood-alcohol concentration from 0.05 to 0.08 resulted in a 12-hour suspension.

**Hangers-on:**

Hangers-on are persons hanging onto a moving motor vehicle's fenders, bumpers, doors or other parts of the vehicle and not located inside; for example riding in back of a pick-up.

**Highway:**

A common and public highway, street, avenue, etc., any part of which is intended for public use or used by the general public for the passage of vehicles, and including the area between the property lines.

**Inattentive:**

Driver was operating a motor vehicle without due care and attention or placing less than full concentration on driving, e.g., changing radio stations, consuming food, reading, talking on the phone or two-way radio, using headphones.

**Kilometres Travelled:**

Prior to 2000, vehicle fleet mileage was estimated on the basis of taxed gasoline and motor fuel sales. Starting in 2000, vehicle kilometres travelled are based on estimates provided by Statistics Canada and Transport Canada.

**Limited-Speed Motorcycle (Motor Scooter):**

A limited-speed motorcycle is also known as a "motor scooter."

Motor scooters can be either electric or gas powered with a "step-through" design and have a maximum speed of 70 km/h. Most motor scooters have automatic transmissions, with a maximum engine displacement of 50 cubic centimeters.

**Major Injury:**

A non-fatal injury severe enough to require that the injured person be admitted to hospital, even if for observation only.

**Minimal Injury:**

A non-fatal injury, including minor abrasions and bruises, which does not necessitate the injured person going to a hospital.

**Minor Injury:**

A non-fatal injury requiring medical treatment at a hospital emergency room, but not requiring hospitalization of the involved person.

**Motor-Assisted Bicycle (Moped):**

A motor-assisted bicycle is also known as a "moped". mopeds have pedals that can be operated at all times. mopeds can be either electric or piston powered and have a maximum speed of 50 km/h.

Mopeds have a piston displacement of not more than 50 cubic centimetres.

**Motor Vehicle Collision:**

Any incident in which bodily injury or damage to property is sustained as a result of the movement of a motor vehicle, or of its load while a motor vehicle is in motion.

**Off-Highway Collisions:**

A collision that occurs off a public highway. It can include collisions located on or adjacent to trails and paths, on the surface of a frozen lake or river, or in a private parking lot.

**On-Highway Collisions:**

A motor vehicle collision that occurs on the highway between the property lines.

**Pedestrian:**

Any person not riding in or on a vehicle involved in a motor vehicle collision.

**Personal Injury Collision:**

A motor vehicle collision in which at least one person involved sustains bodily injuries not resulting in death.

**Property-Damage Collision:**

A motor vehicle collision in which no person sustains bodily injury, but in which there is damage to any public property or damage to private property\*\* including damage to the motor vehicle or its load.

**Reportable Collision:**

Any collision involving injury or damage to private property in excess of a monetary value prescribed by regulation.\*\*

**Self-Reporting of a Collision:**

Under the *Highway Traffic Act* [s.199 (1.1)], when one is in a collision in which there is only property damage (no injury or death, and, among other conditions, no criminal activities such as impaired driving) the involved person(s) may report the collision immediately by proceeding with one's vehicle to a Collision Reporting Centre. Self-Reporting of a collision was introduced on January 1, 1997.

**Suspension:**

Withdrawal of a driver's privilege to operate a motor vehicle for a prescribed period of time.

\*\* The minimum reportable level for property-damage-only collisions is \$2,000 as of September 1, 2015. Prior to that date, the minimum reportable level for PDO collisions was \$1,000 from January 1, 1998 to August 31, 2015.

## 8B Acknowledgements

The Ministry of Transportation would like to acknowledge the following agencies and individuals for their assistance:

### **Police Services**

#### **Ministry of the Solicitor General**

Office of the Chief Coroner

#### **Ministry of the Attorney General**

Analytics & Evidence Branch

Data Development Unit

#### **Ministry of Health**

Health Solutions Delivery Branch

Health Data Decision Support Unit

#### **Ministry of Education**

School Board Business Support Branch

Transportation and Cooperative Services Unit

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ISSN #0832-8269 (Printed Version)

ISSN #1710-2480 (Internet Version)

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