



# City of St. John's Collision Report 2012-2019

By observing trends in collision data, it is possible to better understand what issues are present in the City's transportation system and identify possible strategies to improve public safety.

The report, presented to the Committee of the Whole in March, 2021, looks at intersections, midblock collisions and incidents involving pedestrians and cyclists.



## Top Ten INTERSECTIONS

1. Rawlins Cross
2. Goldstone Street @ Thorburn Road / Seaborn Street
3. Kelsey Drive @ Kiwanis Street
4. Higgins Line / Portugal Cove Road @ Newfoundland Drive
5. Airport Heights Drive / Portugal Cove Road @ Majors Path
6. Cowan Avenue @ Topsail Road
7. Blackmarsh Road @ Columbus Drive
8. Aberdeen Avenue @ Stavanger Drive / Clovelly Golf Course Road
9. Campbell Avenue / Cashin Avenue Extension @ Cashin Avenue
10. Hussey Drive / Stavanger Drive @ Torbay Road

These intersections are rated based on a disproportionate ratio of collisions to vehicles, which indicates that there may be underlying factors such as traffic controls or physical design that could be modified to improve safety. While there are compounding issues at play in the complex environment of driver, vehicle, and infrastructure, in short: the higher the rate, the more significant the issues that may be present.

## Top Ten MID-BLOCK

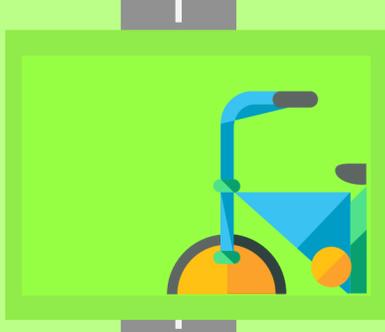
NOTE: It is recommended that data be collected to re-rank this table based on collision rates.



1. Kenmount Road between Peet Street & Avalon Mall Parking Lot
2. Kenmount Road between Pippy Place & Peet Street
3. Torbay Road between Trans Canada Highway & Major's Path To Stavanger Area
4. Kelsey Drive between Kiwanis Street & Messenger Drive
5. Topsail Road between Burgeo Street & Dunn's Road
6. Kenmount Road between Team Gushue Highway Northeast & Pippy Place
7. Freshwater Road between Crosbie Road & Freshwater Road / Stamp's Lane
8. Thorburn Road between Moss Heather Drive & Wigmore Court
9. Unknown\* between Kelsey Drive & Team Gushue Highway South
10. Topsail Road between Holbrook Avenue & Cowan Avenue

\* This is an artefact of the way in which the provincial data is reported. Effectively, this is Kelsey between Kiwanis and TGH

**Access management** is a tool commonly applied in these types of areas. It includes limiting the number of driveways, restricting left turns and sharing access between adjacent properties. These approaches have been proactively incorporated in many projects over the last several years as a way to address the possibility of collision issues.



## Top Ten ACTIVE MODE



1. Water Street between Ayre's Cove & Baird's (Cliff's) Cove
2. Rawlins Cross
3. Canada Drive @ Hamlyn Road
4. Hamlyn Road between Topsail Road & Barachois Street
5. Thorburn Road between Moss Heather Drive & Wigmore Court
6. Blackmarsh Road between Columbus Drive & Mercer's Lane
7. Campbell Avenue / Cashin Avenue Extension @ Cashin Avenue
8. Church Hill @ Duckworth Street
9. Kenmount Road between Peet Street & Avalon Mall Parking Lot
10. Mount Scio Road @ Thorburn Road

With collisions that involve pedestrians or cyclists it is best to balance for "exposure" using a combination of both active mode volumes and vehicle volumes.

Many of these locations are areas where there is ongoing effort for improvement. At the top 4 locations:

- Water Street is being improved through ongoing Water Street infrastructure work.
- Rawlin's Cross is scheduled for several minor improvements over the coming years.
- Canada Drive at Hamlyn Road is scheduled for rehab and intersection improvements are being planned as part of the Bike St. John's Master Plan.
- Hamlyn Road between Topsail Road and Barachois Street is being investigated for improvements in the vicinity of the Village Mall access and the existing crosswalk.

## 4 Fast Facts...

- Many collisions are unreported. The data in this report only includes collisions that were reported to the RNC.
- The severity of a collision is a vital indicator that can be used to target safety interventions. The report gives greater weight to collisions involving injury or fatality than property damage only.
- 40% of all deadly collisions were the result of a pedestrian being hit by a motor vehicle.
- Human error underlies many collisions and can be expected to happen at about the same frequency regardless of location.
- There are generally fewer collisions between April and August when there is most daylight. Between November and February, a larger proportion of collisions occur during dusk and dark conditions, which correlates with rush hour traffic.
- Between September and March there are increased collisions. During these times there are fewer daylight hours and increased precipitation. Also, in summer, there is generally less traffic due to holidays.

To read the full collision report, visit the City's website: [stjohns.ca](http://stjohns.ca)