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INTRODUCTION

The City of Victoria’s Transportation Operations Division has compiled the 2015 Annual Collision Statistics Report. This traffic collision information is used to determine collision trends and to recommend intersection safety improvements.

Many individuals have been involved in collecting and compiling the enclosed data. The information provided within this report may not always be fully consistent or complete. This report should only be viewed as an indication of collision statistics and trends, and should only be used as a representative perspective during analysis.

PURPOSE OF REPORT

The purpose of this report is to review collisions, primarily focused at intersections, within the boundaries of the City of Victoria. The primary objective is to understand why collisions have occurred and identify areas for improvement. Many secondary factors benefit as a result:

- A detailed evaluation of all existing traffic control devices.
- An overall reduction in the annual number of collisions.
- An increase of safety for pedestrians and cyclists.
- Identifying the need for traffic enforcement.
- Overall lower collision costs.
- Continued funding for road safety improvements.

DATA COLLECTION

In British Columbia motor vehicle collisions are reportable if they result in personal injury, death or aggregate property damage in excess of $1000 ($600 for motorcycles, and $25 for bicycles).

- This report does not include collisions that occurred in private parking lots, collisions involving less than $1,000 damage, or collisions not involving a motorized vehicle.
- Information collected from Victoria Police Department Motor Vehicle Collision forms has been entered into a database. Analysis of the data is used to produce the content of this report.
2015 OVERALL SUMMARY AND HISTORICAL TRENDS

During 2015, 447 reported collisions occurred within the City of Victoria. Since 2006 there has been a 48% reduction in reported collisions.

An overview of change in totals from 2014 to 2015 is shown below:

- Pedestrian collisions decreased by 9% (from 52 to 48).
- Cyclist collisions stayed the same (65 in 2014 and 65 in 2015).
- Property damage collisions increased by 27% (from 136 to 186).
- Personal injury collisions decreased by 10% (from 282 to 258).
- Collisions leading to fatality increased from 1 in 2014 to 3 in 2015.
  - (2) were medical issues.

There were three collisions which led to a fatality in 2015.

A collision occurred on Friday, February 6 in the 1000 block of Finlayson Street. A motorist travelling westbound on Finlayson went off the road to the right and struck a tree. The driver suffered a heart attack and was pronounced deceased at the scene.

On Friday, July 3 a collision occurred at the intersection of Garbally Road and Gorge Road East. The driver went off the road to the right and struck a hydro pole. The driver was pronounced deceased at the scene. The cause of the crash is inconclusive.

On Monday, December 7 a collision occurred at the intersection of Gorge Road East and Dunedin Street. A pedestrian was struck at the northeast corner of Gorge/Dunedin by a BC transit bus travelling westbound in the curb lane on Gorge Road. The pedestrian was pronounced deceased at the scene. The cause of the crash is inconclusive.

Pedestrian collisions ranged between 37 and 64 per year over the past 10 years. The 10-year mean is 49 collisions. There were 48 collisions involving pedestrians in 2015. See pages 10 and 27 for details.

The City of Victoria developed the Pedestrian Master Plan which was approved in 2008, to promote Environmental Sustainability strategies identified in the City’s Corporate Strategic Plan. The primary goals of the Pedestrian Master Plan are to increase the number of trips made by walking and to make those trips safer.

Cyclist collisions ranged between 47 and 66 per year over the past 10 years. The 10-year mean is 57 collisions. There were 65 cyclist collisions in 2015. See pages 11-12 and 28 for details.

The City of Victoria has made it a priority to improve facilities for both pedestrians and cyclists. Budgeting has allowed for the installation of overhead crosswalk signs with down lighting at existing crosswalks and the installation of bicycle facilities on various streets. The investments made in improving pedestrian and cycling infrastructure may be one of the factors contributing to the reduction in pedestrian and cycling collisions over the past decade, despite their growth in popularity as transportation mode choices.
2015 COLLISION DIAGRAMS OVERVIEW

Collision diagrams are created for the list of intersections with the highest collision rates. The collision rate is based upon the number of collisions per million vehicles entering the intersection. In previous years a top 40 list of intersections by collision rate was created for those intersections with four or more collisions occurring. Due to the continued downward trend, for the 2015 report a top 20 list has been made of intersections that had two or more collisions reported to the police.

The purpose of these diagrams is to analyze intersections for dominant collision patterns. This information is used to determine which potential changes would be most effective in reducing collisions at an intersection.

Ranked #1: Haultain Street at Scott Street
This intersection had the highest collision rate in the city for 2015 with two collisions and a rate of 1.37 collisions per million vehicles. Since 2011 there have been a total of 7 reported collisions at this intersection. Both of the collisions reported this year were right angle collisions.

Ranked #2: Cook Street at Kiwanis
This intersection’s collision rate was 0.63 collisions per million vehicles with a total of 5 collisions in 2015. Since 2011 there have been a total of 9 collisions reported at this intersection. One of the five collisions reported this year were right angle collisions.

Ranked #3: Government Street at Herald Street
This intersection’s collision rate was 0.54 collisions per million vehicles with a total of 3 collisions in 2015. Since 2011 there have been a total of 7 collisions reported at this intersection. Two of the three collisions reported this year were right angle collisions.

2015 INTERSECTION COLLISION STATISTICS

HIGHEST COLLISION RATE
Haultain Street at Scott Street had the highest collision rate among those intersections with 2 or more collisions. There were 1.37 collisions per million vehicles entering the intersection. A total of 2 reported collisions occurred at this intersection in 2015. (p. 21)

HIGHEST COLLISION OCCURRENCE
Bay Street at Blanshard Street had the highest collision occurrence with 8 collisions reported in 2015. (p. 22)

HIGHEST SIGNALIZED INTERSECTION COLLISION RATE
Pandora Avenue at Quadra Street had the highest collision rate for signalized intersections. The rate was 0.52 collisions per million vehicles entering the intersection. A total of 5 reported collisions occurred at this intersection in 2015. (p. 23)

HIGHEST NON-SIGNALIZED INTERSECTION COLLISION RATE
Haultain Street at Scott Street had the highest collision rate among the non-signalized intersections with 2 collisions or more. There were 1.37 collisions per million vehicles entering the intersection. A total of 2 reported collisions occurred at this intersection in 2015. (p. 24)
HIGHEST FIVE YEAR MEAN COLLISION RATE
Haultain Street at Scott Street had the highest five year mean collision rate. The five year mean rate was 0.96 collisions per million vehicles entering the intersection. A total of 7 reported collisions occurred at this intersection in the past five years. (p.25)

HIGHEST FIVE YEAR COLLISION OCCURRENCE
Douglas Street at Finlayson Street had a total of 23 collisions over the last five years. (p. 26)

RECENT SAFETY IMPROVEMENT INITIATIVES

Bridge Street – Corridor Improvements
Bridge Street between Ellice Street to Hillside Avenue received upgrades that included excavating/milling and paving to the road base along with repairs to curb, gutters and sidewalks along the corridor. This corridor was selected as part of the City of Victoria Local Streets Rehabilitation program.

John Street – Corridor Improvements
John Street from Ludgate Street to Rock Bay Avenue was improved to upgrade the existing road surface conditions and repair curbs, gutters and sidewalks. Underground utilities were also repaired along with upgraded catch basins.

Alpha Street - Corridor Improvements
Alpha Street between Burnside Road and Beta Street and Alpha Street between Gamma Street and Douglas Street was upgraded to improve the pavement structure and driving surface as well as replacing sidewalks and driveway crossings. These improvements were made as part of the City of Victoria Local Streets Rehabilitation program and provide a more functional environment for all modes of transportation.

Hillside Avenue at Doncaster Green – Crosswalk and Signal Upgrade
A crosswalk was added to the east leg of the Hillside Avenue / Doncaster Green signal, and included an elephant’s feet crossing for cyclists connecting to the Doncaster Green multi-use trail, which was upgraded concurrently. The project included audible countdown pedestrian timers, pushbuttons for pedestrians and cyclists, upgraded ramps for wheelchairs and cyclists, new signal poles and signal displays, and improved bike lanes on Hillside Avenue either side of, and through the intersection.

Cedar Hill Road 3100 block – New mid-block Crosswalk
A crosswalk was added to the 3100 block of Cedar Hill Road at Oswald Road. This new crosswalk will connect pedestrians to Oswald Park. The crosswalk includes a centre median, improved bus stop location and improved overhead lighting.

Yates Street 800 block – New mid-block Crosswalk
A crosswalk was added in the 800 block of Yates Street. Installation of a mid-block crosswalk includes signage, overhead down-lighting, accessible wheelchair ramps. This improvement provides additional, safe downtown walking connections between blocks and enhances the pedestrian network

Menzies Street at Michigan Street – New Marked Crosswalk
The new marked crosswalk improvements include the upgrade to overhead lighting, paint markings and removal of a portion of parking on the approach to the crosswalk. These upgrades will improve crosswalk visibility and increase pedestrian safety.
Montreal Street (Simcoe Street to Niagara Street) – Sidewalk Installation
Montreal Street from Simcoe Street to Niagara Street on the east side is now accessible after the installation of a new sidewalk. This portion of sidewalk created a continuous connection on Montreal Street.

Pedestrian Countdown Signals
The following intersections have had pedestrian countdown signals installed:

- Bay at Fernwood
- Bay at Quadra
- Government at Johnson
- Government at Yates

PROPOSED 2016 SAFETY INITIATIVES

Niagara Street – Sidewalk improvements
Niagara Street between St. Lawrence Street and Montreal Street will be upgraded to include curb bulbs and new sidewalks along with new boulevard areas, road excavation, and paving. These road improvements will improve safety for pedestrians and residents along the corridor.

Pembroke Street – Sidewalk improvements
Pembroke Street between Fernwood Road to Stanley Avenue and Belmont Avenue to Forbes Street will be upgraded to improve sidewalk conditions along this corridor. Deteriorating sidewalk panels on the south side of Pembroke Street will be improved in conjunction with sidewalk installations on from Belmont Avenue to Forbes Street. These improvements will provide better pedestrian accessibility and better define the parking lane from the sidewalk.

Douglas Street at Michigan Street – New Crosswalk Installation
A new crosswalk will be installed across Douglas Street at the intersection of Douglas Street and Michigan Street. Improvements will include zebra crosswalk markings, pedestrian crossing signs, and pushbutton rectangular rapid flashing beacons. Wheel chair ramps will also be upgraded along with pavement and boulevard restoration. These improvements will improve safety for pedestrians at this intersection and provide a safe crossing environment.

Fairfield Road at Linden Avenue – Crosswalk Upgrades
The crosswalk at the intersection of Fairfield Road at Linden Avenue will be upgraded to improve crosswalk lighting, visibility, upgraded wheel chair ramps and curb extensions.

Hillside Avenue at Higgins Street – Crosswalk Upgrades
The crosswalk at the intersection of Hillside Avenue at Higgins Street will be upgraded to include pedestrian activated flashers and overhead internally illuminated signs.

Hillside Avenue at Blackwood Street – Crosswalk Upgrades
The crosswalk at the intersection of Hillside Avenue at Blackwood Street will be upgraded to include pedestrian activated flashers and overhead internally illuminated signs.
Richmond Avenue at Leighton Road – Crosswalk Upgrades
The crosswalk at the intersection of Richmond Avenue at Leighton Road will be upgraded to include pedestrian activated rectangular rapid flashing beacons and improved lighting.

Finlayson Street at Yew Street – Crosswalk Upgrades
The crosswalk at Finlayson Street and Yew Street will be upgraded to improve safety for pedestrians in this area. Pedestrian activated pushbuttons with overhead signs and flashing amber beacons will be installed and crosswalk markings will also be repainted.

Blanshard Street at Hillside Avenue – Intersection Improvements
The intersection of Blanshard Street at Hillside Avenue will be improved to repair and upgrade deteriorating road conditions, existing catch basins, street lighting, and wheelchair ramps. Additionally, traffic signal poles and bases will also be upgraded.

Pandora Avenue – Government Street to Douglas Street
Pandora Avenue between Government Street and Douglas Street will be upgraded to improve road surface milling and paving will be completed and underground utilities will also be repaired. This project is linked to the Pandora Avenue Cycle track project.

Southgate Street between Quadra Street to Vancouver Street
Southgate Street from Quadra Street to Vancouver Street will be upgraded. The upgrades will consist of pavement resurfacing, installation of traffic bulbs, improvements to concrete driveways, sidewalks and wheelchair ramps. Improvements along this corridor will provide a safer environment for all modes of transportation.

Douglas Street at Superior Street – Traffic Signal Upgrade
The renewal and relocation of traffic signal bases and poles at two quadrants of the intersection of Douglas Street and Superior Street will allow for increased clear space for pedestrian movements while improving the signal head locations. The existing traffic controller will also be upgraded and relocated to allow for increased clear space for pedestrian access to the push buttons.

Pandora Avenue – Cook Street to Store Street – Separated bike lane installation
Pandora Avenue between Cook Street and Store Street will be upgraded to include a new two way separated cycle track. The project upgrade existing signals along the corridor and also include separate bike only signals for cyclists using the cycle track. The project will provide a safe cycling environment for cyclists of “All Age and Abilities” and include physical separation from motor vehicles by raised medians, on-street parking, and bollards.

Fort Street and Cook Street – Separated bike lane installation
As part of the Biketoria project, Fort Street and Cook Street will be upgraded to include protected bike lanes. The project will upgrade existing signals along the corridor including constructing new bike specific signals for cyclists. The Biketoria project continues to move forward in constructing 5.4 km of protected cycling facilities by 2018.

Pandora Avenue and Johnson Street at Fernwood Road – ICBC (In-Service) Road Safety Audit
In 2016, ICBC completed an in-service road safety audit at both the intersection of Pandora Avenue and Johnson Street. Improvement opportunities were identified through the audit process and this intersection has been included in the 2017 capital works plan.
2015 COLLISION STATISTICS OVERVIEW

<table>
<thead>
<tr>
<th>COLLISION INVOLVING</th>
<th>INTERSECTION</th>
<th>MID-BLOCK</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>41</td>
<td>7</td>
<td>48</td>
</tr>
<tr>
<td>Bicycle</td>
<td>50</td>
<td>15</td>
<td>65</td>
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<tr>
<td>Motorcycle</td>
<td>20</td>
<td>4</td>
<td>24</td>
</tr>
<tr>
<td>Truck/Van</td>
<td>43</td>
<td>24</td>
<td>67</td>
</tr>
<tr>
<td>Semi Truck</td>
<td>3</td>
<td>1</td>
<td>4</td>
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<tr>
<td>Bus</td>
<td>5</td>
<td>4</td>
<td>9</td>
</tr>
<tr>
<td>Property Damage</td>
<td>112</td>
<td>74</td>
<td>186</td>
</tr>
<tr>
<td>Personal Injury</td>
<td>177</td>
<td>81</td>
<td>258</td>
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<tr>
<td>Fatality</td>
<td>2</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td><strong>Total Reportable Collisions</strong></td>
<td><strong>291</strong></td>
<td><strong>156</strong></td>
<td><strong>447</strong></td>
</tr>
</tbody>
</table>

2005-2015 Collision Overview

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<th>07</th>
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<th>10</th>
<th>11</th>
<th>12</th>
<th>13</th>
<th>14</th>
<th>15</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>36</td>
<td>46</td>
<td>44</td>
<td>52</td>
<td>64</td>
<td>59</td>
<td>39</td>
<td>44</td>
<td>37</td>
<td>52</td>
<td>48</td>
</tr>
<tr>
<td>Bicycle</td>
<td>51</td>
<td>58</td>
<td>49</td>
<td>57</td>
<td>62</td>
<td>55</td>
<td>47</td>
<td>50</td>
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<td>65</td>
<td>65</td>
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<tr>
<td>Property Damage</td>
<td>554</td>
<td>485</td>
<td>240</td>
<td>245</td>
<td>269</td>
<td>222</td>
<td>173</td>
<td>193</td>
<td>147</td>
<td>136</td>
<td>186</td>
</tr>
<tr>
<td>Personal Injury</td>
<td>389</td>
<td>381</td>
<td>295</td>
<td>260</td>
<td>328</td>
<td>271</td>
<td>212</td>
<td>225</td>
<td>224</td>
<td>282</td>
<td>258</td>
</tr>
<tr>
<td>Fatal</td>
<td>4</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td>5</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>3</td>
</tr>
<tr>
<td><strong>Total Reportable Collisions</strong></td>
<td><strong>947</strong></td>
<td><strong>867</strong></td>
<td><strong>536</strong></td>
<td><strong>508</strong></td>
<td><strong>602</strong></td>
<td><strong>495</strong></td>
<td><strong>386</strong></td>
<td><strong>420</strong></td>
<td><strong>372</strong></td>
<td><strong>419</strong></td>
<td><strong>447</strong></td>
</tr>
</tbody>
</table>

Figure 1: Yearly Reportable Collisions
PEDESTRIAN COLLISION HISTORY

The statistics for collisions involving pedestrians are shown in Figure 2:

In 2015 there were 48 collisions involving pedestrians.

- 41 of the pedestrian collisions (85%) occurred at intersections

<table>
<thead>
<tr>
<th>YEAR</th>
<th>PEDESTRIAN COLLISIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>1977</td>
<td>94</td>
</tr>
<tr>
<td>1978</td>
<td>99</td>
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<td>1979</td>
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<td>1982</td>
<td>75</td>
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<td>1983</td>
<td>104</td>
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<td>78</td>
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<td>1986</td>
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<td>44</td>
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<td>2013</td>
<td>37</td>
</tr>
<tr>
<td>2014</td>
<td>52</td>
</tr>
<tr>
<td>2015</td>
<td>48</td>
</tr>
</tbody>
</table>

Figure 2: Pedestrian Collision History
BICYCLE COLLISION HISTORY

The statistics for collisions involving cyclists are shown in Figure 3:

In 2015 there were 65 collisions involving cyclists.
- 50 of the cyclist collisions (77%) occurred at intersections
- 15 of the cyclist collisions (23%) occurred mid-block

Figure 3: Bicycle Collision History
BICYCLE COLLISIONS: BY COLLISION TYPE

Figure 4 shows the breakdown of all collisions involving bicycles in 2015 by collision type:

- The highest occurring collision type involving bicycles was overtaking type collisions (24.6%).
- The second highest collision type involved left turn opposing collisions (21.5%).

<table>
<thead>
<tr>
<th>COLLISION TYPE</th>
<th>INTERSECTION</th>
<th>MID-BLOCK</th>
<th>TOTAL</th>
<th>%TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>01 Rear End</td>
<td>1</td>
<td>3</td>
<td>4</td>
<td>6.2%</td>
</tr>
<tr>
<td>02 Head On</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>03 Side Swipe</td>
<td>2</td>
<td>3</td>
<td>5</td>
<td>7.7%</td>
</tr>
<tr>
<td>04 Backing</td>
<td>0</td>
<td>1</td>
<td>1</td>
<td>1.5%</td>
</tr>
<tr>
<td>05 Right Angle</td>
<td>8</td>
<td>3</td>
<td>11</td>
<td>16.9%</td>
</tr>
<tr>
<td>06 Overtaking</td>
<td>5</td>
<td>11</td>
<td>16</td>
<td>24.6%</td>
</tr>
<tr>
<td>07 RT- Traf On Left</td>
<td>4</td>
<td>1</td>
<td>5</td>
<td>7.7%</td>
</tr>
<tr>
<td>08 RT- Traf On Right</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>09 RT- Across Path</td>
<td>3</td>
<td>3</td>
<td>6</td>
<td>9.2%</td>
</tr>
<tr>
<td>10 RT- Opposing</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>11 LT - Traf On Left</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>3.1%</td>
</tr>
<tr>
<td>12 LT - Traf On Right</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>13 LT - Opposing</td>
<td>13</td>
<td>1</td>
<td>14</td>
<td>21.5%</td>
</tr>
<tr>
<td>14 Off Road Right</td>
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<td>1.5%</td>
</tr>
<tr>
<td>15 Off Road Left</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>16 One - Way Street</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>17 Overtaking Left</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>37</strong></td>
<td><strong>28</strong></td>
<td><strong>65</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

Figure 4: Bicycle Collisions by Type
COLLISION SEVERITY DISTRIBUTION

Collision severity is measured by the consequences of a vehicle-related collision. Each collision has been categorized as property damage, personal injury, or fatality. The collision data results for 2015 are summarized in Figure 5:

![Collision Severity Distribution](image)

<table>
<thead>
<tr>
<th>Type of Collision</th>
<th>Number of Collisions</th>
</tr>
</thead>
<tbody>
<tr>
<td>Property Damage</td>
<td>186</td>
</tr>
<tr>
<td>Personal Injury</td>
<td>258</td>
</tr>
<tr>
<td>Fatality</td>
<td>3</td>
</tr>
<tr>
<td>Total Reportable Collisions</td>
<td>447</td>
</tr>
</tbody>
</table>

Figure 5: Collision Severity Distribution

Compare the results above to these 5 year averages for BC (2011-2015 B.C. Traffic Collision Statistics, ICBC)*:

- Property Damage: 61%
- Personal Injury: 39%
- Fatality: <1%

COLLISIONS BY COLLISION TYPE

The collision types are illustrated in Figure 6. Type 5 (Right angle) collisions decreased and Type 1 (Rear end) collisions increased from 2014 to 2015. Type 13 (Left turn opposing) also increased from 2014. These three were the dominant collision type in 2015.

![Collisions by Collision Type](image)

<table>
<thead>
<tr>
<th>2015 Collisions By Collision Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>COLLISION TYPE</td>
</tr>
<tr>
<td>01 Rear End</td>
</tr>
<tr>
<td>02 Head On</td>
</tr>
<tr>
<td>03 Side Swipe</td>
</tr>
<tr>
<td>04 Backing</td>
</tr>
<tr>
<td>05 Right Angle</td>
</tr>
<tr>
<td>06 Overtaking</td>
</tr>
<tr>
<td>07 RT- Traf On Left</td>
</tr>
<tr>
<td>08 RT- Traf On Right</td>
</tr>
<tr>
<td>09 RT- Across Path</td>
</tr>
<tr>
<td>10 RT- Opposing</td>
</tr>
<tr>
<td>11 LT - Traf On Left</td>
</tr>
<tr>
<td>12 LT - Traf On Right</td>
</tr>
<tr>
<td>13 LT - Opposing</td>
</tr>
<tr>
<td>14 Single Vehicle</td>
</tr>
<tr>
<td>15 Parked Vehicle</td>
</tr>
<tr>
<td>16 Changing Lanes</td>
</tr>
<tr>
<td>TOTAL</td>
</tr>
</tbody>
</table>

Figure 6: Collisions by Collision Type
MONTHLY COLLISION DISTRIBUTION

The number of collisions per month is shown in Figure 7. The months with the highest occurrence of collisions in 2015 were March and November; whereas April had the lowest.

<table>
<thead>
<tr>
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<th>2015</th>
</tr>
</thead>
<tbody>
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<td>32</td>
</tr>
<tr>
<td>Feb</td>
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<td>44</td>
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<tr>
<td>Mar</td>
<td>34</td>
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<td>Apr</td>
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<td>46</td>
<td>50</td>
</tr>
<tr>
<td>Dec</td>
<td>35</td>
<td>42</td>
</tr>
<tr>
<td>Total</td>
<td>419</td>
<td>447</td>
</tr>
</tbody>
</table>

Figure 7: Monthly Collision Distribution
DAILY DISTRIBUTION

The number of daily collisions has been illustrated in Figure 8. Tuesday and Wednesday were the weekdays with the most collisions in 2015 with 69 and 75 reported collisions respectively.

<table>
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<tr>
<th>Day of the Week</th>
<th>2014</th>
<th>2015</th>
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</tr>
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<td>Monday</td>
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<td>58</td>
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<tr>
<td>Tuesday</td>
<td>54</td>
<td>69</td>
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<td>Wednesday</td>
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<td>Thursday</td>
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<td>70</td>
<td>67</td>
</tr>
<tr>
<td>Saturday</td>
<td>51</td>
<td>60</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>419</strong></td>
<td><strong>475</strong></td>
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</tbody>
</table>

Figure 8: Daily Distribution of Collisions
TIME OF DAY DISTRIBUTION

The number of collisions by hour has been indicated in Figure 9. A direct relationship between traffic volume and hourly distribution has been observed and established in previous years. The highest number of collisions occurred between 5:00 p.m. and 6:00 p.m.

![Time of Day Distribution of Collisions](image)

<table>
<thead>
<tr>
<th>Time of Day</th>
<th>Number of Collisions in 2015</th>
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<tr>
<td>0100-0159</td>
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<td>0500-0559</td>
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</tr>
<tr>
<td>0600-0659</td>
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<tr>
<td>0700-0759</td>
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</tr>
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<td>0800-0859</td>
<td>15</td>
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<tr>
<td>0900-0959</td>
<td>18</td>
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<td>1200-1259</td>
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<tr>
<td>1300-1359</td>
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<td>2100-2159</td>
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<tr>
<td>2200-2259</td>
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<td>2300-2359</td>
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<tr>
<td>Total</td>
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</tbody>
</table>

Figure 9: Time of Day Distribution of Collisions
### TOP 20 INTERSECTIONS: BY COLLISION RATE

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<th>INTERSECTION OF</th>
<th>2015 COLLISIONS</th>
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<th>2014 COLLISIONS</th>
<th>2014 RATE</th>
<th>TCD</th>
</tr>
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<tbody>
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<tr>
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<tr>
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<tr>
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</tr>
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<tr>
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<tr>
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<td>0.15</td>
<td>SIGNAL</td>
</tr>
</tbody>
</table>

- Collision rates are calculated by the ratio of collisions (occurring within an intersection) per one million vehicles.
- The collision rates for ‘Top Intersections: By Collision Rate’ only include intersections having 2 or more collisions in 2015. For a graphical representation of the ‘Top 20 Intersections: By Collision Rate’ refer to the section entitled ‘2015 Collision Diagrams’.
### TOP INTERSECTIONS: BY COLLISION OCCURRENCE

<table>
<thead>
<tr>
<th>RANK</th>
<th>INTERSECTION OF</th>
<th>2014 COLLISIONS</th>
<th>2015 COLLISIONS</th>
<th>TCD</th>
</tr>
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<tbody>
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<td>5</td>
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</table>

- Intersections are ranked first by collision occurrence and second by collision rate.
## TOP SIGNALIZED INTERSECTIONS: BY COLLISION RATE

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<tr>
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<th>2015 RATE</th>
<th>2014 COLLISIONS</th>
<th>2014 RATE</th>
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<tr>
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<td>0.15</td>
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- Collision rates are calculated by the ratio of collisions (occurring within an intersection) per one million vehicles.
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- Collision rates are calculated by the ratio of collisions (occurring within an intersection) per one million vehicles.
### TOP 40 INTERSECTIONS: BY 5 YEAR AVERAGE COLLISION RATE

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- Collision rates are calculated by the ratio of collisions (occurring within an intersection) per one million vehicles.
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City of Victoria

INTERSECTION FIVE YEAR STATISTICS
From 2011 to 2015

2015 Annual Collision Report
City of Victoria Transportation Division
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**Signal**: 5 consecutive years of collision count. **Stop**: Collisions in 4 or less years. **None**: Collisions ceased in the 5 years span.
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<tr>
<td>798 STANLEY VINING</td>
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<td>0</td>
</tr>
<tr>
<td>799 ST ANDREWS VIOLET</td>
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</tbody>
</table>
## FIVE YEAR INTERSECTION COLLISIONS FROM 2011 TO 2015

<table>
<thead>
<tr>
<th>INTERSECTION OF</th>
<th>NUMBER OF COLLISIONS</th>
<th>5 YEAR TOTAL</th>
<th>TCD</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>2011</td>
<td>2012</td>
<td>2013</td>
</tr>
<tr>
<td>800 ST LAWRENCE</td>
<td>SUPERIOR</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>801 STORE</td>
<td>SWIFT</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>802 SUTLEJ</td>
<td>VANCOUVER</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>803 THE RISE</td>
<td>TOPAZ</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>804 TOLMIE</td>
<td>WICKLOW</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>805 TYEE</td>
<td>WILSON</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>806 VANCOUVER</td>
<td>VIEW</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>807 VANCOUVER</td>
<td>YATES</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>808 WALKER</td>
<td>WILSON</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>809 WHARF</td>
<td>YATES</td>
<td>1</td>
<td>1</td>
</tr>
</tbody>
</table>
LOCATION: HAULTAIN & SCOTT

DRAWN BY: B. JESTICO  NO. ACCIDENTS: 2  2015 RATE: 1.37  2015 RANK: 1 OF 20
CITY OF VICTORIA
COLLISION DIAGRAM - 2015 ACCIDENT STATISTICS

LEGEND
PROPERTY DAMAGE
PERSONAL INJURY
FATAL ACCIDENT
PEDESTRIAN
BICYCLE

TRAFFIC CONTROL DEVICE SIGNAL

TYPES OF COLLISIONS
TYPE 1  ➔  REAR END
TYPE 2  ➔  HEAD ON
TYPE 3  ➔  SIDE SWIPE
TYPE 4  ➔  BACKING
TYPE 5  ➔  RIGHT ANGLE
TYPE 6  ➔  OVERTAKING
TYPE 7  ➔  RIGHT TURN
TYPE 8  ➔  RIGHT TURN

TYPES OF COLLISIONS
TYPE 9  ➔  RIGHT TURN
TYPE 10 ➔  RIGHT TURN
TYPE 11 ➔  LEFT TURN
TYPE 12 ➔  LEFT TURN
TYPE 13 ➔  LEFT TURN
TYPE 14 ➔  OFF ROAD RIGHT
TYPE 15 ➔  OFF ROAD LEFT
TYPE 16 ➔  CHANGING LANE
TYPE 17 ➔  OVERTAKING LEFT

LOCATION : PANDORA & QUADRA

DRAWN BY: B. JESTICO  NO. ACCIDENTS: 5  2015 RATE: 0.52  2015 RANK: 4 OF 20
CITY OF VICTORIA
COLLISION DIAGRAM - 2015 ACCIDENT STATISTICS

LEGEND
PROPERTY DAMAGE
PERSONAL INJURY
FATAL ACCIDENT
PEDESTRIAN
BICYCLE

TRAFFIC CONTROL DEVICE
STOP

TYPES OF COLLISIONS
TYPE 1  REAR END
TYPE 2  HEAD ON
TYPE 3  SIDE SWIPE
TYPE 4  BACKING
TYPE 5  RIGHT ANGLE
TYPE 6  OVERTAKING
TYPE 7  RIGHT TURN
TYPE 8  RIGHT TURN

LOCATION: PEMBROKE & QUADRA
DRAWN BY: B. JESTICO  NO. ACCIDENTS: 3  2015 RATE: 0.47  2015 RANK: 6 OF 20
CITY OF VICTORIA
COLLISION DIAGRAM - 2015 ACCIDENT STATISTICS

LEGEND
PROPERTY DAMAGE →
PERSONAL INJURY →
FATAL ACCIDENT →
PEDESTRIAN →
BICYCLE →

TRAFFIC CONTROL DEVICE SIGNAL

TYPES OF COLLISIONS
TYPE 1 → REAR END
TYPE 2 → HEAD ON
TYPE 3 → SIDE SWIPE
TYPE 4 → BACKING
TYPE 5 → RIGHT ANGLE
TYPE 6 → OVERTAKING
TYPE 7 → RIGHT TURN
TYPE 8 → RIGHT TURN

TYPES OF COLLISIONS
TYPE 9 → RIGHT TURN
TYPE 10 → RIGHT TURN
TYPE 11 → LEFT TURN
TYPE 12 → LEFT TURN
TYPE 13 → LEFT TURN
TYPE 14 → OFF ROAD RIGHT
TYPE 15 → OFF ROAD LEFT
TYPE 16 → CHANGING LANE
TYPE 17 → OVERTAKING LEFT

LOCATION: BAY & QUADRA

DRAWN BY: B. JESTICO
NO. ACCIDENTS: 5
2015 RATE: 0.43
2015 RANK: 8 OF 20
LOCATION : DOUGLAS & SUPERIOR

DRAWN BY: B. JESTICO
NO. ACCIDENTS: 3
2015 RATE: 0.40
2015 RANK: 13 OF 20
CITY OF VICTORIA

COLLISION DIAGRAM - 2015 ACCIDENT STATISTICS

LEGEND

PROPERTY DAMAGE
PERSONAL INJURY
FATAL ACCIDENT
PEDESTRIAN
BICYCLE

CHAMBERS

TRAFFIC CONTROL DEVICE
STOP

TYPES OF COLLISIONS

TYPE 1
REAR END

TYPE 2
HEAD ON

TYPE 3
SIDE SWIPE

TYPE 4
BACKING

TYPE 5
RIGHT ANGLE

TYPE 6
OVERTAKING

TYPE 7
RIGHT TURN

TYPE 8
RIGHT TURN

TYPES OF COLLISIONS

TYPE 9
RIGHT TURN

TYPE 10
RIGHT TURN

TYPE 11
LEFT TURN

TYPE 12
LEFT TURN

TYPE 13
LEFT TURN

TYPE 14
OFF ROAD RIGHT

TYPE 15
OFF ROAD LEFT

TYPE 16
CHANGING LANE

TYPE 17
OVERTAKING LEFT

LOCATION: CHAMBERS & JOHNSON

DRAWN BY: B. JESTICO
NO. ACCIDENTS: 2
2015 RATE: 0.39
2015 RANK: 14 OF 20
LOCATION: GORGE & ROCK BAY

DRAWN BY: B. JESTICO    NO. ACCIDENTS: 3    2015 RATE: 0.38    2015 RANK: 17 OF 20
CITY OF VICTORIA
COLLISION DIAGRAM - 2015 ACCIDENT STATISTICS

LEGEND
PROPERTY DAMAGE ➔
PERSONAL INJURY ➡
FATAL ACCIDENT ➔
PEDESTRIAN ➡
BICYCLE ➔

TRAFFIC CONTROL DEVICE SIGNAL

TYPES OF COLLISIONS
TYPE 1 ➔ REAR END
TYPE 2 ➔ HEAD ON
TYPE 3 ➔ SIDE SWIPE
TYPE 4 ➔ BACKING
TYPE 5 ➔ RIGHT ANGLE
TYPE 6 ➔ OVERTAKING
TYPE 7 ➔ RIGHT TURN
TYPE 8 ➔ RIGHT TURN

TYPES OF COLLISIONS
TYPE 9 ➔ RIGHT TURN
TYPE 10 ➔ RIGHT TURN
TYPE 11 ➔ LEFT TURN
TYPE 12 ➔ LEFT TURN
TYPE 13 ➔ LEFT TURN
TYPE 14 ➔ OFF ROAD RIGHT
TYPE 15 ➔ OFF ROAD LEFT
TYPE 16 ➔ CHANGING LANE
TYPE 17 ➔ OVERTAKING LEFT

LOCATION: COOK & PANDORA

DRAWN BY: B. JESTICO  NO. ACCIDENTS: 5  2015 RATE: 0.37  2015 RANK: 19 OF 20
CITY OF VICTORIA
COLLISION DIAGRAM - 2015 ACCIDENT STATISTICS

LEGEND
PROPERTY DAMAGE →
PERSONAL INJURY →
FATAL ACCIDENT →
PEDESTRIAN →
BICYCLE →

TRAFFIC CONTROL DEVICE SIGNAL

TYPES OF COLLISIONS
TYPE 1 → REAR END
TYPE 2 → HEAD ON
TYPE 3 → SIDE SWIPE
TYPE 4 → BACKING
TYPE 5 → RIGHT ANGLE
TYPE 6 → OVERTAKING
TYPE 7 → RIGHT TURN
TYPE 8 → RIGHT TURN

TYPES OF COLLISIONS
TYPE 9 → RIGHT TURN
TYPE 10 → RIGHT TURN
TYPE 11 → LEFT TURN
TYPE 12 → LEFT TURN
TYPE 13 → LEFT TURN
TYPE 14 → OFF ROAD RIGHT
TYPE 15 → OFF ROAD LEFT
TYPE 16 → CHANGING LANE
TYPE 17 → OVERTAKING LEFT

LOCATION: BAY & COOK

DRAWN BY: B. JESTICO  NO. ACCIDENTS: 5  2015 RATE: 0.37  2015 RANK: 20 OF 20