

SARNIA POLICE SERVICES BOARD
February 28, 2019
9:30 a.m.
BOARDROOM, POLICE SERVICES BUILDING,
SARNIA, ONTARIO

OPEN MEETING AGENDA

Page

Closed Meeting
9:10 a.m.

DECLARATIONS OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

MINUTES

- 3 - 6
1. Adoption of Minutes - January 24, 2019
That the Minutes of January 24, 2019 be adopted.

DELEGATION

- 7 - 11
1. Mr. Randy Peters - Vehicular Noise

REPORTS AND INQUIRIES

- 13 - 14
1. Expanded Training Space
That the Sarnia Police Services Board approve the amendment of a current five year lease with Cushman Wakefield to allow for the expansion of the police service's training space at Lambton Mall, and;

That a request be made to City Council to enact a bylaw designating the expanded space a Municipal Capital Facility for property tax exemption purposes.

ROUTINE APPROVALS AND INFORMATION

- 15 A. 2018 Annual Report Regarding the Collection of
Identifying Information
For Information
- 17 - 60 B. 2018 Motor Vehicle Collision Report
For Information

NEW BUSINESS

ADJOURNMENT

OPEN MINUTES
9:30 a.m. - THURSDAY, JANUARY 24, 2019
BOARD ROOM
POLICE SERVICES BUILDING

The Sarnia Police Services Board met in regular session.

Mayor Mike Bradley took the Chair and the following Members of the Board were present: B. Trothen, J. Rogers and Councillor M. Stark.

Present from staff were: Chief Norm Hansen, Deputy Chief Owen Lockhart, Director of Financial Services Cathy Dam, and Board Secretary, Joan Knight.

DISCLOSURE OF PECUNIARY INTEREST AND THE GENERAL NATURE THEREOF

There were no disclosures of pecuniary interest.

ELECTION OF 2019 CHAIR

The election of the Chair to the Sarnia Police Services Board for 2019 was conducted by the Secretary.

Moved by Board Councillor M. Stark, seconded by Board Member Rogers, and **carried**:

THAT Mayor Mike Bradley be nominated as Chair of the Sarnia Police Services Board for 2019.

Moved by Board Councillor M. Stark, seconded by Board Member Rogers, and **carried**:

THAT nominations be closed.

Mayor Bradley accepted the nomination.

ELECTION OF 2019 VICE-CHAIR

The election of the Vice-Chair to the Sarnia Police Services Board for 2019 was conducted by the Secretary.

Moved by Board Member Councillor M. Stark, seconded by Board Member Trothen, and **carried**:

THAT Board Member Joanne Rogers be nominated as Vice-Chair of the Sarnia Police Services Board for 2019.

Moved by Board Member Councillor M. Stark, seconded by Board Member Trothen, and **carried**:

THAT nominations be closed.

Board Member Rogers accepted the nomination.

APPOINTMENT OF SECRETARY FOR 2019

At this point in the meeting, Mayor Bradley took the chair.

Appointment of the Secretary to the Sarnia Police Services Board for 2019 took place.

Moved by Board Member Trothen, seconded by Vice-Chair Rogers, and **carried**:

THAT Joan Knight be appointed Secretary to the Sarnia Police Services Board.

MINUTES

Moved by Board Member Trothen, seconded by Vice-Chair Rogers, and **carried**:

That the Minutes of December 13, 2018 be adopted.

PRESENTATION

Citizen's Commendation Award

Chief Norm Hansen presented the Citizen's Commendation Award to Blake Smith and Mark Duffy with regard to an incident November 4, 2018 in which they aided a Sarnia Police Officer while trying to arrest a violent individual.

REPORTS AND INQUIRIES

1. 2019 Vehicle Replacement Program (Report)

Cathy Dam, Director of Financial Services provided a report dated January 24, 2019 to the Sarnia Police Services Board regarding 2019 Vehicle Replacement Program.

Moved by Vice-Chair Rogers, seconded by Board Member Trothen, and **carried**:

That the Sarnia Police Services Board approve the purchase of new fleet vehicles through the Ontario Police Co-operative Purchasing Group (PCPG) and good quality used vehicles to replace other operational vehicles for a total of \$325,000 funded from the Police Equipment Reserve; and

That the retention of one old unit as an addition to the fleet for Special Duty activities.

2. Replacement Heavy Body Armour (Report)

Cathy Dam, Director of Financial Services provided a report dated January 24, 2019 to the Sarnia Police Services Board regarding replacement of Heavy Body Armour.

Moved by Board Member Councillor Stark, seconded by Vice-Chair Rogers, and **carried**:

That the Sarnia Police Services Board approve the purchase of 13 sets of Heavy Body Armour for the Emergency Response Team from TYR Tactical Canada at a cost of \$37,860 including non-rebatable HST.

ROUTINE APPROVALS AND INFORMATION

A. Council Approval of 2019 Police Services Board Budget (Report)

Cathy Dam, Director of Financial Services provided a report dated January 24, 2019 to the Sarnia Police Services Board regarding Council Approval of 2019 Police Services Budget.

B. Preliminary Budget Results December 31, 2018 (Report)

Cathy Dam, Director of Financial Services provided a report dated January 24, 2019 to the Sarnia Police Services Board regarding the Preliminary Budget Results December 31, 2018.

Moved by Board Member Trothen, seconded by Vice-Chair Rogers, and **carried**:

THAT Items A to B, under Routine Approvals and Information, be received and filed.

NEW BUSINESS

1. Opioid Crisis in Sarnia (Verbal)

Board Member Councillor Mike Stark had questions regarding the Opioid Crisis in Sarnia. Chief Hansen advised that it was an ongoing matter with many areas of health services involved.

ADJOURNMENT

Moved by Board Member Councillor Stark, seconded by Board Member Trothen, and **carried**:

THAT the Sarnia Police Services Board adjourn.

CHAIR

February 15, 2019

Randy Peters
1390 Andover Lane
Sarnia, Ontario
N7V 3B8

Ms. Joan Knight
Sarnia Police Services Board

Hello Ms. Knight,

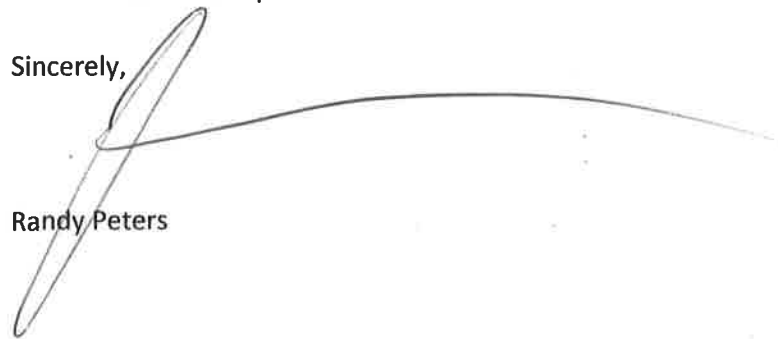
Thankyou again for scheduling me to appear before the Sarnia Police Services Board.

After working through volumes of technical information regarding the Ontario Highway Safety Act (pertaining to illegal exhaust systems and noise) I realized it was getting far too complicated.

So to simplify things I would like to address the board with a statement and with observations made since the enclosed letters were sent (for the most part they still sum up the present situation). I would also like to clarify information gleaned from conversations I've had with members of the Sarnia Police Department in the past few months.

I am aware of the ten minute window I'm allowed and I will try to make this initial interaction with the board as succinct as possible.

Sincerely,

A handwritten signature in black ink, consisting of a large, sweeping loop that starts under the word 'Sincerely,' and extends across the page.

Randy Peters



Safety Policy & Education Branch
87 Sir William Hearst Avenue
Room 212
Toronto, Ontario
M3M 0B4

M2018-2132

Randy Peters
1390 Andover Lane
Sarnia, ON
N7V 3B8

Dear Mr. Peters,

Thank you for sharing your concerns regarding excessive vehicular noise levels in your area.

I would like to first point out that the regulation of vehicle noise is a shared responsibility between the federal and provincial government. While the province is responsible for maintaining on-road regulations noise emission levels vehicles, new motor vehicles sold in Canada are regulated by Transport Canada. If you wish to contact Transport Canada on this matter, please use the following contact information:

Transport Canada
330 Sparks Street
Ottawa, Ontario
K1A 0N5
Telephone: 1-800-333-0371
E-mail: Questions@tc.gc.ca

You may also wish to check the federal government's [Motor Vehicle Safety Regulations](#) online which dictate the allowable amount of noise for new vehicles sold in Canada.

The provincial government and municipalities have the authority to establish and enforce rules regarding the noise from all motor vehicles. As it relates to vehicles in Ontario, the issue of excessive noise from motor vehicles is governed by subsection 75(1) of the *Highway Traffic Act* (HTA). Specifically, this subsection requires mufflers to be in good working order and in constant operation to prevent excessive or unusual noise. Use of a muffler cut-out, straight exhaust, gutted muffler, "Hollywood muffler", by-pass or similar device is also prohibited. Finally, subsection 75(4) of the HTA requires, among other things, that a driver of any motor vehicle not cause it to make any unnecessary noise.

Ultimately, the Ministry of Transportation (MTO) is satisfied that Ontario's existing legislative framework provides sufficient latitude to police officers and the courts to charge and penalize excessive noise and excessive exhaust offenders. The most recently available data shows that there were 1,563 convictions under subsection 75(1) and an additional 1,037 convictions under subsection 75(4) in 2015. This demonstrates that charges do get laid regularly and convictions are being obtained. A driver who violates the HTA's vehicle noise provisions may be fined up to \$500. Effectively, the ministry encourages citizens to work with their local police departments to see their concerns on this matter addressed. As well, you may also wish to contact your municipality to express concerns related to the enforcement of municipal noise by-laws in your area.

Please note that, as part of MTO's commitment to improve road safety and compliance, we regularly review our policies and practices to see if they are in keeping with current research findings and best practices worldwide. We will keep your letter on file to inform future considerations on this issue.

Thank you again for your comments.

Sincerely,

A handwritten signature in black ink, appearing to read 'J Mahon', written over a large, light-colored oval shape.

Jessica Mahon,
Team Leader, Special Projects
Ministry of Transportation Ontario

May 23, 2018

Randy Peters
1390 Andover Lane,
Sarnia, Ontario,
N7V 3B8

Julie Moorehouse
Constituency Assistant
102-805 Christina St. North,
Point Edward, Ontario,
N7V 1X6

Dear Julie,

I am writing to you today regarding the proliferation of loud and illegal automotive exhaust systems in the Sarnia area and in the province of Ontario.

I reside near Canatara Park and the peace and quiet of our neighbourhood is shattered daily by modified exhausts strapped to a variety of vehicles. Many of the modifications result in cars that are louder than aircraft and can be heard approaching for blocks. Some of the modification are obviously homemade, protruding in all directions from the body of the vehicles. The fact that upon arrival they just race around is not your concern, but the amount of noise generated should be.

Please understand that I am a car guy. Always have been. A multitude of vehicles could pass by each day and I wouldn't care as long as they were law abiding. I'm also happy with living with the regular sounds of a city (I also reside in Toronto part time). Traffic, buses, streetcars, construction etc. are all fine. They are also necessary.

But the most recent breed of "The Fast and The Furious" inspired drivers are committing a totally unnecessary assault on the environment and their numbers are increasing at an alarming rate. One year ago I could identify a dozen extreme exhaust systems visiting the neighbourhood in Sarnia. There are now over one hundred regulars. One month ago there was only one car with a "rapid backfire" feature (this allows the car to sound like popping gunfire while decelerating). There are now at least ten.

It's also frustrating to hear squadrons of similar vehicles throughout Ontario. I've heard them in Windsor, London, Toronto and points in between.

I've also witnessed an alarming side effect of this amplification. Risky and dangerous behavior. Drivers continuously keeping their foot in it to keep the volumes up. On the gas for maximum effect and racing through populated areas. Quite often in cars that, while loud, are barely roadworthy.

I've been informed by police that ticketing for this unnecessary noise (according to The Ontario Highway Traffic Act) is difficult as it needs to be done by a specialist (as the law is somewhat vague). Well, perhaps there needs to be more specialists or the law needs to be more succinct.

If I were to traverse a neighbourhood while crashing symbols or yelling at the top of my voice there's a pretty good chance I'd be apprehended. The continuous interruption from this lot is far more invasive.

Even though I'm writing singularly, I can guarantee that the majority of my neighbours feel the same. Some of them have even offered to fund and set up surveillance systems in the area. It is getting that bad.

While I do understand the constraints of limited budgets and personnel I hope something can be done about this. Because as it stands now, a very loud and disturbing nod to lawlessness is being broadcast daily across this province.

Regards,



Randy Peters

SARNIA POLICE SERVICE
People Serving People

DEPARTMENT CORRESPONDENCE

DATE: February 28, 2019

TO: Norman Hansen, Chief of Police

FROM: Constable Shawn Osborne, Chief Instructor
Cathy Dam, Director of Financial Services

SUBJECT: Expanded Training Space

RECOMMENDATION:

It is recommended that the Sarnia Police Services Board approve the amendment of a current five year lease with Cushman Wakefield to allow for the expansion of the police service's training space at Lambton Mall, and

It is recommended to request City Council to enact a bylaw designating the expanded space a Municipal Capital Facility for property tax exemption purposes.

BACKGROUND

Police officers in the Province of Ontario are now required to be certified in many areas of policing in order to remain qualified for their duties. Police training is now considered a primary risk management strategy and it is forecast that training demands will continue to advance. Training is a primary function of modern policing. Competing pressures do not release police services of the responsibility to keep up with the changing landscape of police instruction. The availability of a professional facility in which to train is an essential prerequisite in this rapidly evolving environment.

COMMENTS

The need for ample dedicated local space for police training has become very apparent in recent years. For Sarnia Police Service, an expanded training facility will allow for a more robust internal training program within the service. The requirement for a dedicated area sufficient to meet the training needs of the organization is a not a luxury but a necessity. This has become more evident following recent developments in the training of officers in the following areas:

- Mandated Training – The list of core training requirements is added to each year and is now very extensive. Much of this training occurs on-site however sufficient dedicated space is required as the list grows over time.
- OPC Senior Officer Courses – The cost of mandated courses at OPC has spiked and the burden for accommodations is being downloaded to the local police services as OPC realizes increased recruit enrollment. With expanded space, it is possible to repatriate much of the senior officer training allowing for a more locally-focussed approach and for keeping officer resources in the community.

- Mental Health Readiness – Sarnia Police Service has adopted the Road to Mental Readiness (R2MR) Course to improve short term performance and long term mental health outcomes for both officers and civilians. A suitably-sized and equipped classroom is required for the provision of this and similar training to the 154 full time and 30 part time members of the police service.

FINANCIAL IMPLICATIONS:

Along with City Council’s approval of the amended lease, a bylaw designating the expanded lease area a Municipal Capital Facility will exempt the property from property taxes. With the bylaw in place, the net annual lease cost will be \$4,975 per month, an increase of \$2,475 per month from the current lease amount.

With little to no capital input, there is opportunity to realize annual savings of approximately \$25,000 as a significant portion of the senior officer training program is assumed within the service rather than outsourced. It is also anticipated that offsetting cost recoveries will be realized.

CONSULTATION:

This report has been prepared by Shawn Osborne, Chief Instructor and Cathy Dam, Director of Financial Services.

Prepared by:



Constable Shawn Osborne,
Chief Instructor



Cathy Dam
Director, Financial Services

Cc: Director of Finance, City of Sarnia
City Solicitor, City of Sarnia

Sarnia Police Service
Department Correspondence
People Serving People

February 19, 2019

To: Sarnia Police Service Board Members

From: Acting Chief Owen Lockhart

Re: 2018 Annual Report Regarding the Collection of Identifying Information

Board Members,

In accordance with the Ontario Police Services Act, Ontario Regulation 3/99 section 31, Adequacy and Effectiveness of Police Services, an annual report must be made to the Police Services Board in relation to the collection of identifying information.

Between January 1, 2018, and December 31, 2018, there have been no recorded incidents of Sarnia Police Service officers collecting identifying information based solely on criteria that is prohibited under the Ontario Humans Rights Code. There have been no Regulated Interaction Receipts submitted.

I would ask that this serve as the annual report on the Collection of Identifying Information as per Sarnia Police Service Police SPS-LE-56.



Owen Lockhart
Acting Chief of Police

/rp

Sarnia Police Service
Department Correspondence
People Serving People

February 6, 2019

To: Sarnia Police Service Board Members

From: Acting Chief Owen Lockhart

Re: **2018 Motor Vehicle Collision Report**

Board Members,

Please find for your review the 2018 Motor Vehicle Collision Report. We would be pleased to answer any questions you may have.



Owen Lockhart
Acting Chief of Police

/rp



Sarnia Police Service

Motor Vehicle Collisions
January – December Q4 2018

Q4 2018 / Q4 2017 Jan-Dec Collision Comparison

Month	Present Year	Previous Year	Gain/Loss	Gain/Loss %Over Previous Year	% of Total Present Year	% of Total Previous Year	Gain/Loss of %
Year End Total	1,538	1,506	-24		100.0%	100.0%	0.0%
Driveable	1,929	1,677	252	15.03%	65.9%	58.4%	7.4%
Tows	1,000	1,193	-193	-16.18%	34.1%	41.6%	-7.4%
Total Vehicles	2,929	2,870	59	2.06%	100%	100%	0.0%
On Scene Parties	2,928	2,870	58	2.02%	100.0%	100.0%	0.0%
Self Reports Parties	1	0	1	0.00%	0.0%	0.0%	0.0%
Injuries	197	258	-61	-23.64%	6.5%	8.6%	-2.1%
Total Self Reported Collisions	0	0	0	0.00%	0.0%	0.0%	0.0%
Total On Scene Collisions	1,538	1,506	32	2.12%	100.0%	100.0%	0.0%
Total Collisions	1,538	1,506	32	2.12%	100.0%	100.0%	0.0%

Classification of Collision

	N/A	FATAL INJURY	NON-FATAL INJURY	P.D ONLY	NON-REPORTABLE	OTHER
2018	1	4	147	968	414	4
2017	0	3	179	914	408	2

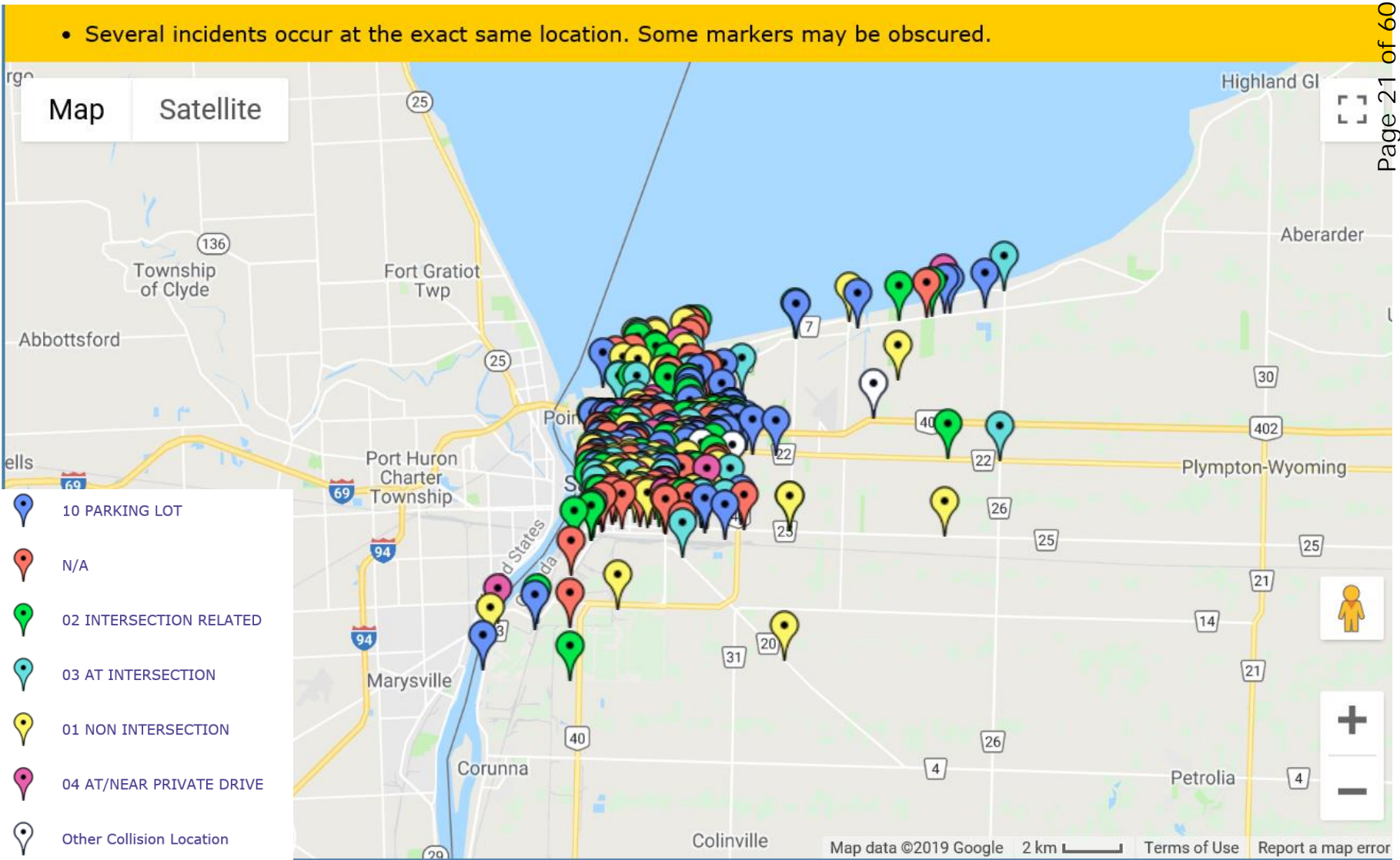
Sequence of Events 1

Sequence of Events 1	Total Incidents	Total Parties
Other Motor Vehicles	1047	1783
Unattended Vehicle	312	313
Pedestrian	24	24
Cyclist	22	22
Railway Train	1	1
Animal (Domestic)	3	3
Animal (Wild)	17	17
Ran Off Road	41	41
Skidding/Sliding	32	33
Rollover	1	1
Debris On Road	1	1
Debris Falling Off Vehicle	1	1
Cable Guide Rail	1	1
Steel Guide Rail	2	2
Pole (Utility/Tower)	6	6
Pole (Sign/Parking Meter)	11	11
Fence/Noise Barrier	3	3
Ditch	2	2
Curb	13	13
Crash cush/end treat.	1	1
Building/Wall	9	9
Tree/Shrub/Stump	1	1
Other Moveable Object	7	7
Other (Other Events)	5	6
Other Fixed Object	9	9
N/A	1	1

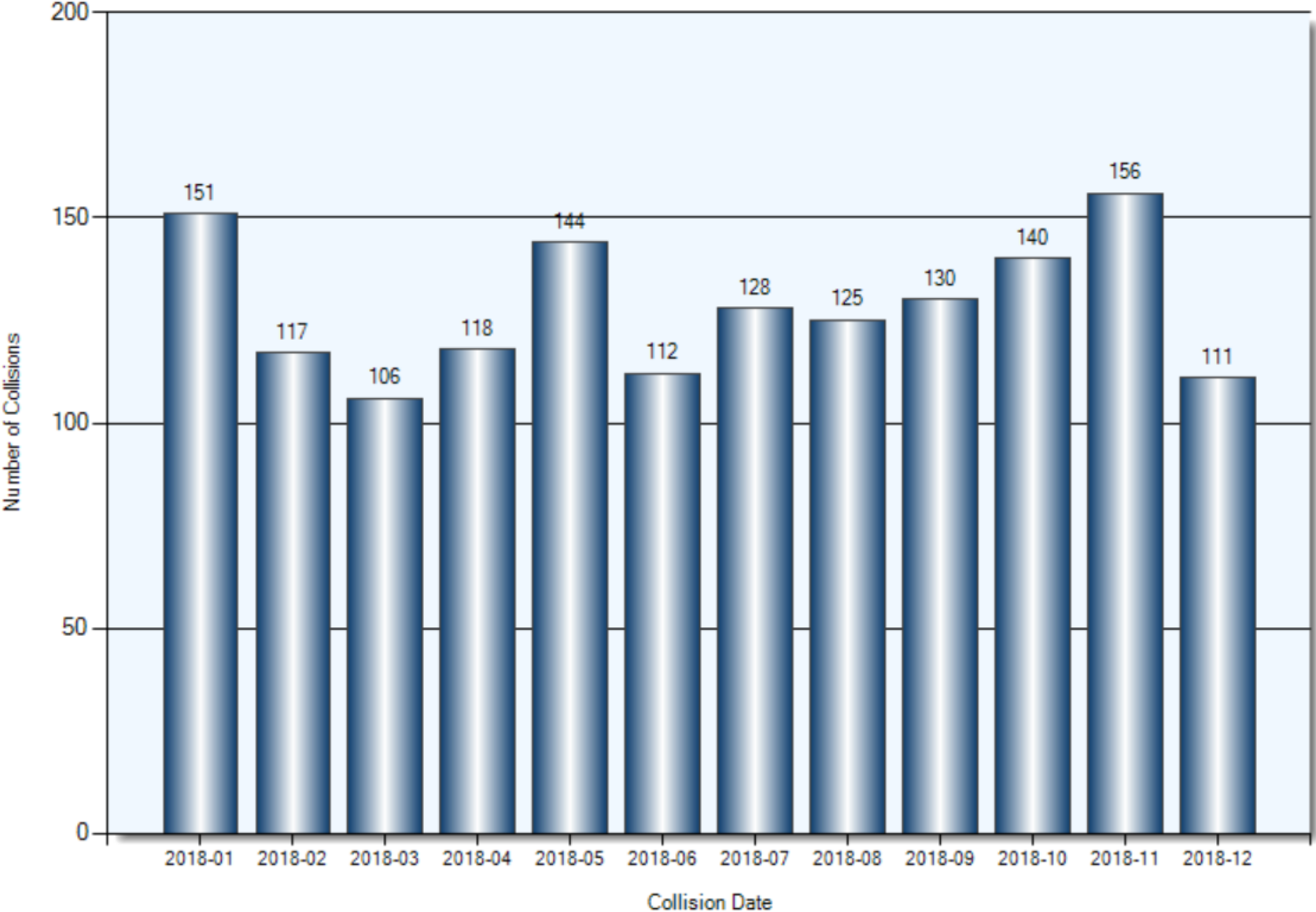
Specified Collisions Locations

Total Incidents: 1,538 | Total Parties: 2,928

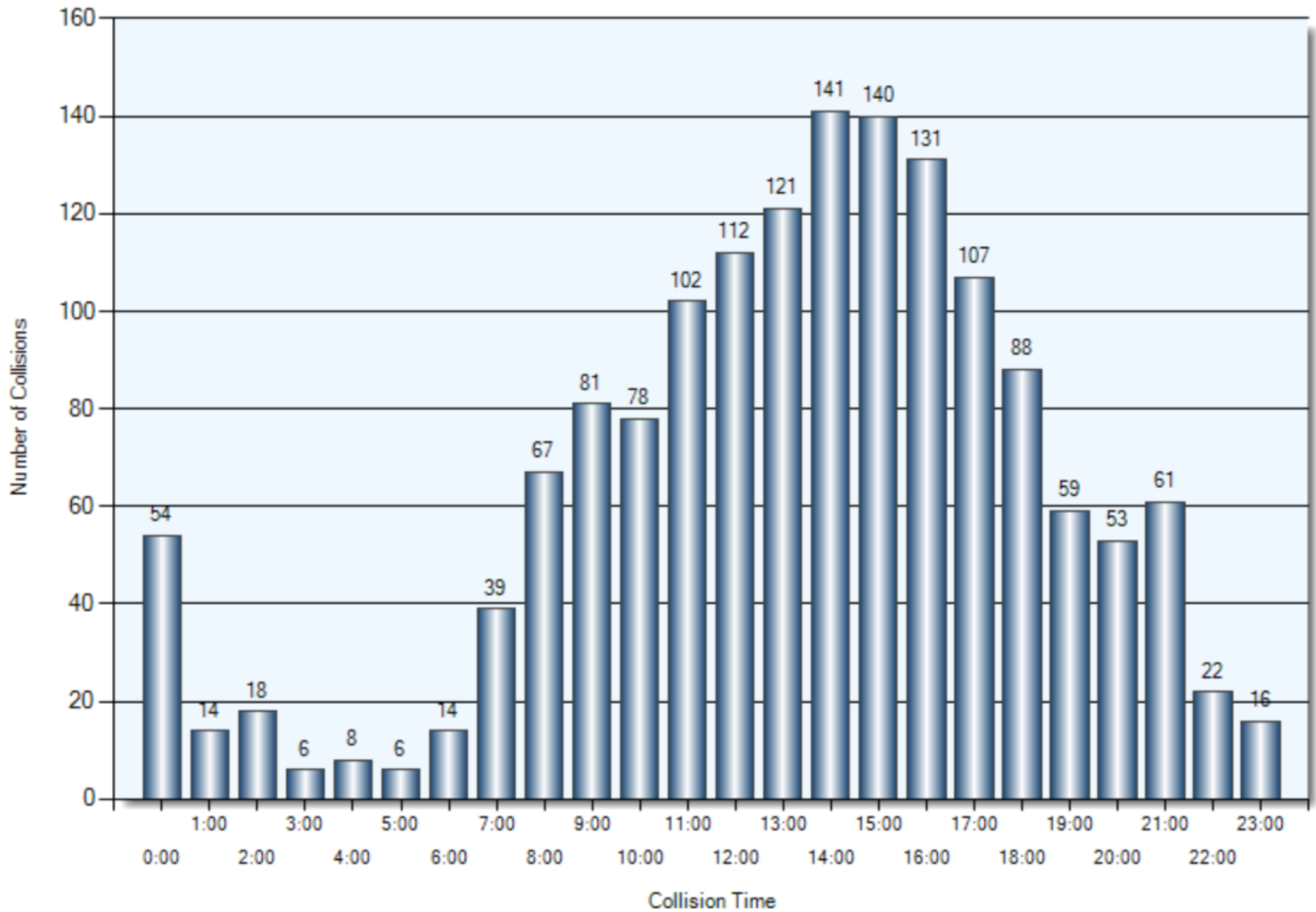
- Several incidents occur at the exact same location. Some markers may be obscured.



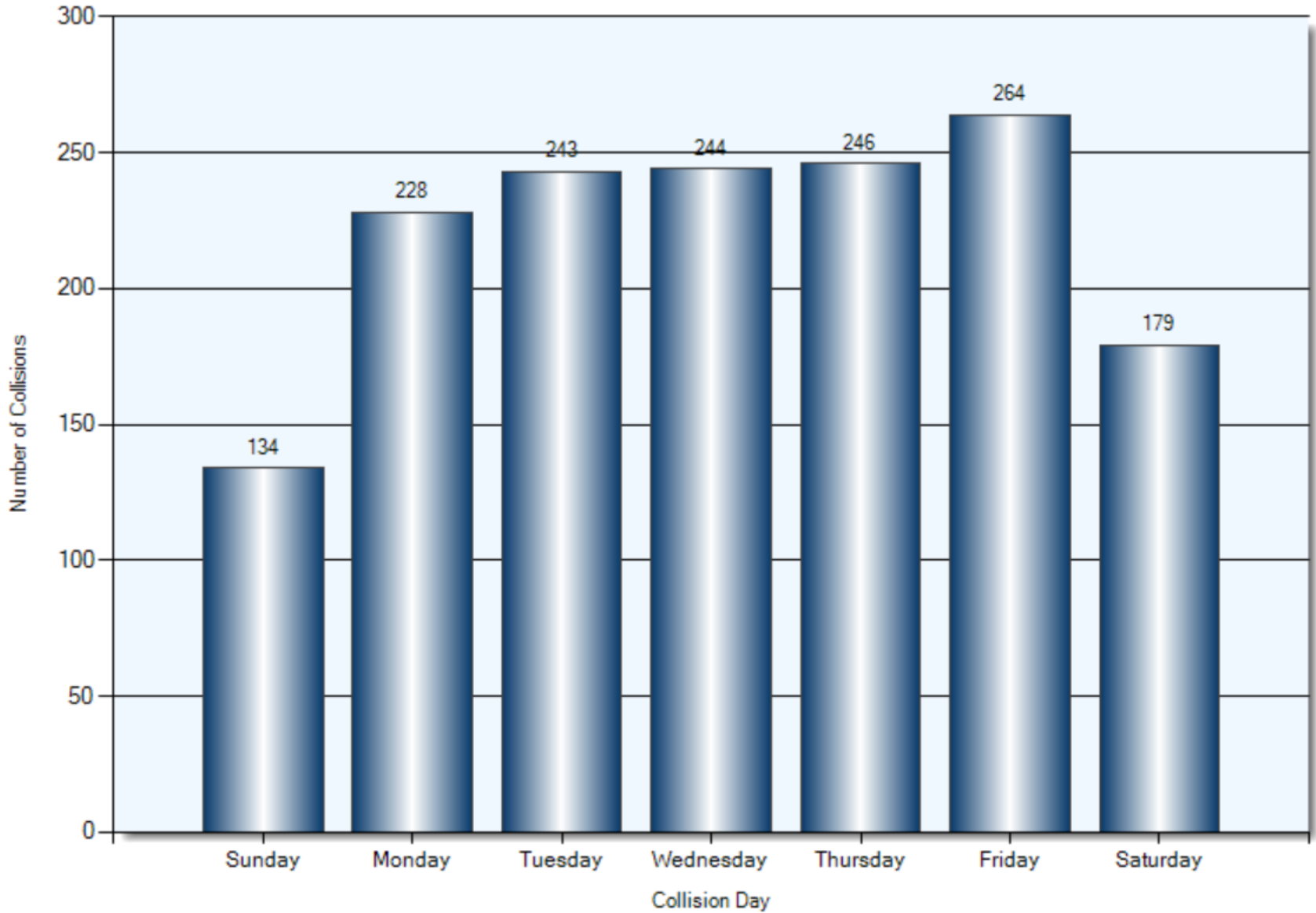
Collision Dates



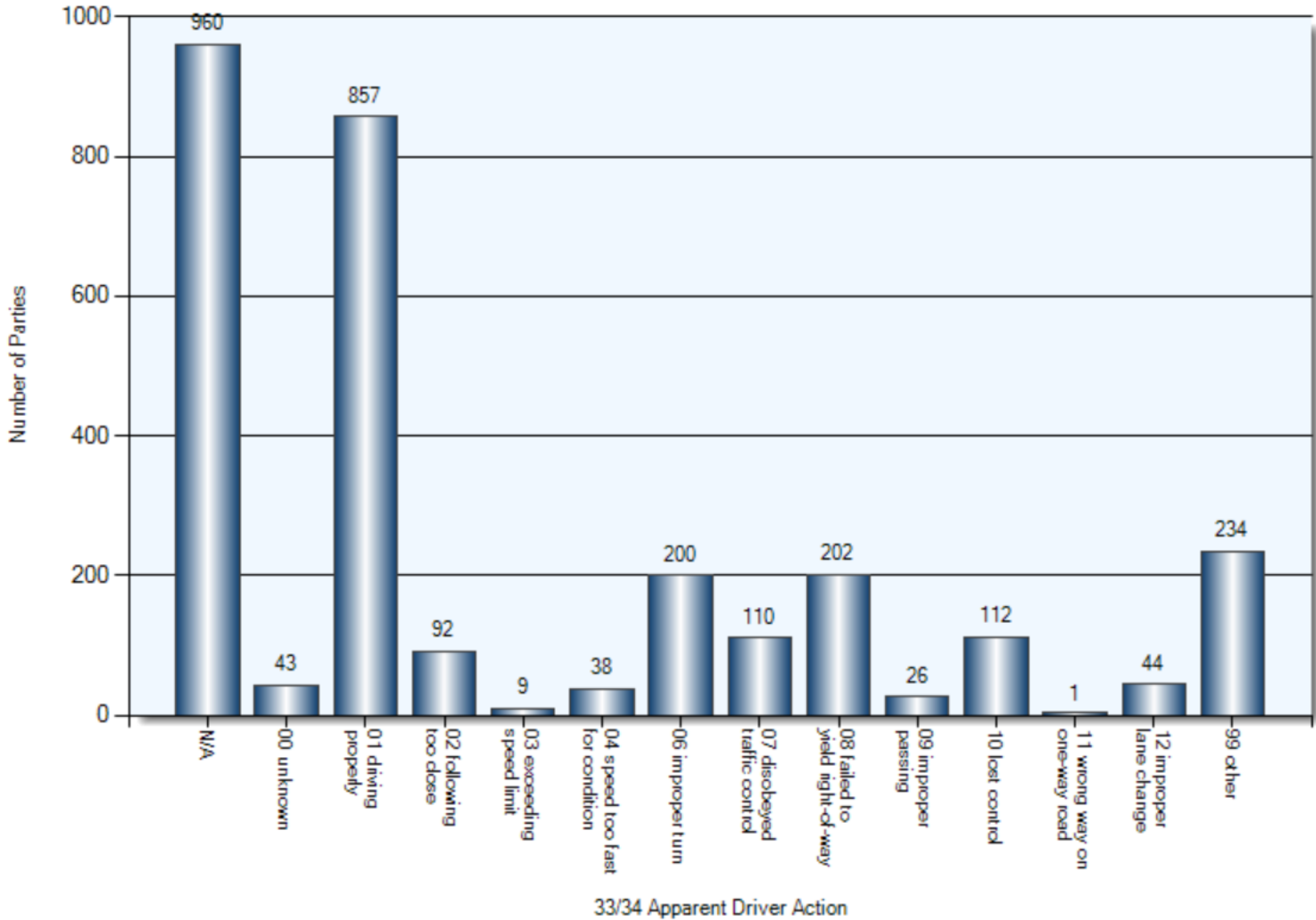
Collision Times



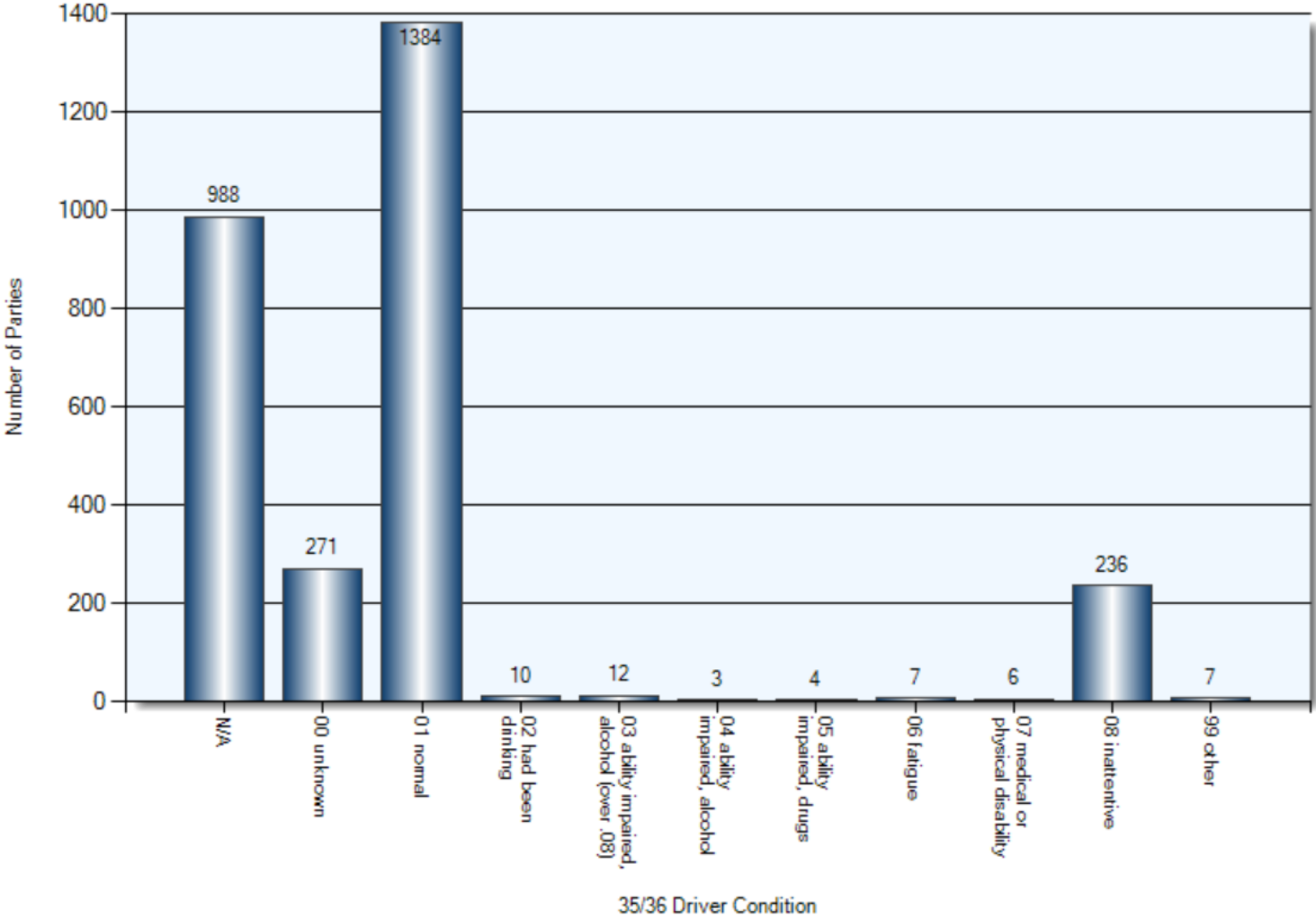
Collision Days



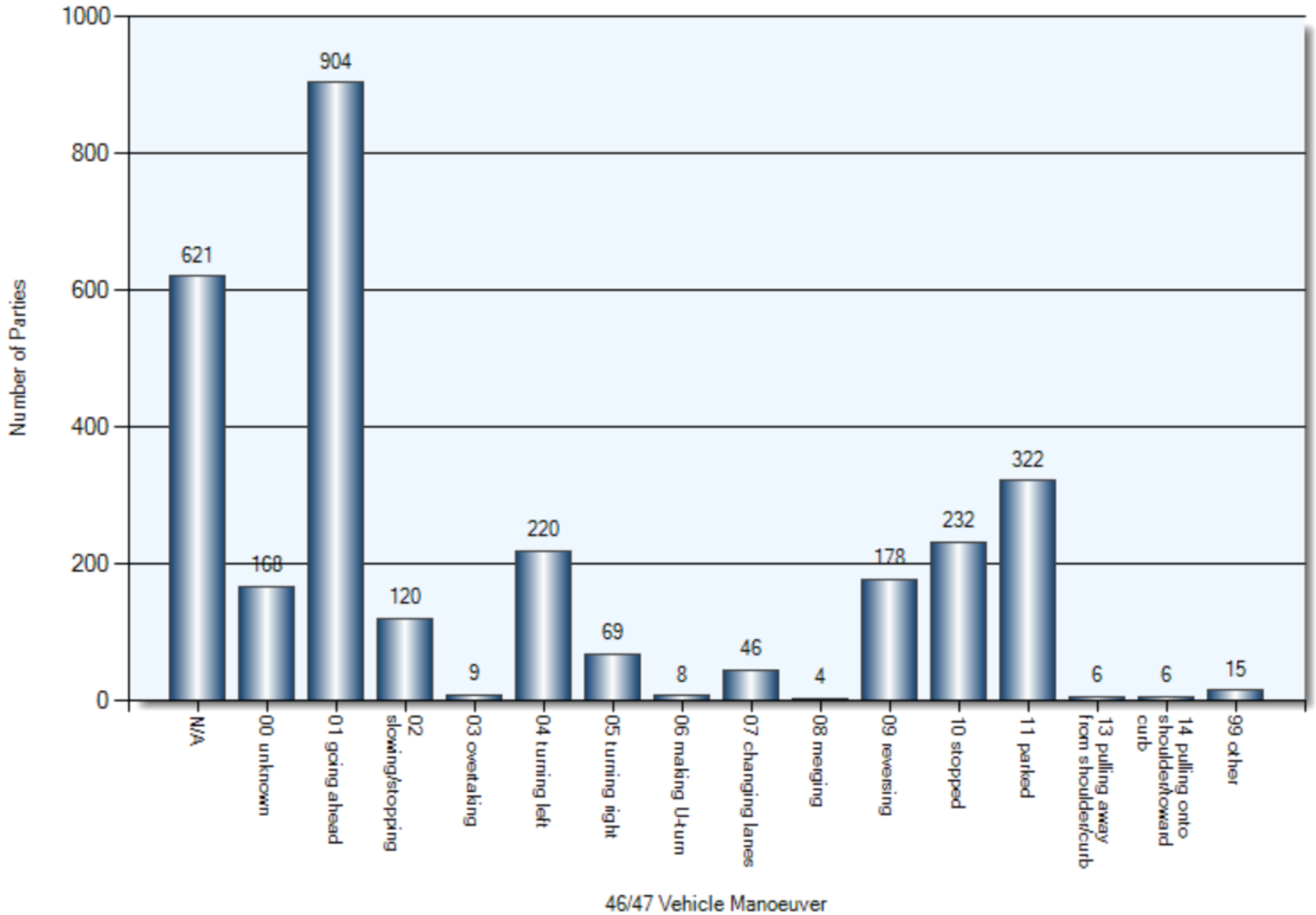
Driver Actions



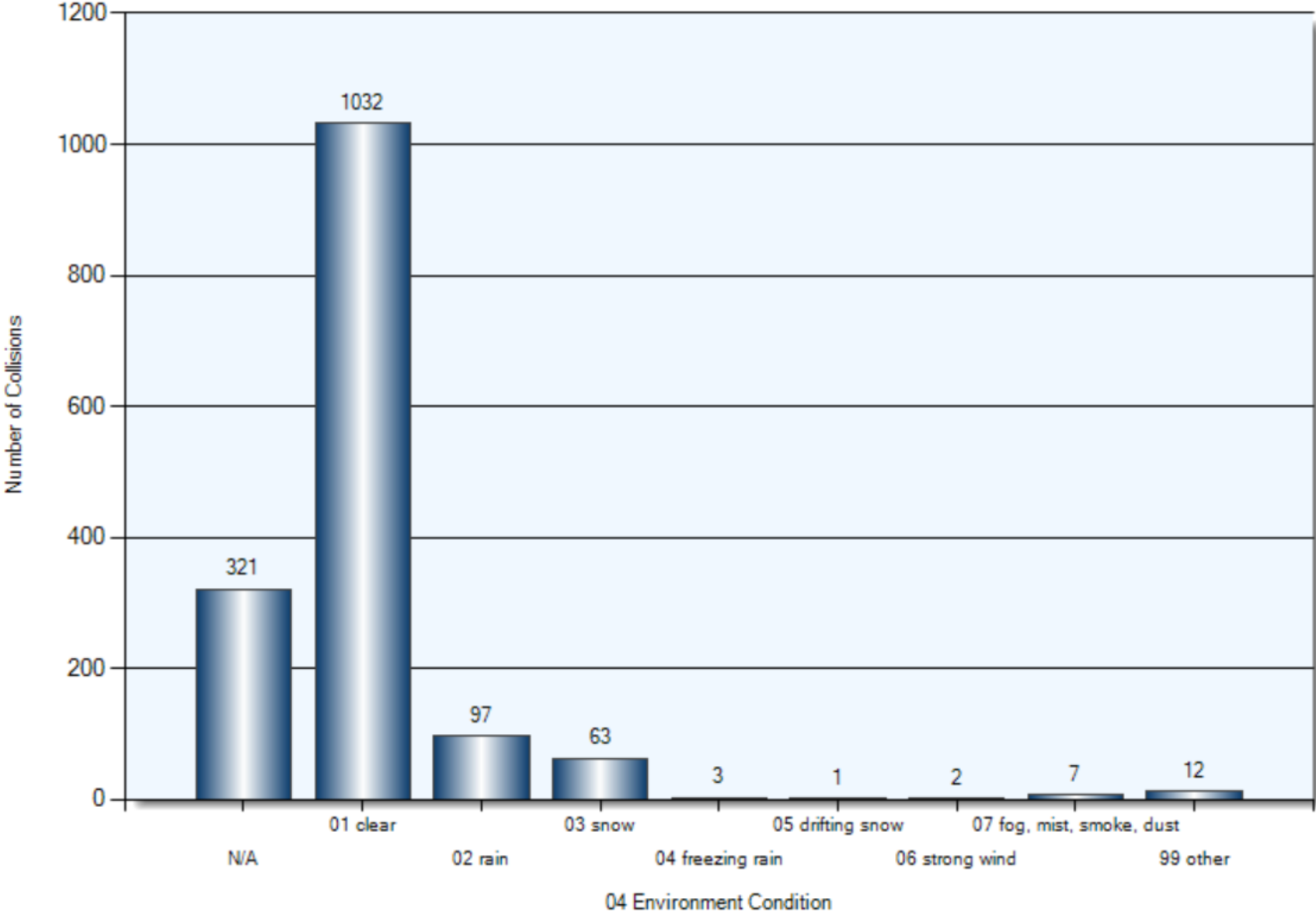
Driver Conditions



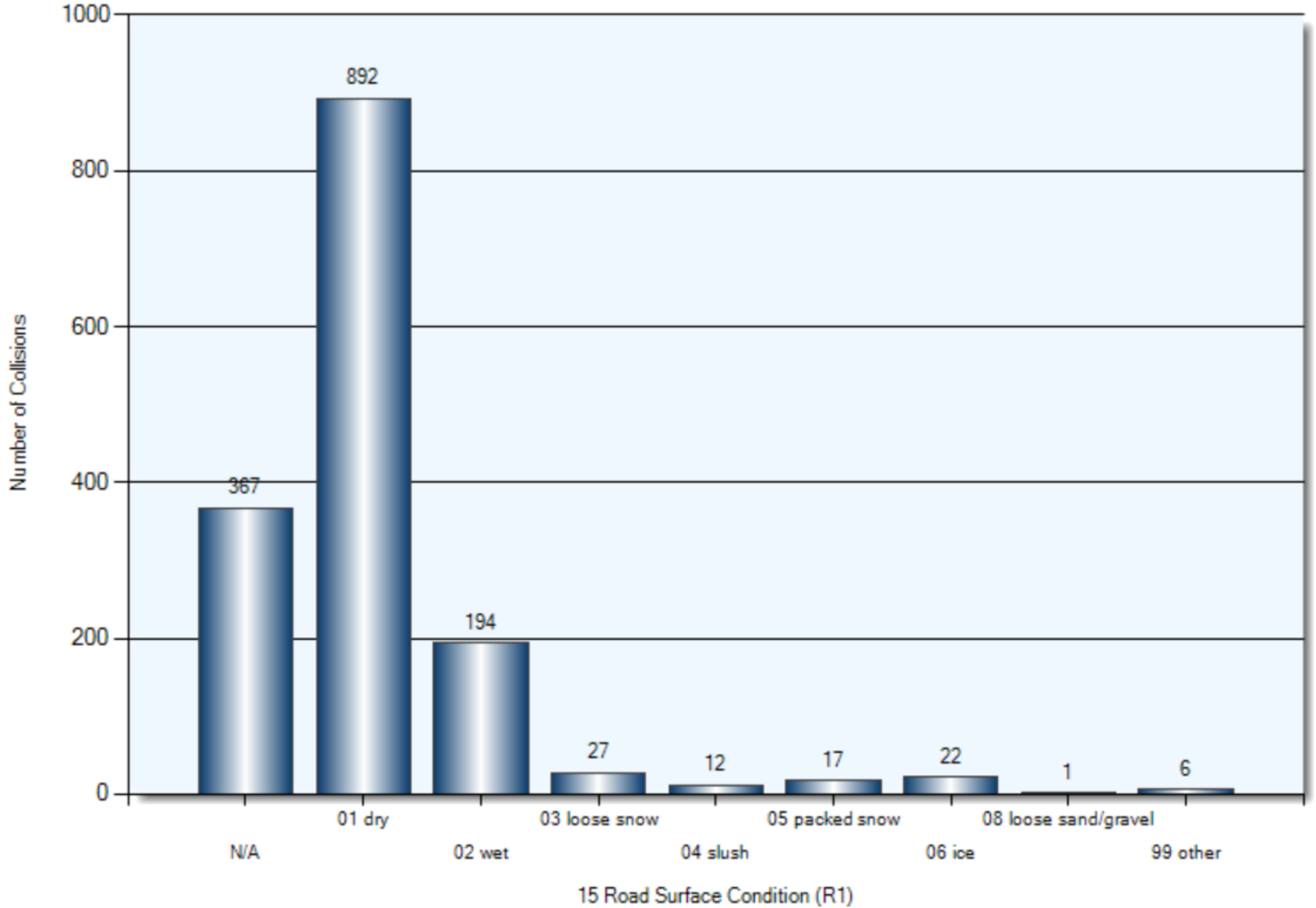
Vehicle Maneuvers



Environmental Conditions



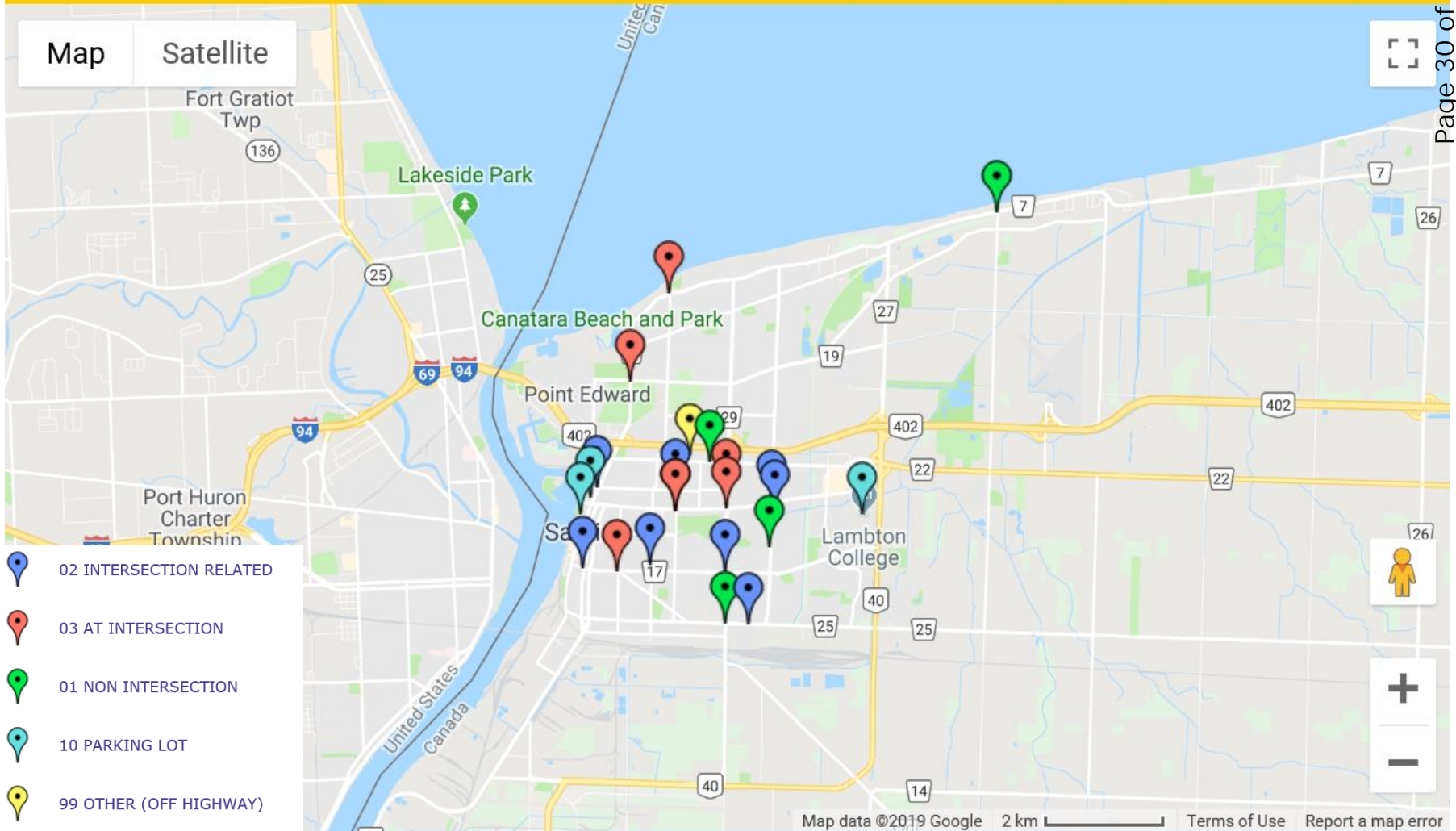
Road Surface Conditions



Collisions Involving Pedestrians

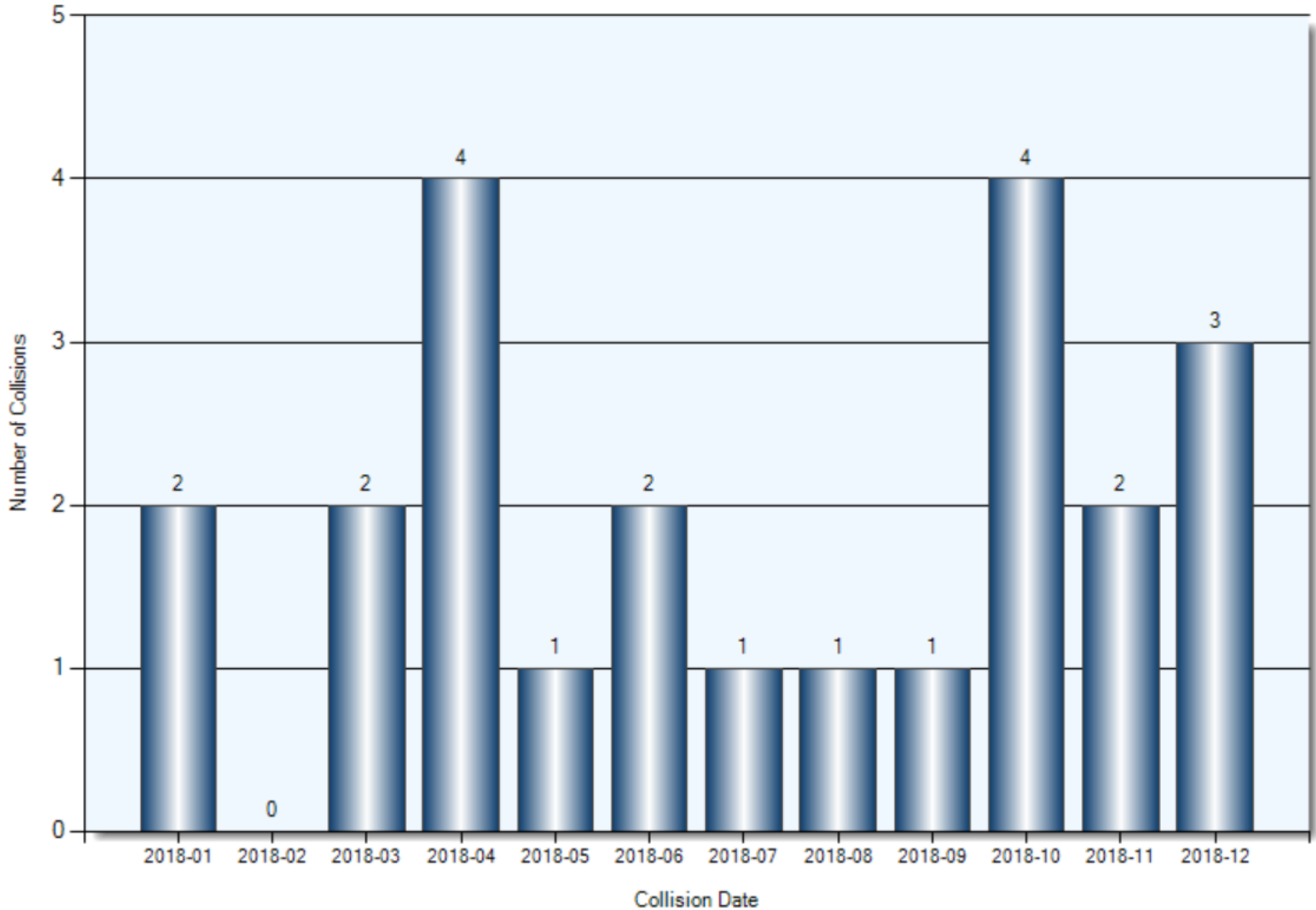
Total Incidents: 23 | Total Parties: 24

- Several incidents occur at the exact same location. Some markers may be obscured.



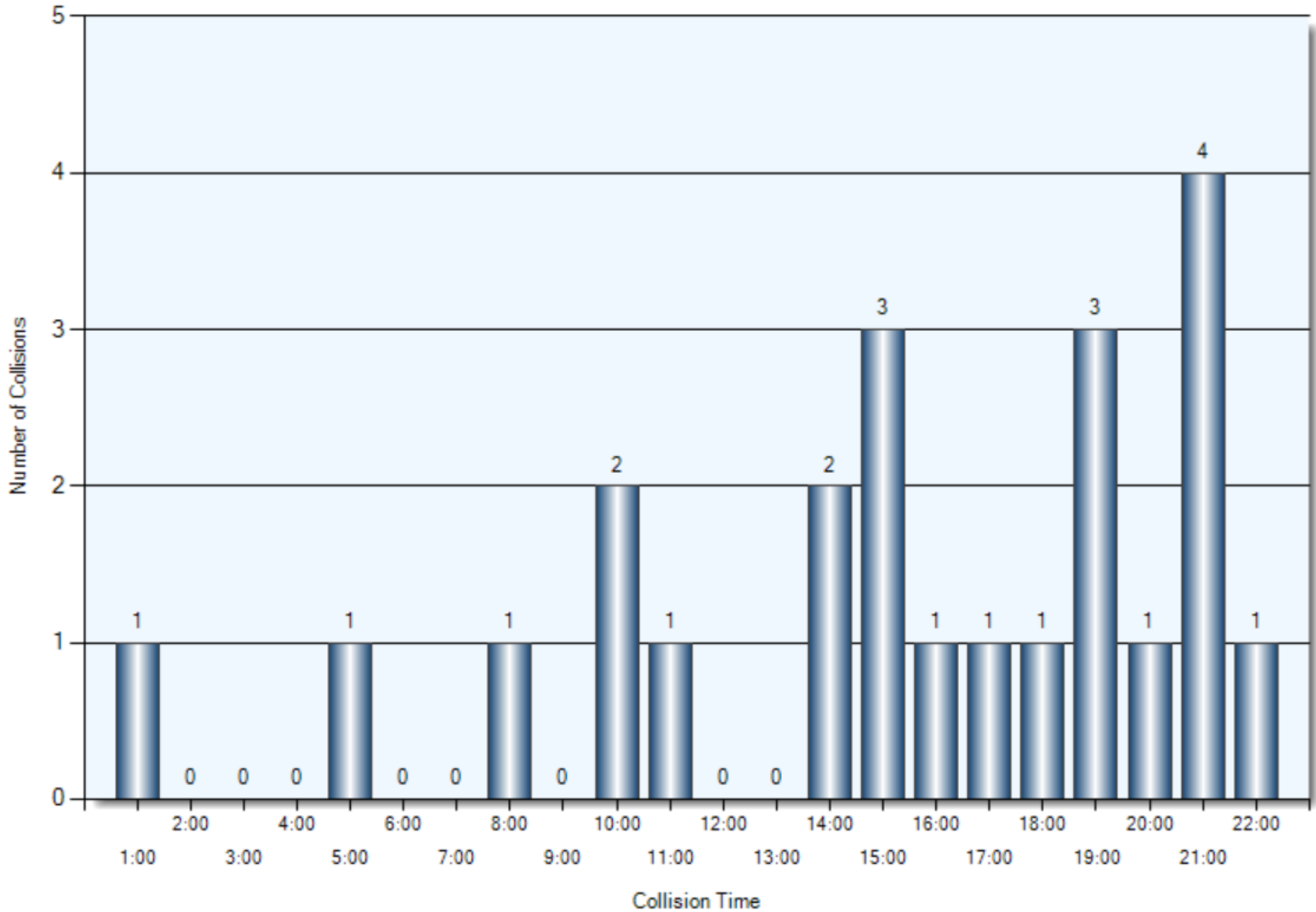
Collisions Involving Pedestrians

Collision Date



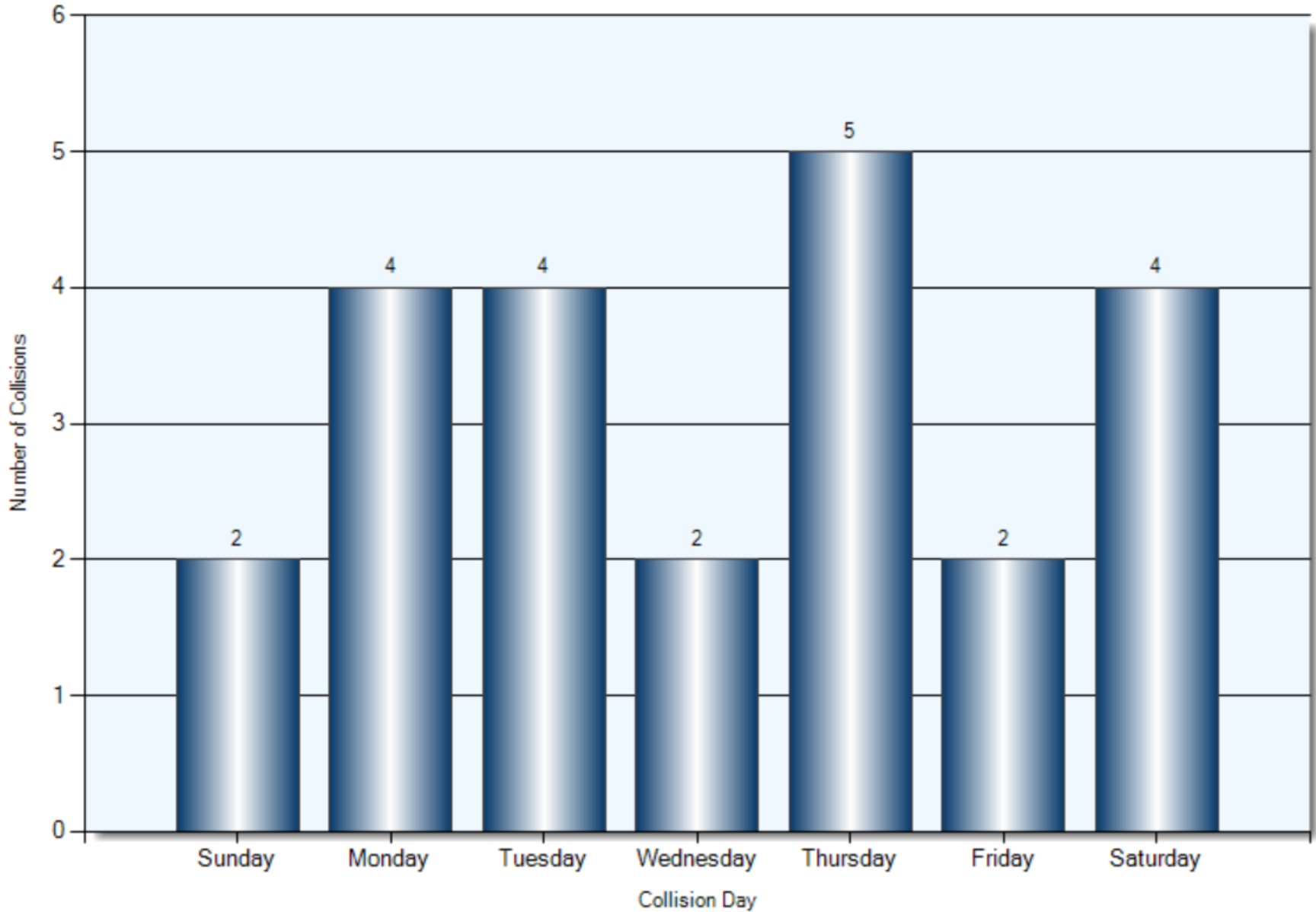
Collisions Involving Pedestrians

Collision Time



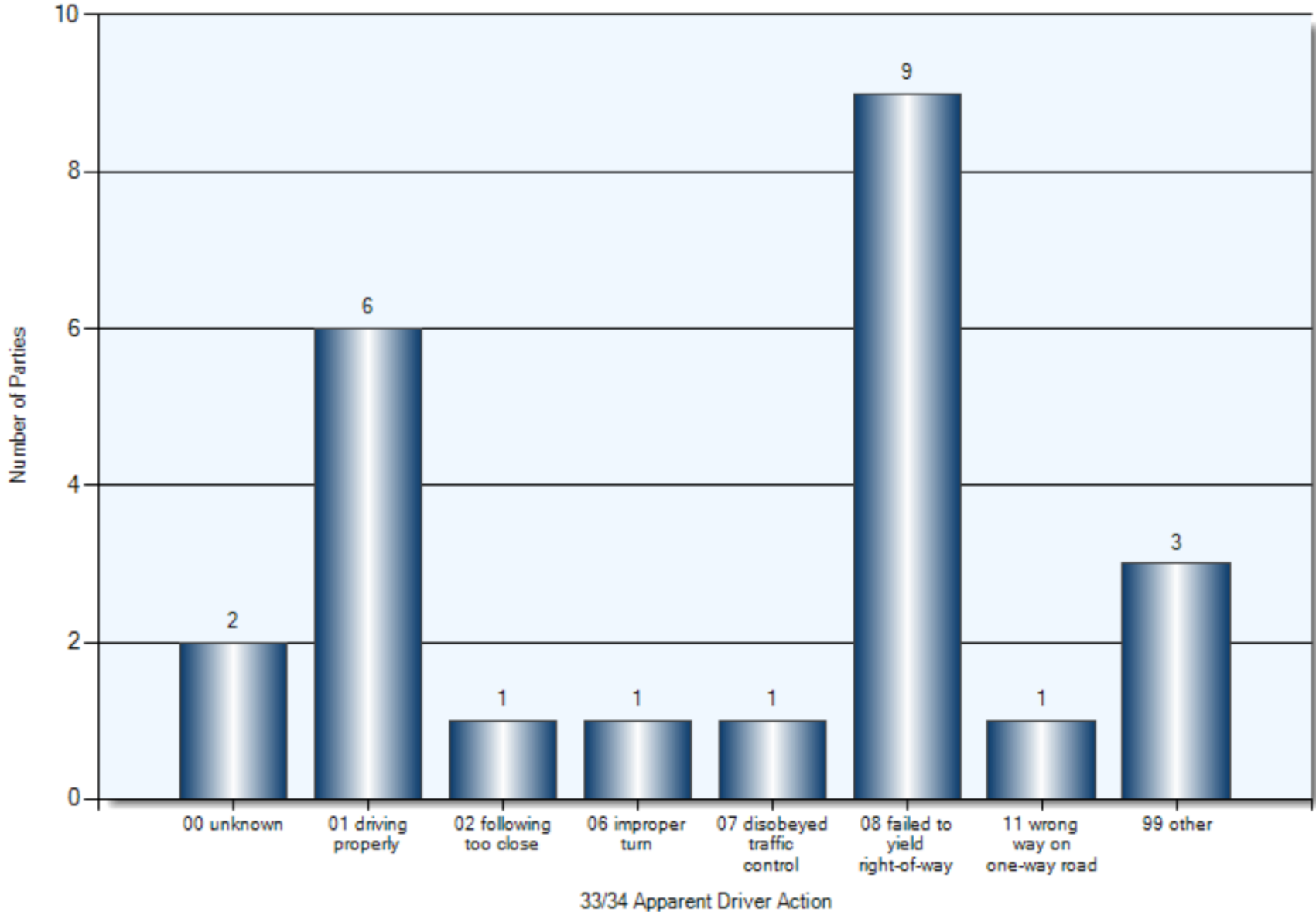
Collisions Involving Pedestrians

Collision Day



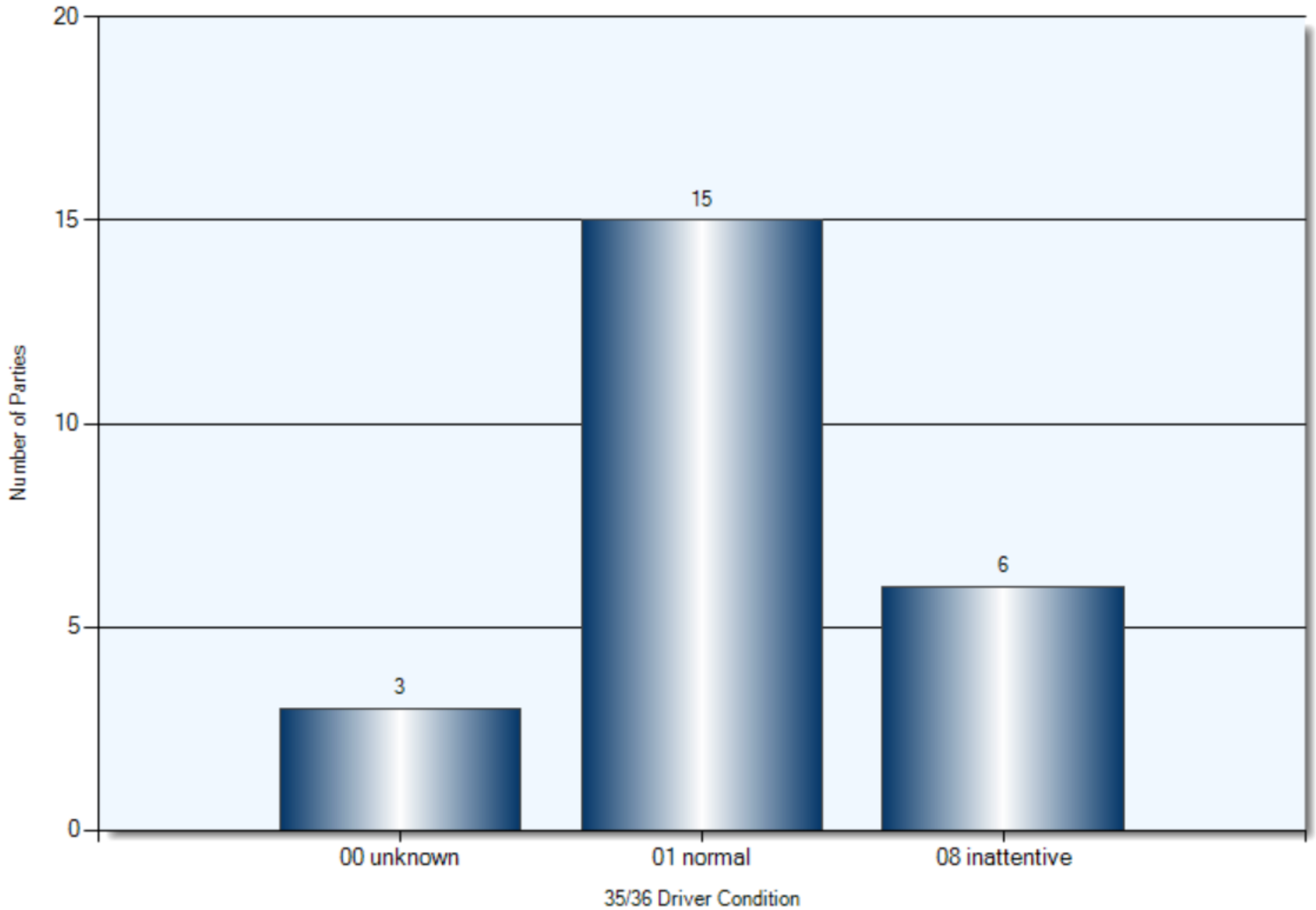
Collisions Involving Pedestrians

Specified Driver Actions



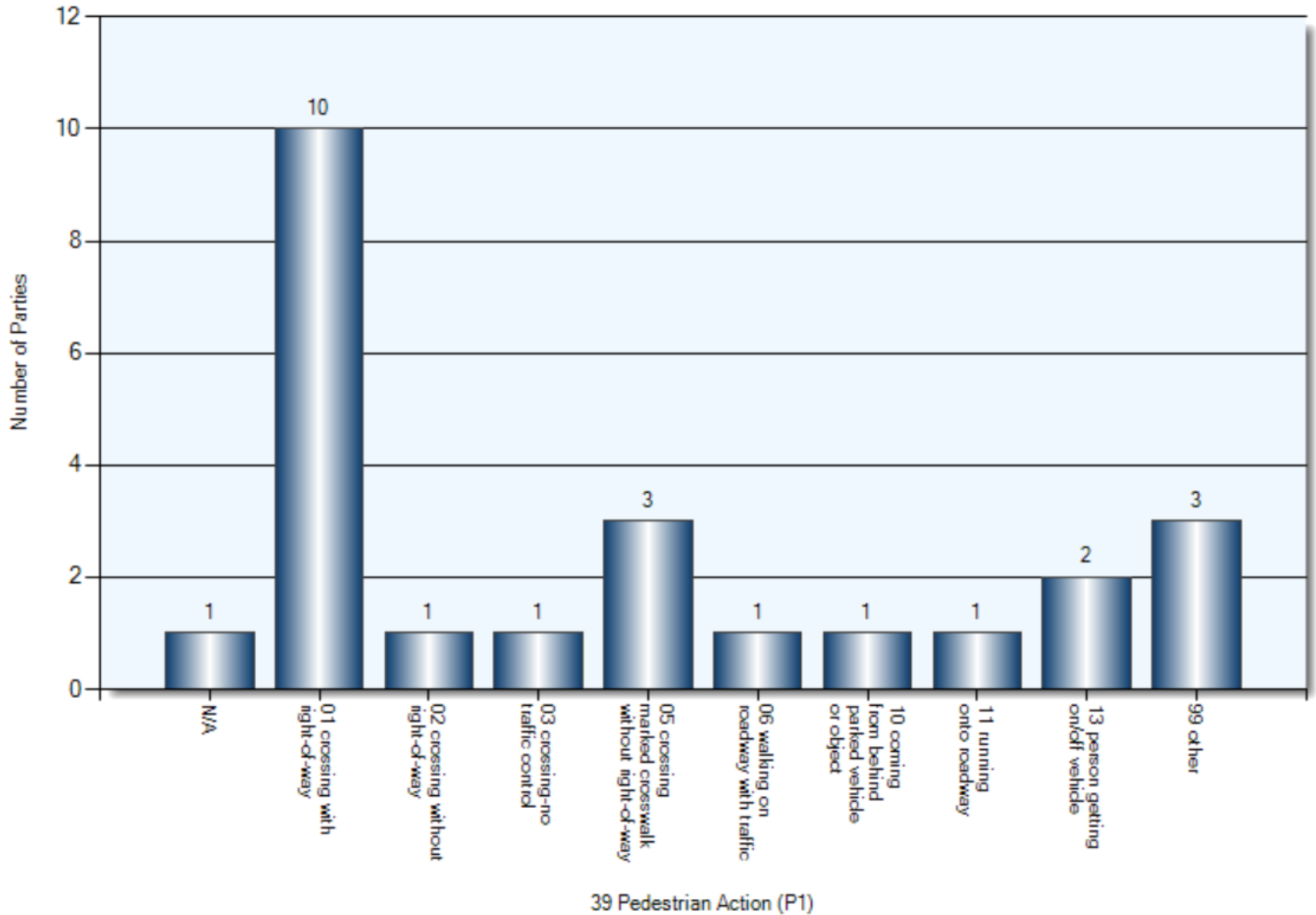
Collisions Involving Pedestrians

Specified Driver Condition



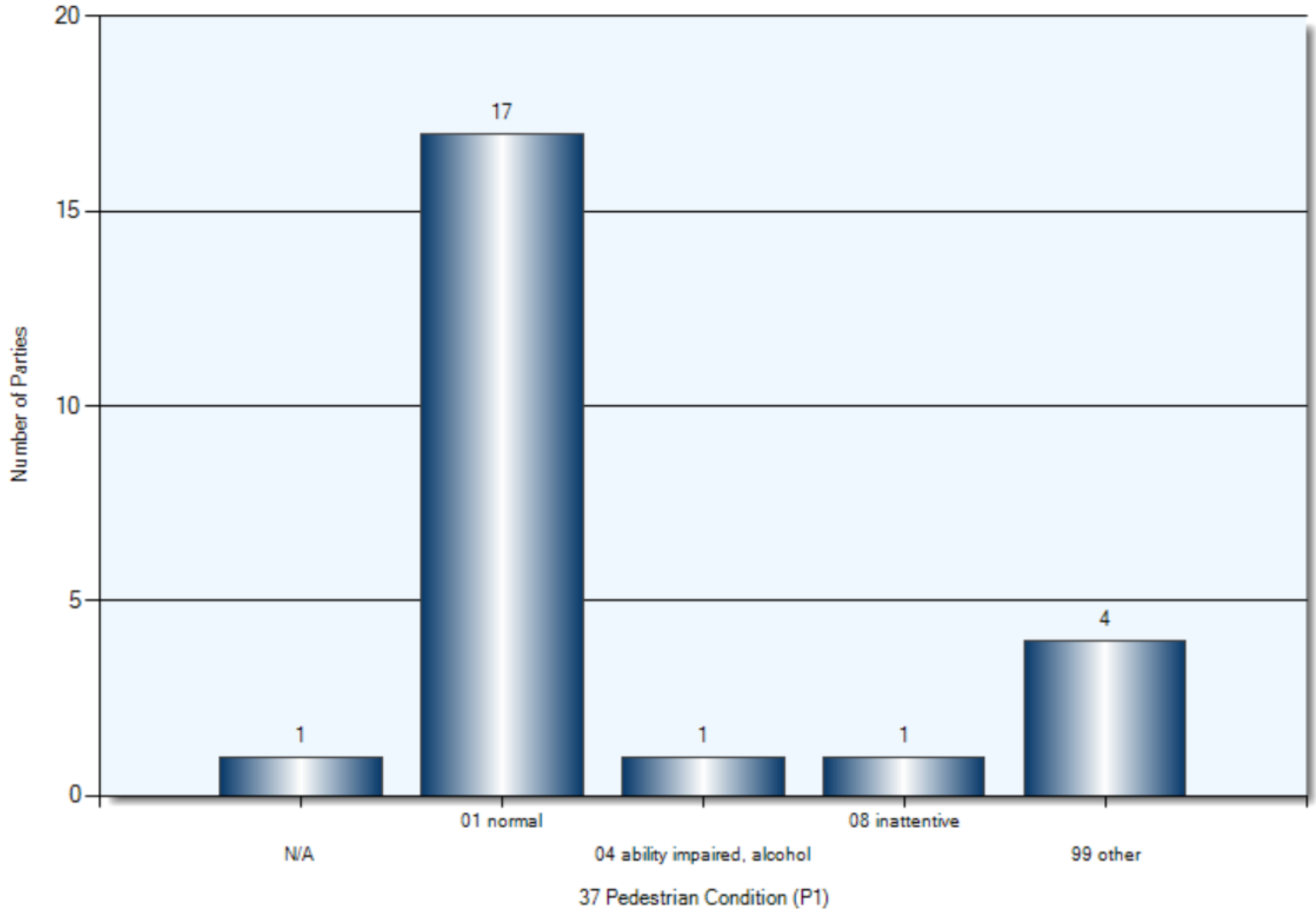
Collisions Involving Pedestrians

Specified Pedestrian 1 Actions



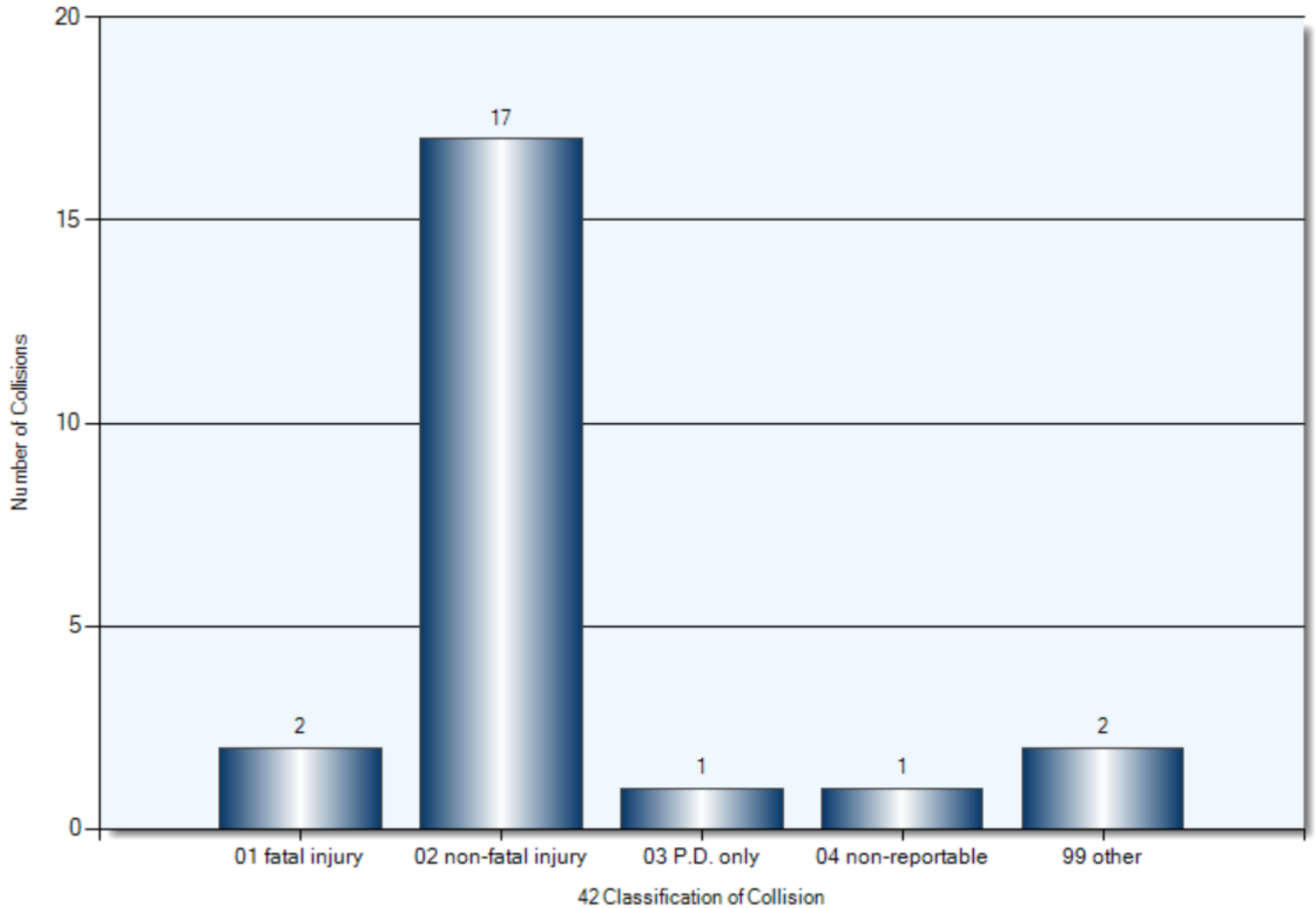
Collisions Involving Pedestrians

Specified Pedestrian 1 Conditions



Collisions Involving Pedestrians

Classification of Collision



Collisions Involving Pedestrians

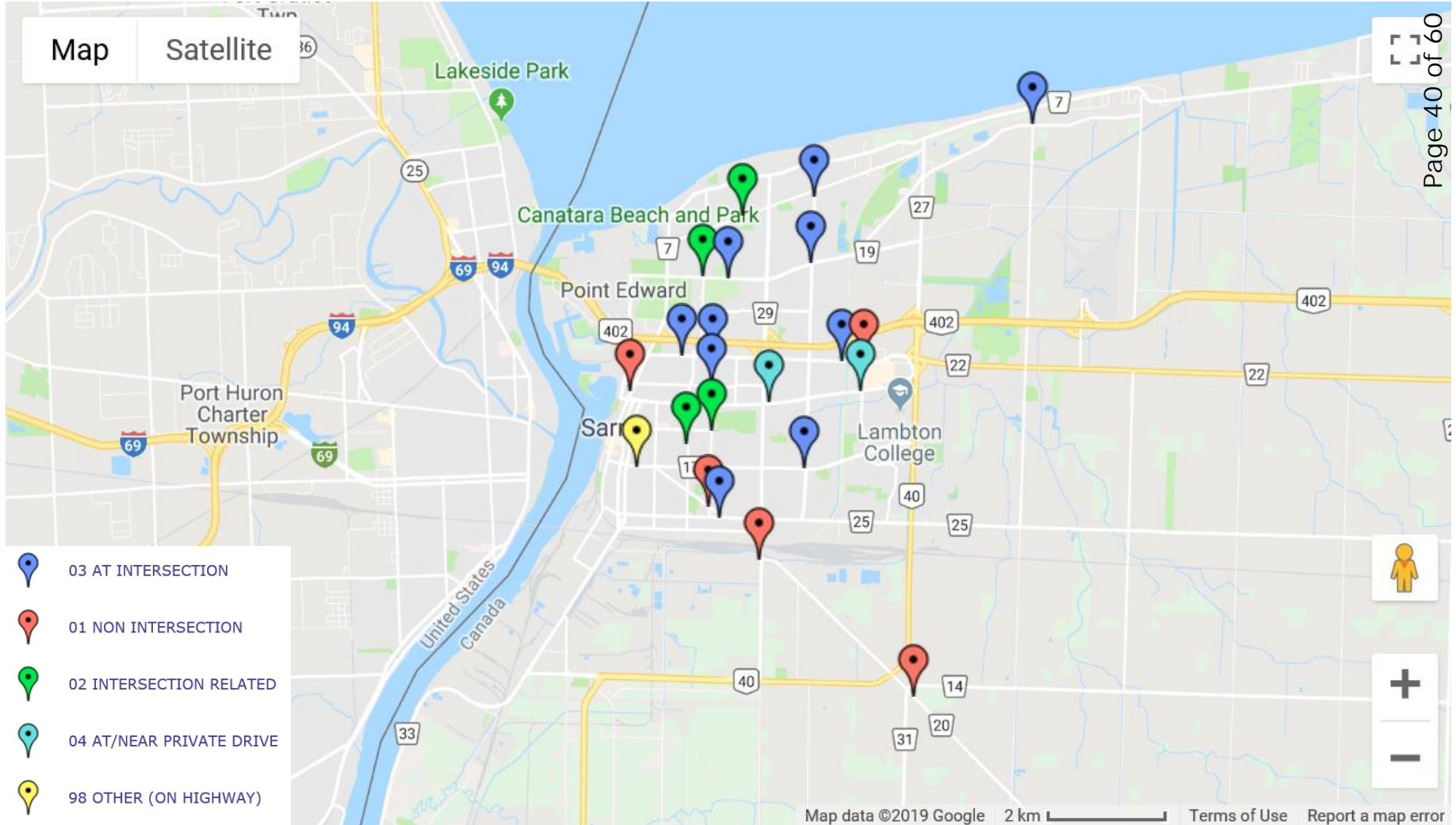
Top Locations

Intersection	Incidents	Parties
VIDAL ST S & WELLINGTON ST	1	
RETFORD AVE & WILTSHIRE DR	1	
MITTON ST S & WELLINGTON ST	1	
LONDON RD & MURPHY RD	1	1
LAKESHORE RD & MURPHY RD	1	1
KATHLEEN AVE & RUSSELL ST S	1	1
INDIAN RD N & MAXWELL ST	1	1
INDIAN RD N & LONDON RD	1	1
EAST ST N & MAXWELL ST	1	1
EAST ST N & LONDON RD	1	1
EAST ST & LONDON RD	1	1
CONFEDERATION ST & LANSDOWNE AVE S	1	1
COLBORNE RD & LAKESHORE RD	1	1
CHRISTINA ST N & MICHIGAN AVE	1	1
CHRISTINA ST N & MAXWELL ST	1	1
600 MURPHY RD & MURPHY RD	1	1

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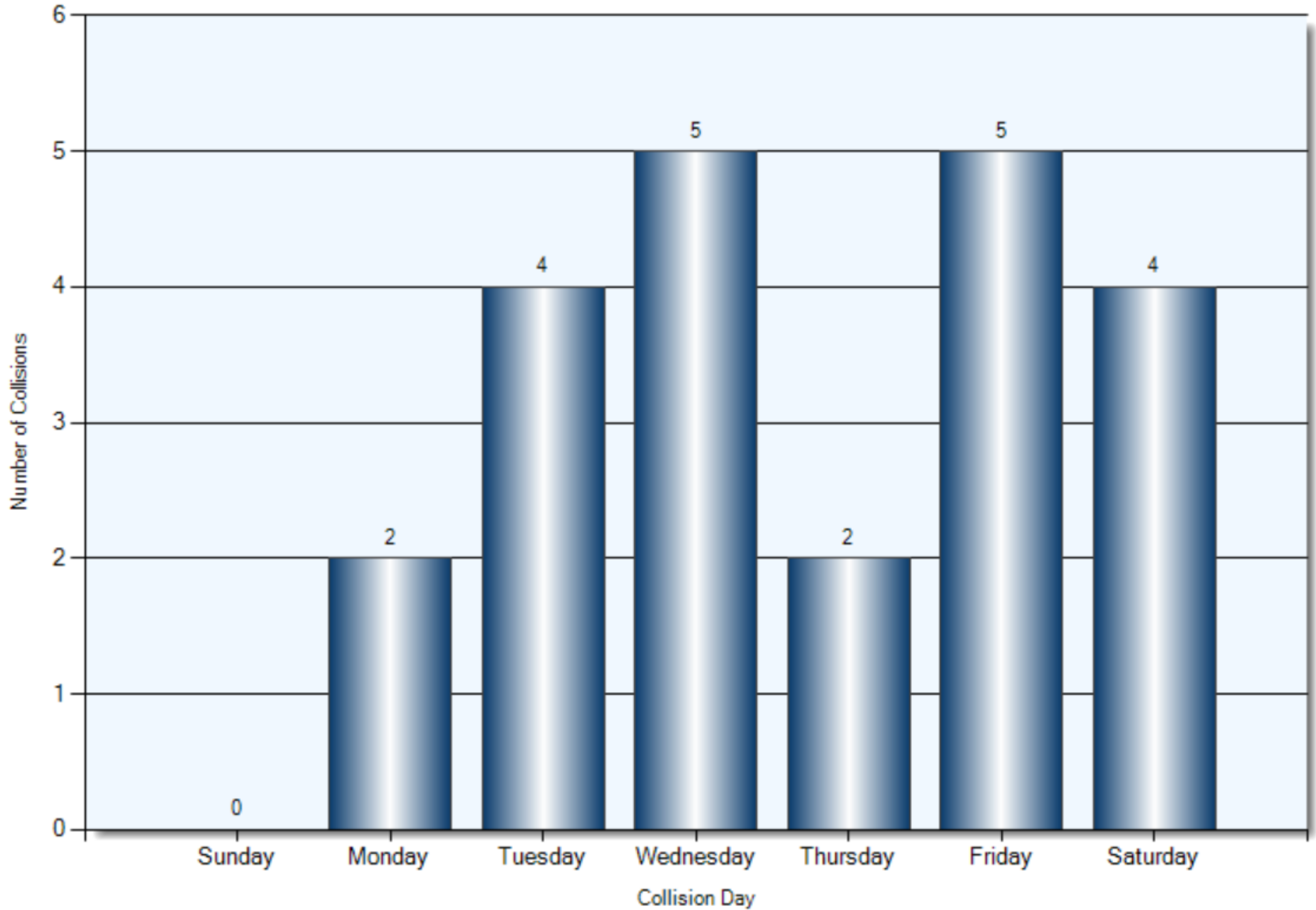
Collisions Involving Cyclists

Total Incidents: 22 | Total Parties: 22



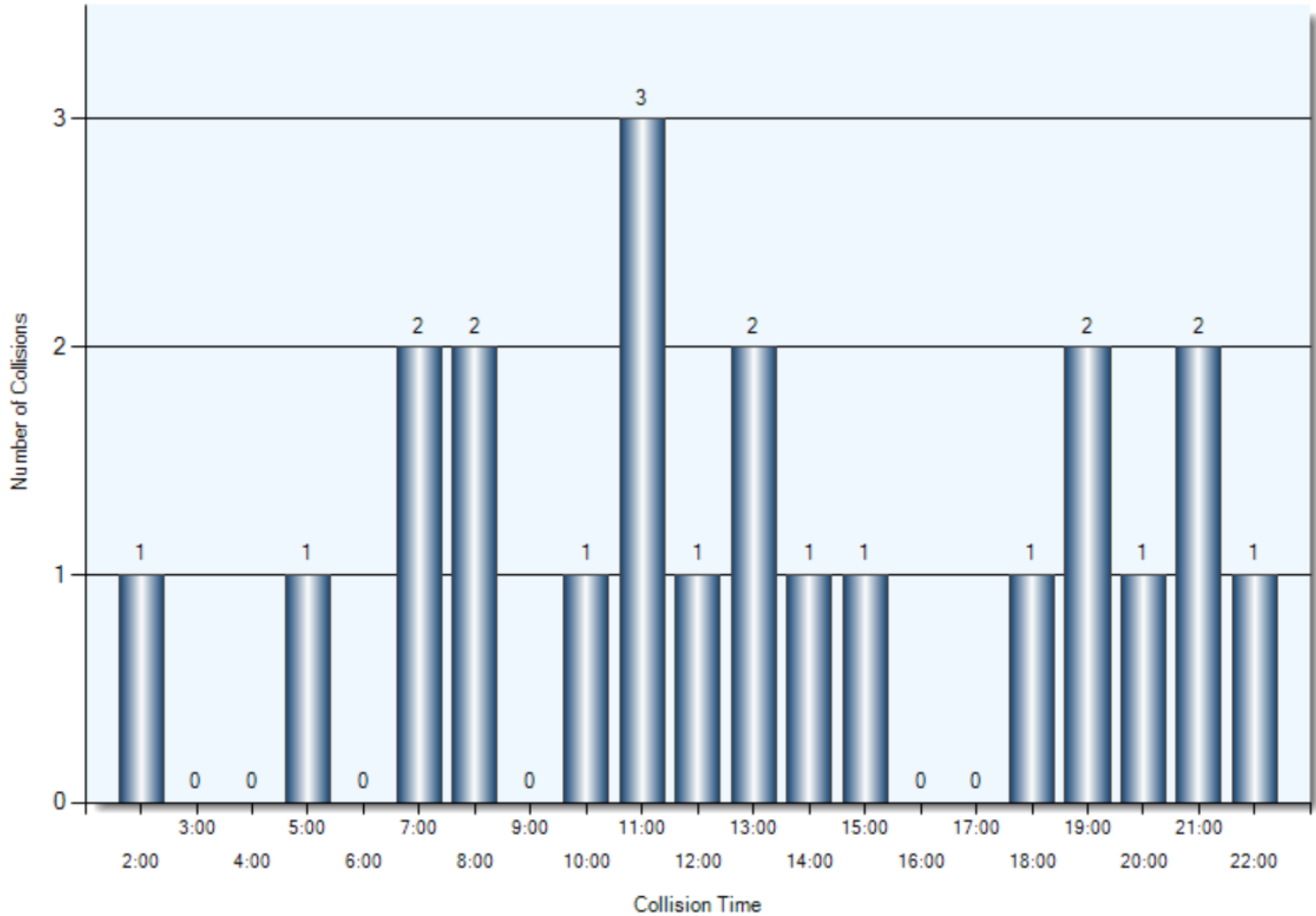
Collisions Involving Cyclists

Day of Week



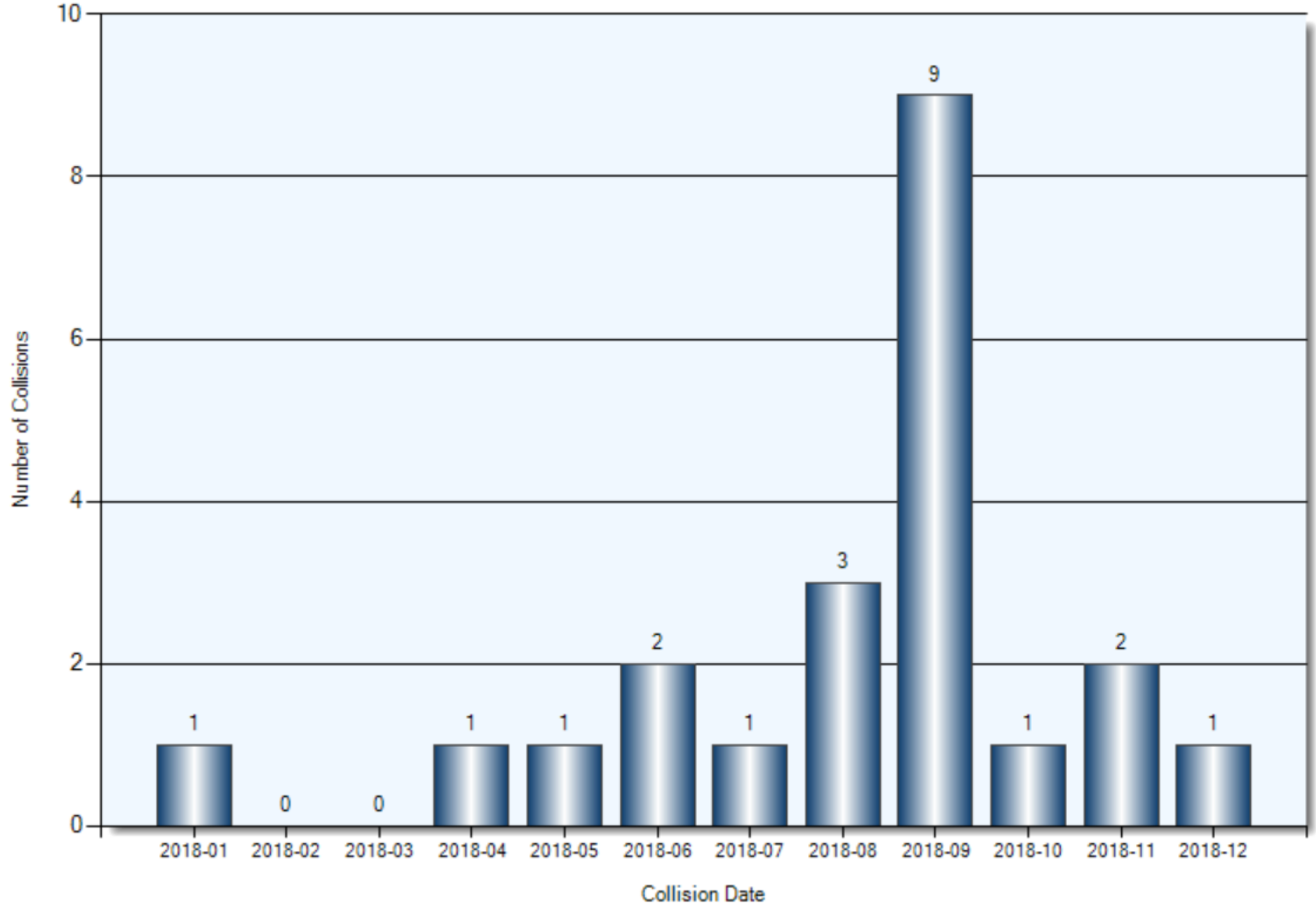
Collisions Involving Cyclists

Time of Day



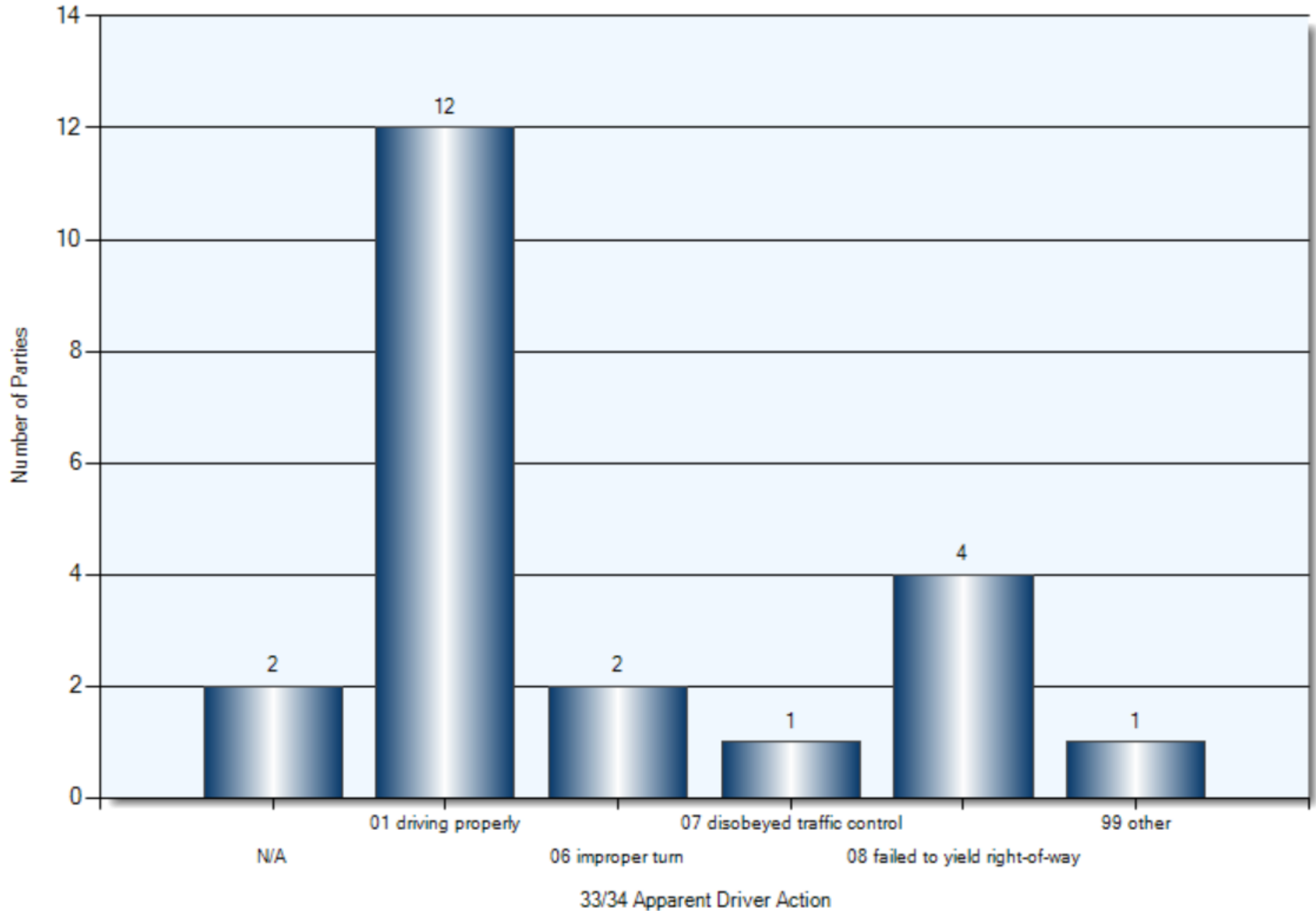
Collisions Involving Cyclists

Collision Date



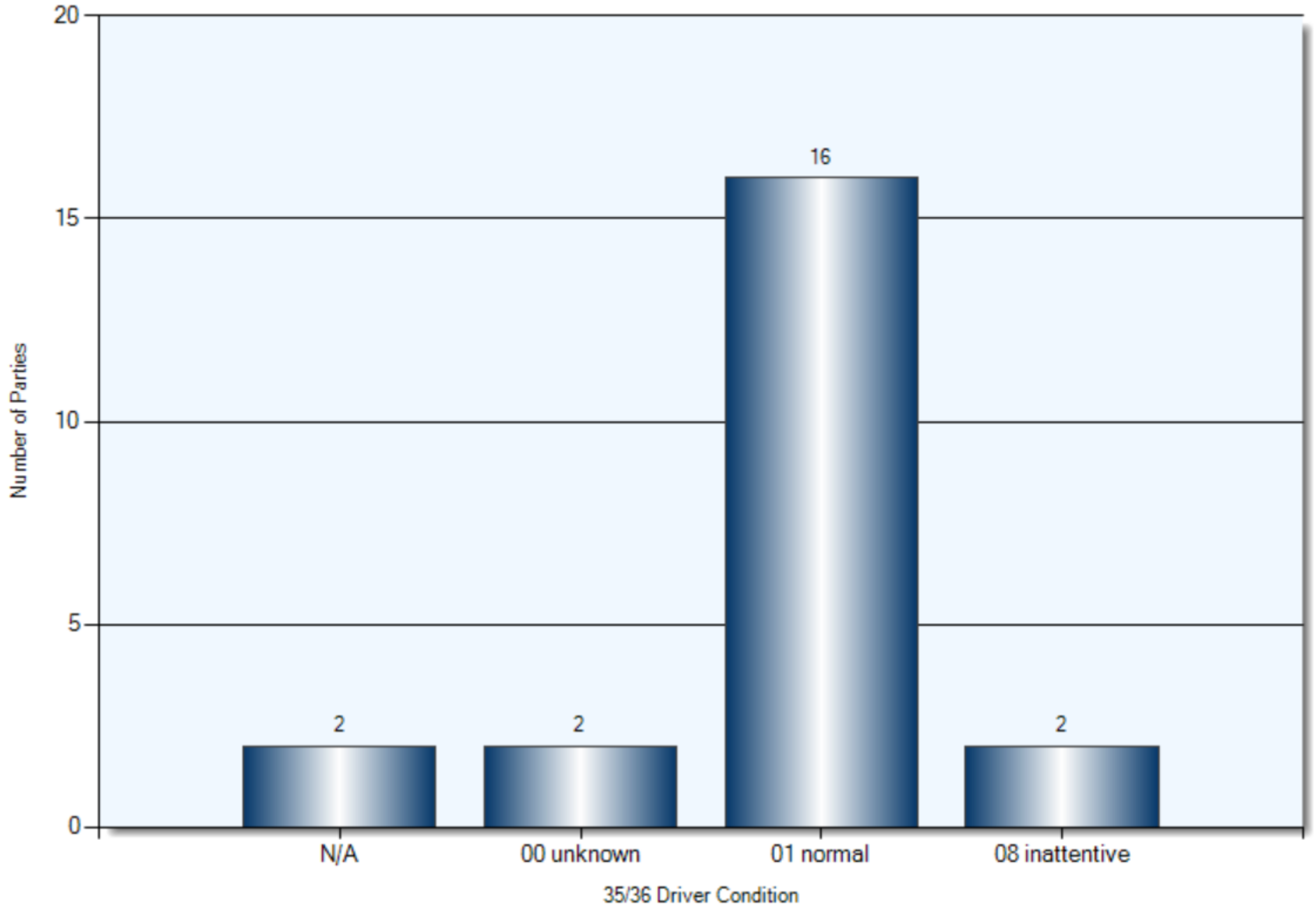
Collisions Involving Cyclists

Driver Action



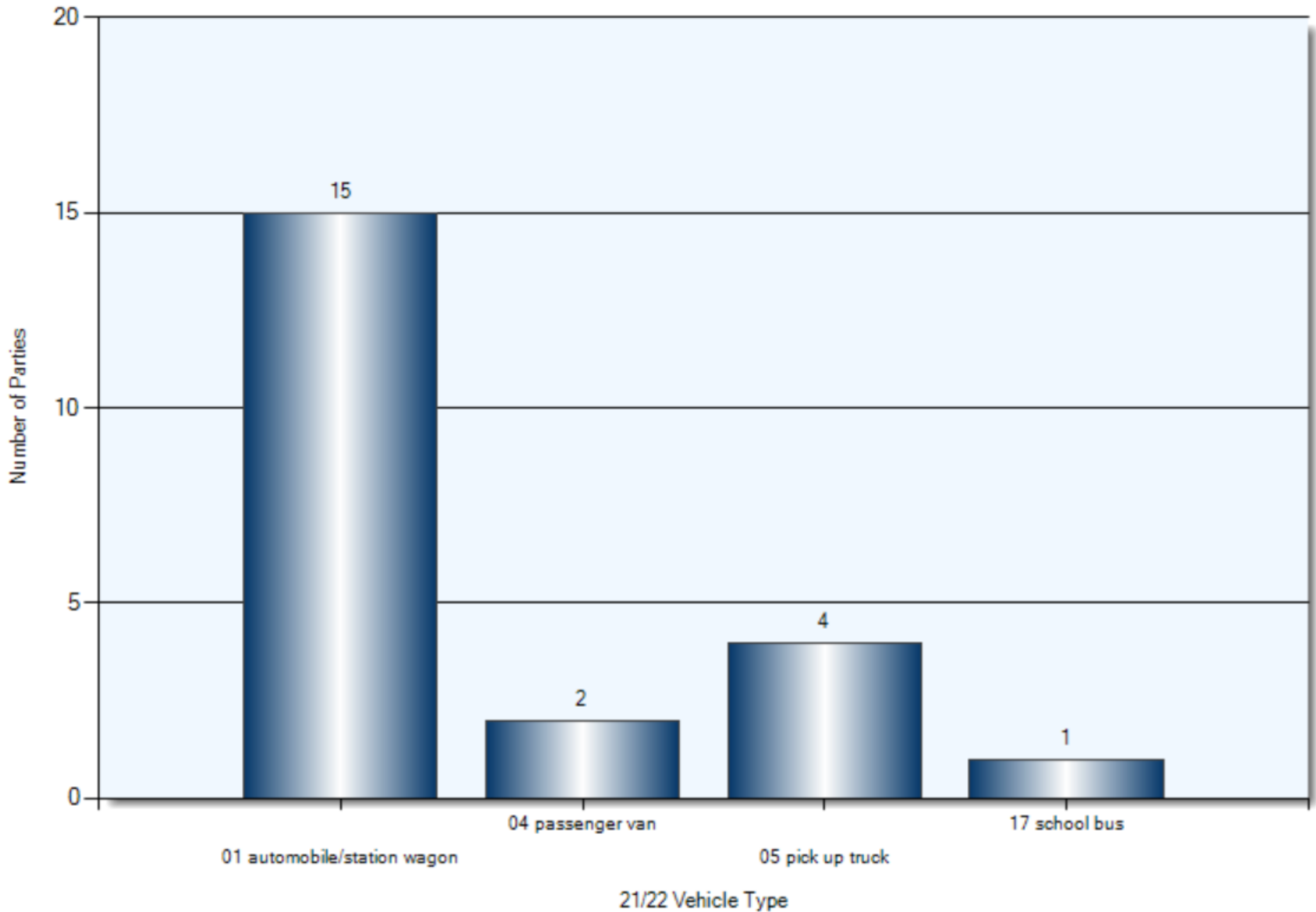
Collisions Involving Cyclists

Driver Condition



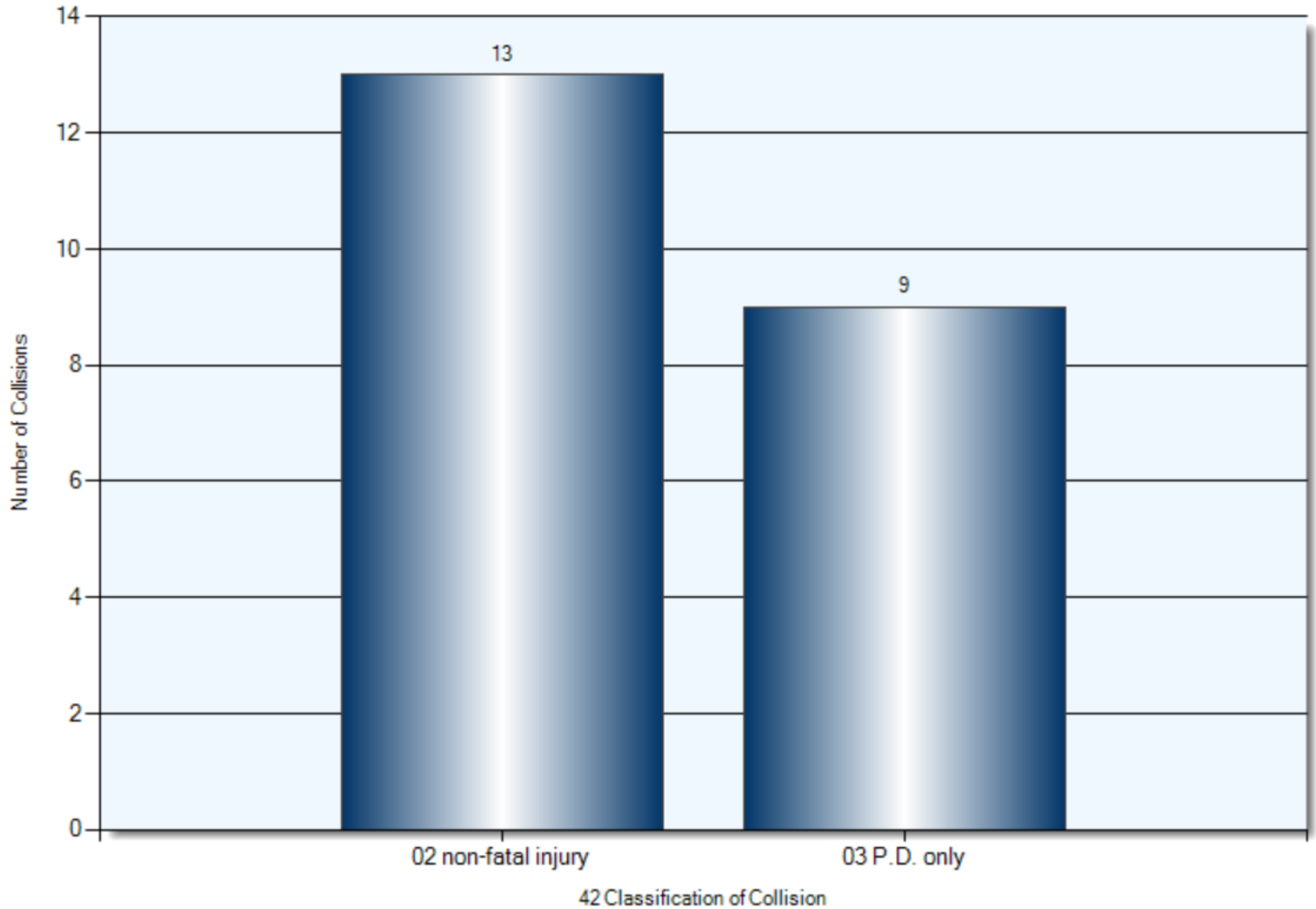
Collisions Involving Cyclists

Vehicle Type



Collisions Involving Cyclists

Classification of Collision



Collisions Involving Cyclists

Top Locations

Intersection	Incidents	Parties
NON-INTERSECTION	8	8
MURPHY RD & WELLINGTON ST	1	1
MICHIGAN AVE & MURPHY RD	1	1
GURD ST & MURPHY RD	1	1
EXMOUTH ST & WILLOWDALE CRESCENT	1	1
EXMOUTH ST & PONTIAC CT	1	1
ERROL RD E & MICHIGAN AVE	1	1
EAST ST N & MAXWELL ST	1	1
EAST ST N & GEORGE ST	1	1
EAST ST N & EXMOUTH ST	1	1
CONFEDERATION ST & ONTARIO ST	1	1
COLBORNE RD & MICHIGAN AVE	1	1
COBDEN ST & RUSSELL ST N	1	1
CATHCART BLVD & MCKAY AVE	1	1
BLACKWELL RD & BLACKWELL SIDE RD	1	1

Collisions Involving Alcohol or Drugs

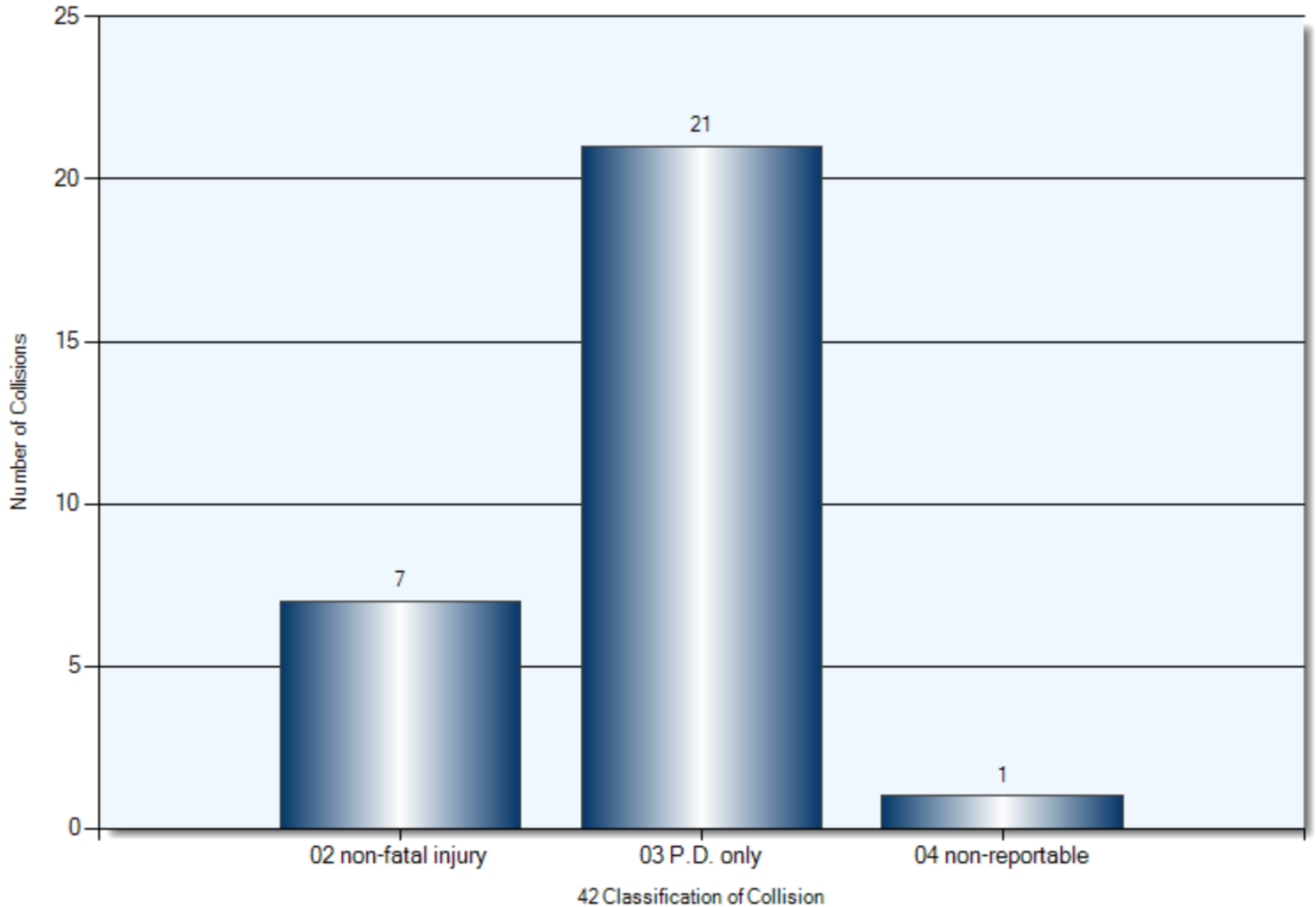
Where driver action is one of:- 02 had been drinking, 03 ability impaired, alcohol (over .08) -04 ability impaired, alcohol
-05 ability impaired, drugs

Total Incidents: 29 | Total Parties: 29



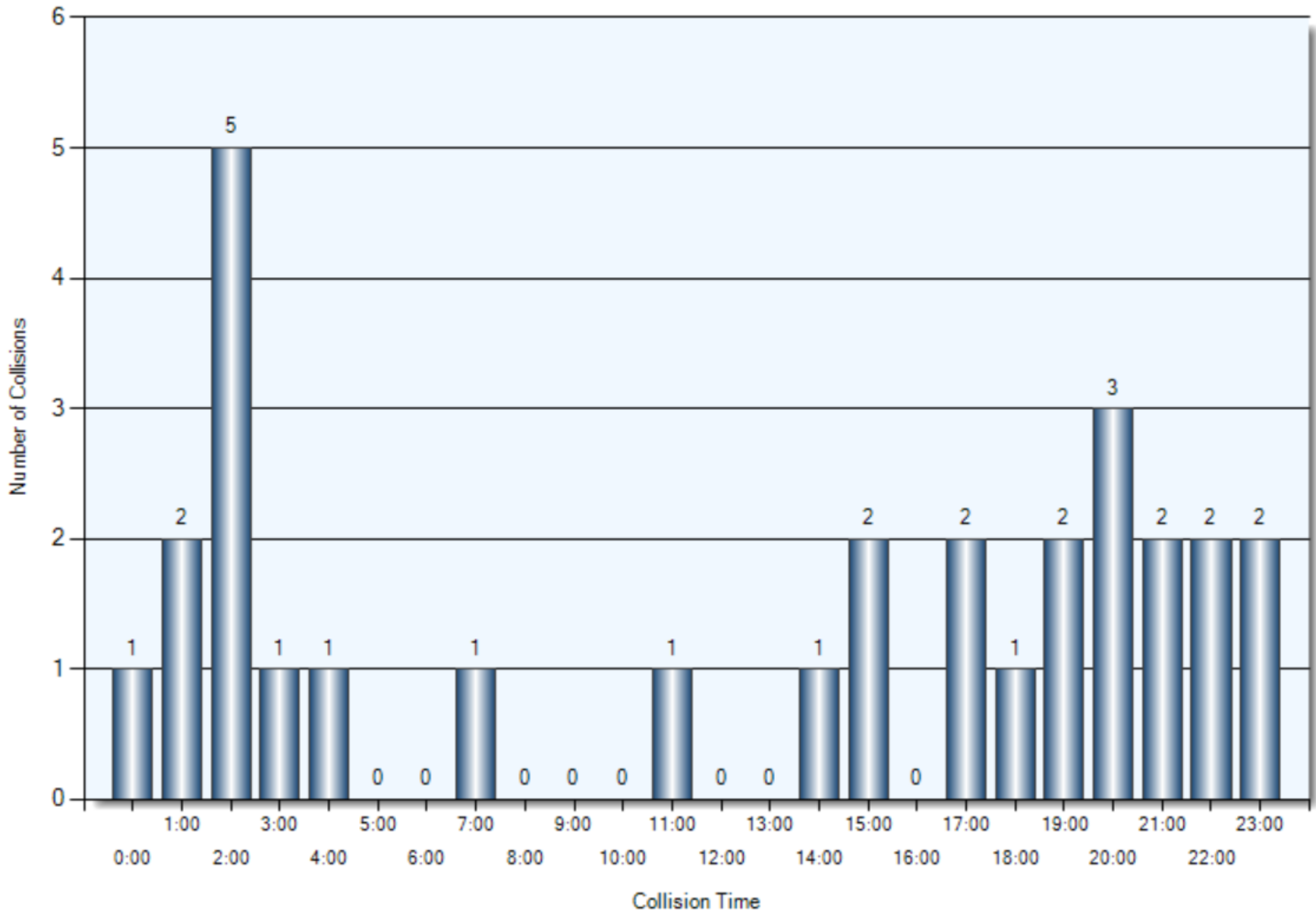
Collisions Involving Alcohol or Drugs

Classification of Collision



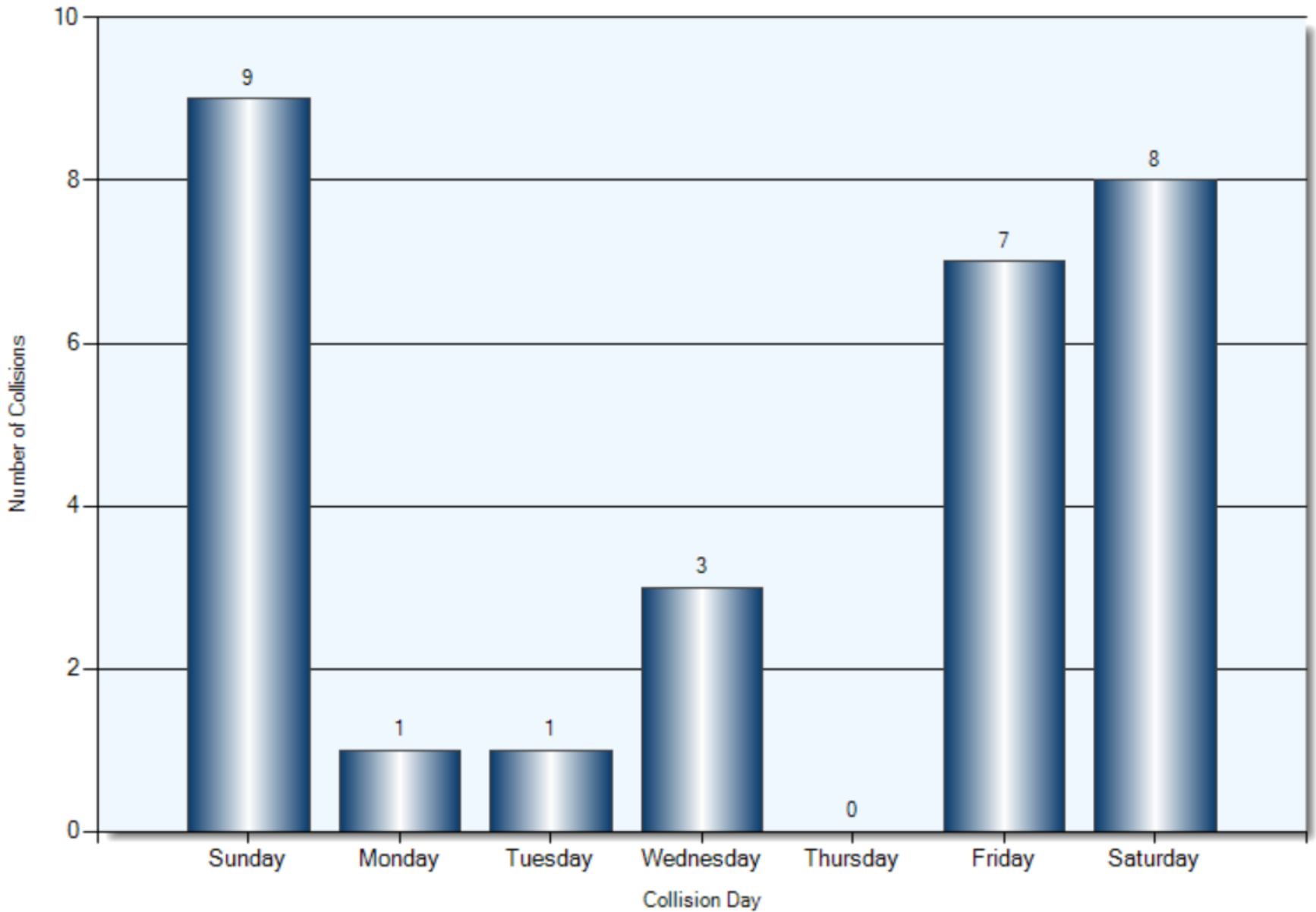
Collisions Involving Alcohol or Drugs

Collision Time



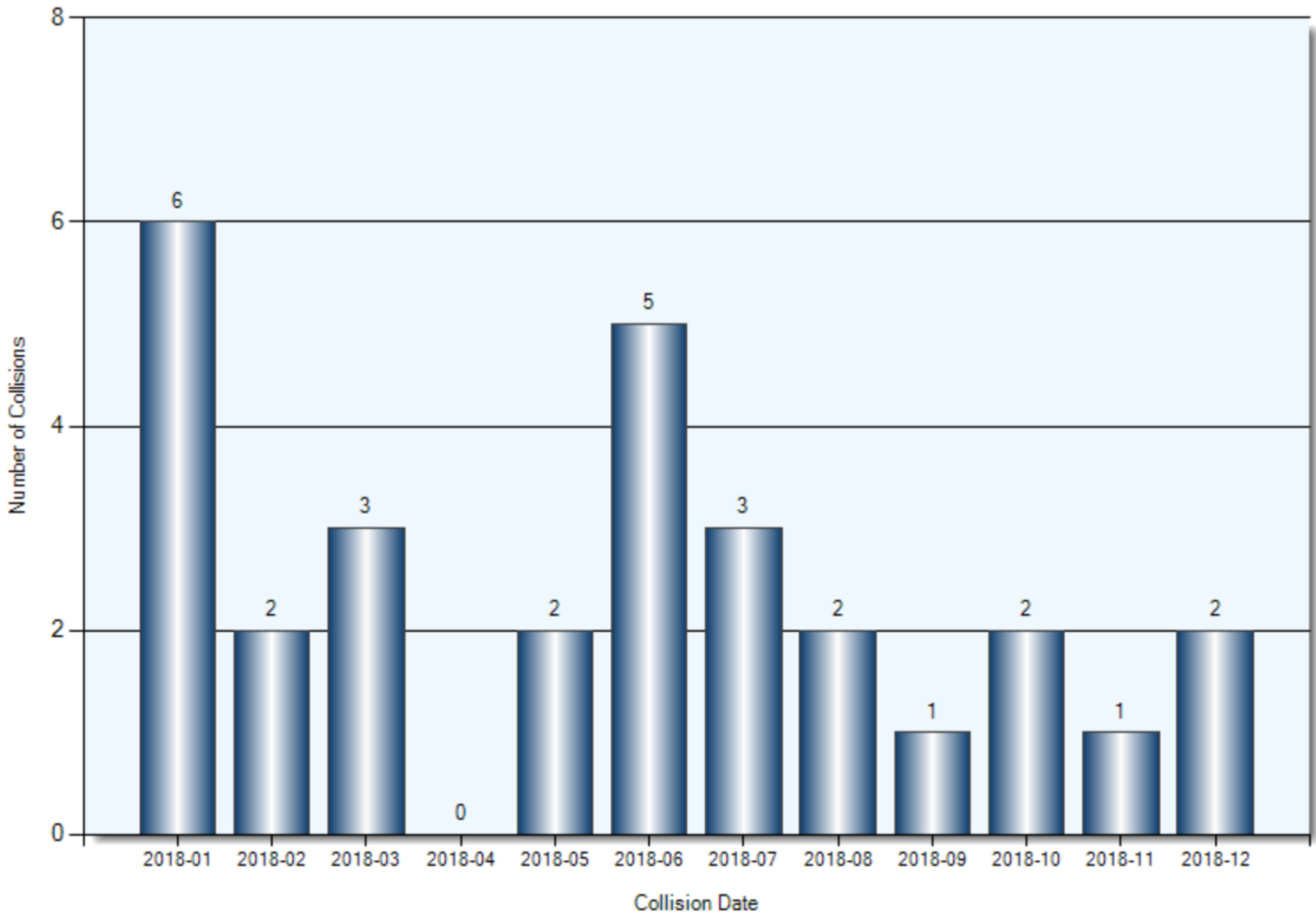
Collisions Involving Alcohol or Drugs

Collision Day



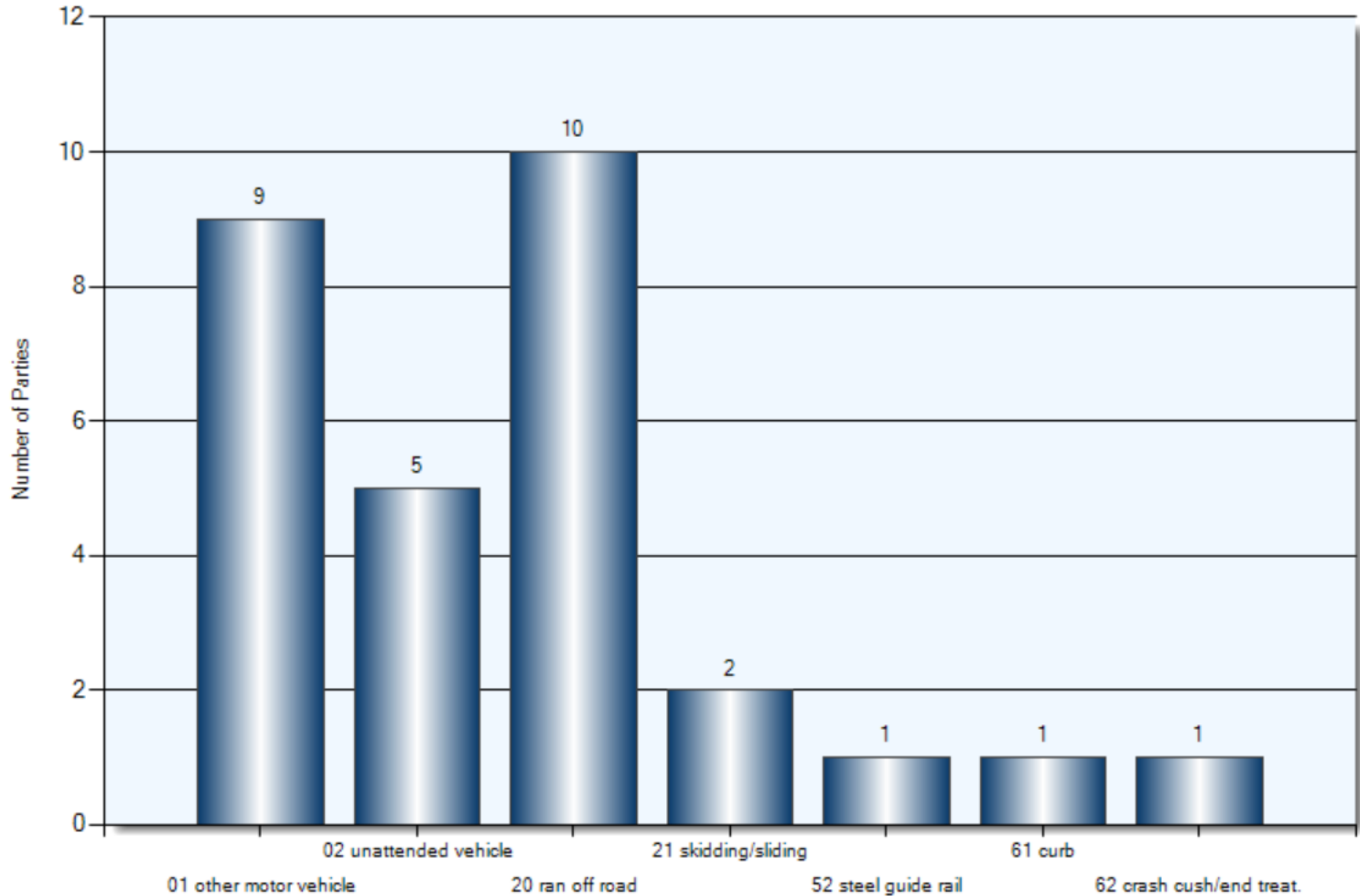
Collisions Involving Alcohol or Drugs

Collision Date



Collisions Involving Alcohol or Drugs

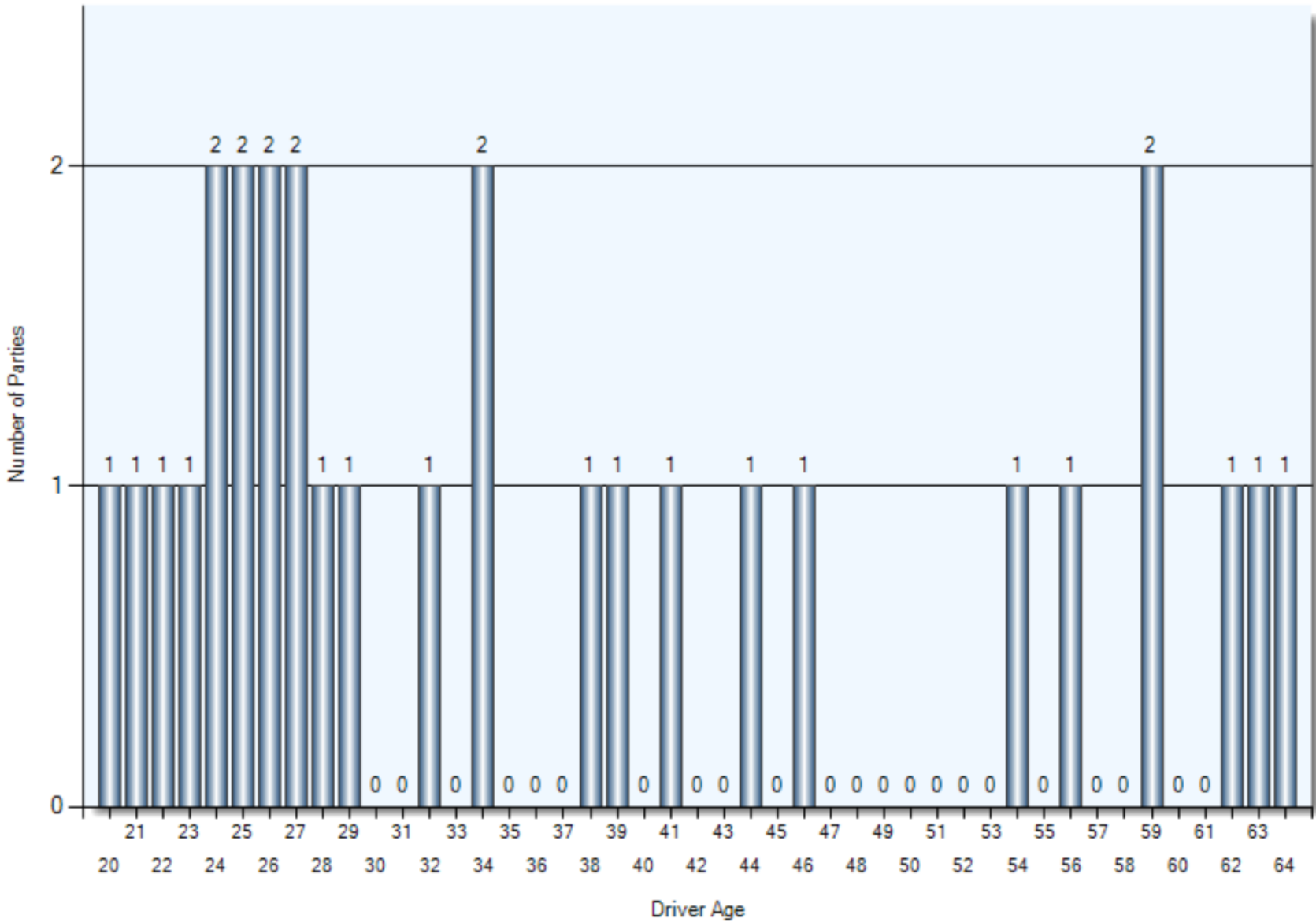
Sequence of Events



48/54 Sequence of Events 1

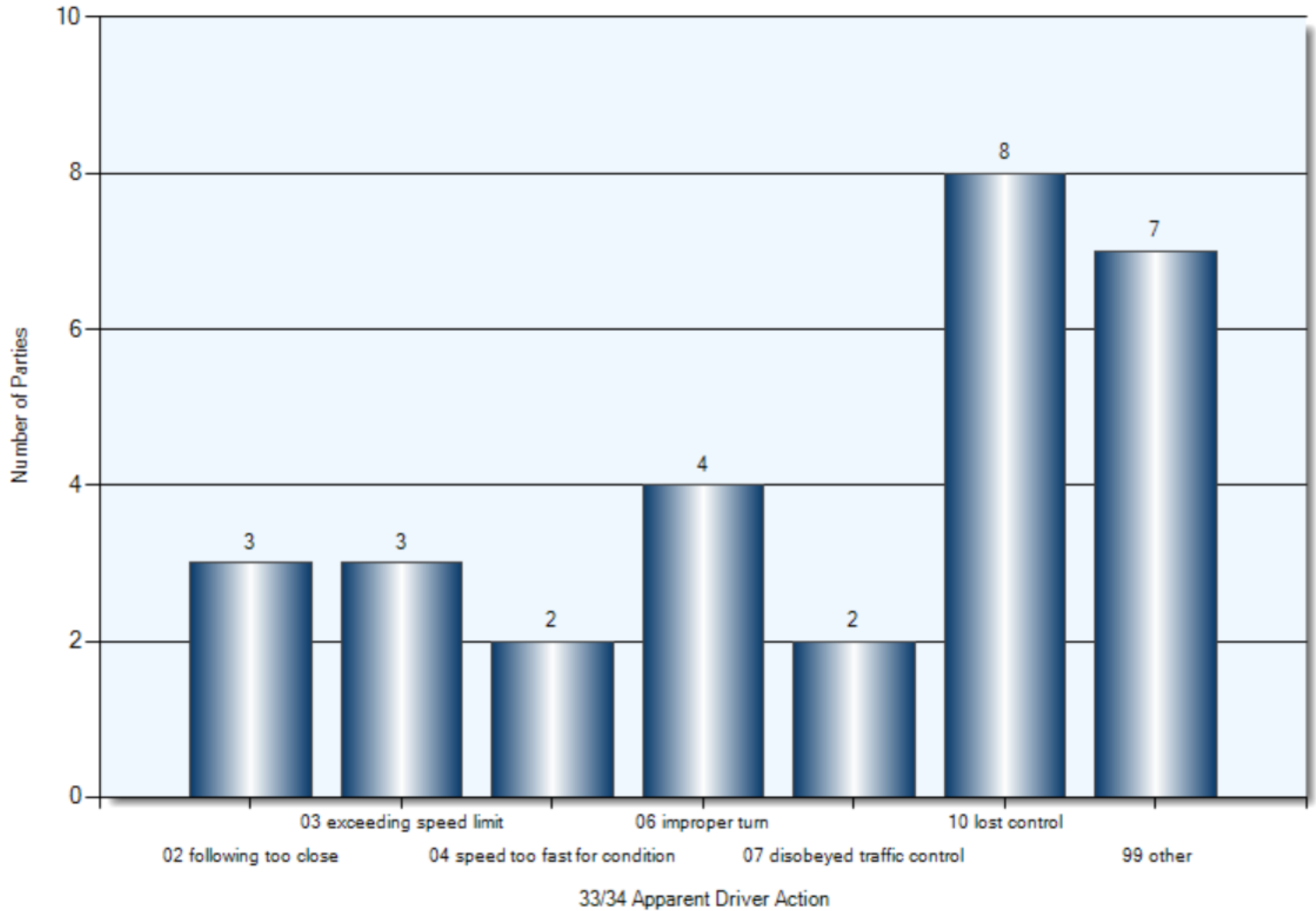
Collisions Involving Alcohol or Drugs

Specified Driver Age



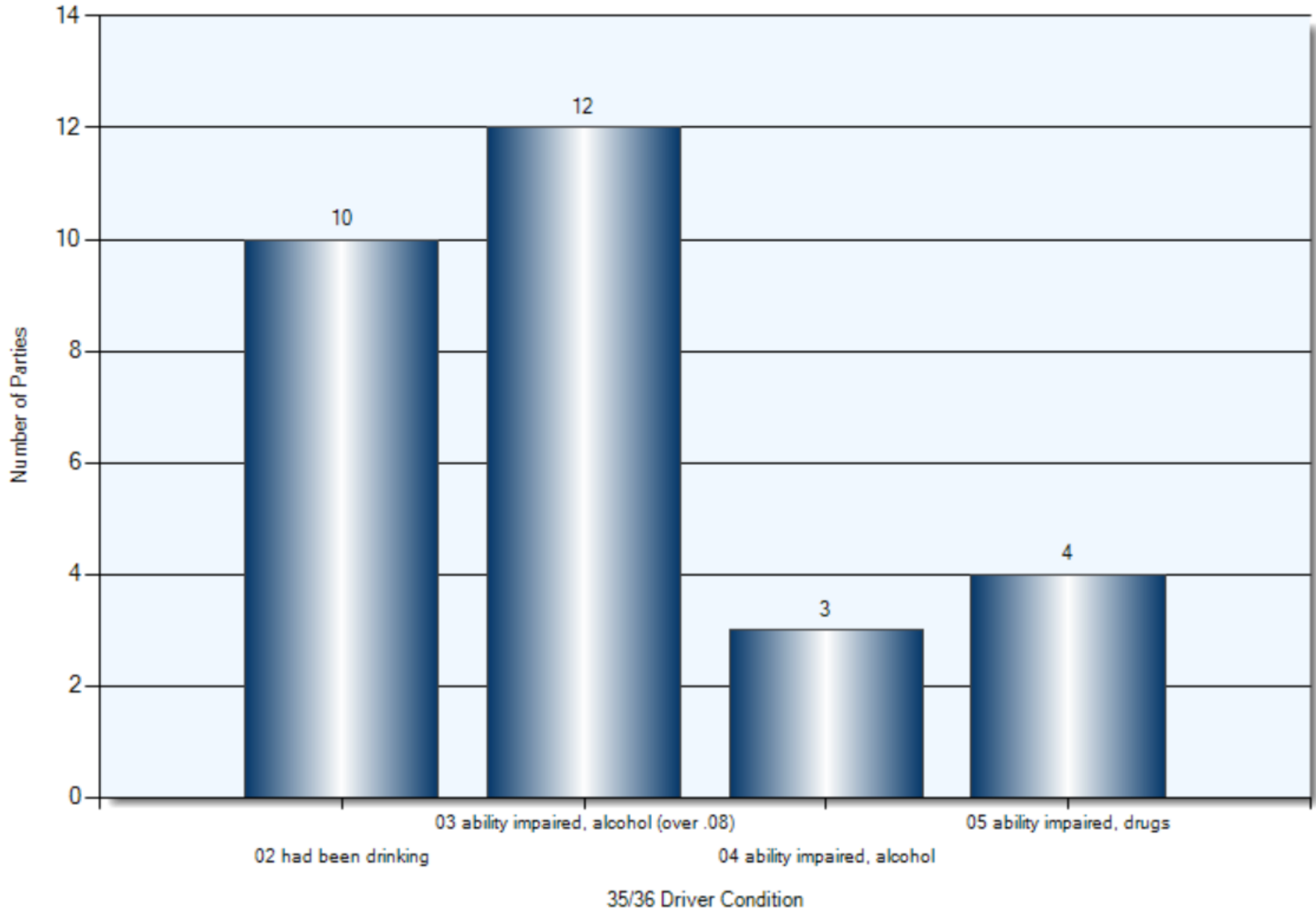
Collisions Involving Alcohol or Drugs

Driver Action



Collisions Involving Alcohol or Drugs

Driver Condition



Collisions Involving Alcohol or Drugs

Top Locations

Intersection	Incidents	Parties
NON-INTERSECTION	13	13
ONTARIO ST & TALFOURD ST	1	1
LONDON RD & OXFORD ST	1	1
LAKESHORE RD & MIKE WEIR DR	1	1
INDIAN RD N & WELLINGTON ST	1	1
HWY 402 & MODELAND RD	1	1
HILLARY ST & MAXWELL ST	1	1
GUTHRIE DR W & HAGLE ST	1	1
GUTHRIE DR E & HOLLANDS AVE	1	1
EXMOUTH ST & WILLOWDALE CRESCENT	1	1
EXMOUTH ST & INDIAN RD N	1	1
EXMOUTH ST & FRONT ST N	1	1
EAST ST S & WELLINGTON ST	1	1
DEVINE ST & INDIAN RD S	1	1
CONFEDERATION ST & QUEEN ST	1	1
CHRISTINA ST N & NELSON ST	1	1
CAMPBELL ST & SAMUEL ST	1	1

Top Intersections

Accident Location	Incidents	Parties	Injuries	% Injuries of Total
EXMOUTH ST & LAMBTON MALL RD	24	48	4	8.33
DEVINE ST & INDIAN RD S	22	44	0	0.00
CONFEDERATION ST & INDIAN RD S	18	37	1	2.70
EXMOUTH ST & MURPHY RD	16	35	0	0.00
LONDON RD & MURPHY RD	16	31	0	0.00
EXMOUTH ST & INDIAN RD N	15	29	0	0.00
INDIAN RD S & TALFOURD ST	13	27	0	0.00
FINCH DR & LONDON RD	13	26	1	3.85
FINCH DR & WELLINGTON ST	12	24	1	4.17
LAMBTON MALL RD & LONDON RD	12	23	0	0.00
LONDON RD & RUSSELL ST N	12	22	1	4.55
EAST ST N & EXMOUTH ST	11	22	1	4.55
INDIAN RD N & LONDON RD	11	21	0	0.00
CHRISTINA ST N & LONDON RD	11	20	0	0.00
VIDAL ST S & WELLINGTON ST	10	16	0	0.00
EXMOUTH ST & PONTIAC CT	9	18	3	16.67
EXMOUTH ST & FRONT ST N	9	17	0	0.00
CHRISTINA ST N & EXMOUTH ST	8	17	2	11.76
MURPHY RD & WELLINGTON ST	8	16	1	6.25
CONFEDERATION ST & MURPHY RD	8	13	0	0.00
TOTALS:	258	506	15	

Top Intersections with Driver Profile

Incident Location	Incident Count	Party Count	Under \$1000	Est. 1001 -1500	Est. 1501 -2500	Est. 2501 -5000	Est. 5001 -10000	Est. 10001 -15000	Est. 15001 -25000	Est. over 25000	Age 16 -21	Age 22 -29	Age 30 -39	Age 40 -50	Age 51 -65	Age 66 -70	Age 71 -75	Age 76 -80	Age over 80	Male	Female	Of Province
EXMOUTH ST & LAMBTON MALL RD	24	48	0	0	0	0	0	0	0	0	6	6	7	8	11	3	1	0	5	29	18	0
DEVINE ST & INDIAN RD S	22	44	0	0	0	0	0	0	0	0	3	4	13	6	6	1	2	2	1	20	17	0
CONFEDERATION ST & INDIAN RD S	18	37	0	0	0	0	0	0	0	0	4	3	7	17	4	0	1	0	0	19	17	0
EXMOUTH ST & MURPHY RD	16	35	0	0	0	0	0	0	0	0	3	3	6	5	11	3	2	2	0	17	18	2
LONDON RD & MURPHY RD	16	31	0	0	0	0	0	0	0	0	3	4	4	7	5	4	0	0	2	19	10	0
EXMOUTH ST & INDIAN RD N	15	29	0	0	0	0	0	0	0	0	3	5	2	7	6	1	1	0	3	16	11	1
INDIAN RD S & TALFOURD ST	13	27	0	0	0	0	0	0	0	0	3	4	6	2	3	3	0	0	2	12	11	1
FINCH DR & LONDON RD	13	26	0	0	0	0	0	0	0	0	2	3	7	3	4	3	0	1	2	11	15	0
FINCH DR & WELLINGTON ST	12	24	0	0	0	0	0	0	0	0	1	2	4	6	6	0	3	0	0	10	12	0
LAMBTON MALL RD & LONDON RD	12	23	0	0	0	0	0	0	0	0	4	2	4	3	8	1	0	1	0	10	13	0
LONDON RD & RUSSELL ST N	12	22	0	0	0	0	0	0	0	0	1	3	0	3	3	6	2	1	1	11	9	0
EAST ST N & EXMOUTH ST	11	22	0	0	0	0	0	0	0	0	3	2	2	1	6	3	1	1	1	13	8	0
INDIAN RD N & LONDON RD	11	21	0	0	0	0	0	0	0	0	0	5	5	4	5	1	0	0	1	11	10	0
CHRISTINA ST N & LONDON RD	11	20	0	0	0	0	0	0	0	0	1	3	4	2	4	2	0	1	0	10	7	0
VIDAL ST S & WELLINGTON ST	10	16	0	0	0	0	0	0	0	0	1	3	2	2	1	3	2	1	0	9	6	0
EXMOUTH ST & PONTIAC CT	9	18	0	0	0	0	0	0	0	0	1	3	1	1	4	2	3	1	0	6	10	0
EXMOUTH ST & FRONT ST N	9	17	0	0	0	0	0	0	0	0	0	5	3	3	4	2	0	0	0	5	12	0
CHRISTINA ST N & EXMOUTH ST	8	17	0	0	0	0	0	0	0	0	2	3	6	2	1	1	1	1	0	6	11	0
MURPHY RD & WELLINGTON ST	8	16	0	0	0	0	0	0	0	0	1	5	4	2	2	1	0	0	0	9	6	0
CONFEDERATION ST & MURPHY RD	8	13	0	0	0	0	0	0	0	0	1	3	2	1	4	1	1	0	0	7	6	0
Grand Totals:	258	506	0	0	0	0	0	0	0	0	43	71	89	85	98	41	20	12	18	250	227	4