

NORTHERN ROAD WATCH
northernroadwatch.ca

HIGHWAY INCIDENT MONTHLY REPORT

| Northern Ontario

Highways 11, 17, 69, 144 & 40+ Northern Corridors

Data sources: Ontario 511 | Open-Meteo (precipitation) | MTO (AADT)
CRTC (LTE coverage) | OPP & regional media (fatality confirmation)

56

COLLISIONS

323

TOTAL INCIDENTS

260h

TOTAL CLOSURE HRS

126h

FULL CLOSURE HRS

HWY 17

HIGHEST VOLUME CORRIDOR

30%

EVENING INCIDENTS (7PM-12AM)

0%

PRECIP PRECEDED (ASSESSED)

4

CONFIRMED FATAL EVENTS

ABOUT THIS REPORT

This report summarizes highway collision and closure data recorded by Northern Road Watch for the month of July 2026, covering 40+ provincial highway corridors in Northern Ontario. All incident data is sourced directly from the Ontario 511 platform. Statistics are intended to support public awareness.

Report generated: August 1, 2026 | Data period: July 1-31, 2026

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Data source: Ontario 511 / Northern Road Watch monitoring platform (northernroadwatch.ca). All times are Eastern Time. Incident durations reflect verified closure periods.

1. EXECUTIVE SUMMARY

Northern Road Watch recorded 56 collisions on Northern Ontario's provincial highways in July, up from 49 in June. Four of the collisions had confirmed fatalities resulting in six deaths, down from eight fatal events and nine deaths last month. The most severe collision occurred on Highway 17 near Prairie River, west of Marathon, where three people died from injuries over the five days following the July 15 crash.

Highway 17 accounted for 17 of July's 56 collisions (30%) and more than 120 hours of closure time. Two of the month's four fatal collisions occurred on Highway 17, while the other two occurred on Highway 11 near Thunder Bay. Overall, July's collisions resulted in 259h 41m of road closure time from 19 full closures and 37 partial closures, with an average duration of 278 minutes. One unusually long closure following the July 17 fatal collision near Renfrew lasted more than 80 hours and accounted for almost a third of the month's total closure time.

July's repeat-location rate increased to 61%, with 34 collisions occurring within approximately 500 metres of a location where an earlier incident had been recorded. This included three collisions at the same Highway 144 junction near Gogama within four days. Evening (7 pm to midnight) was the leading collision period at 30%, while Sunday recorded the most collisions. None of the 54 collisions with available weather data were preceded by measurable precipitation.

All incident categories in July — collisions, disabled vehicles, construction, and other events — produced a total of 323 tracked incidents, down from 470 in June. The majority (60%) were construction-related, consistent with the ongoing MTO summer maintenance season. Seven forest-fire-related closures were also recorded, concentrated in the Thunder Bay–Armstrong–Kenora area.

KEY HIGHLIGHTS

- 56 collisions recorded across 40+ corridors from July 1 to 31, 2026, up from June's 49
- 259h 41m cumulative closure time: 126h 12m from full closures, 133h 29m from partial closures — approximately 179h of closures if we exclude the single exceptional 80.8-hour closure (see below)
- Hwy 17 recorded 17 collisions (30% of the July total) and 120h 44m of closure time (46% of the total), the highest-volume corridor of the month, but far less concentrated than June's 49% share
- 19 full road closures and 37 partial closures across the highway network
- 4 confirmed fatal collision events resulting in 6 deaths, down from June's 8 events and 9 deaths
- the July 15 collision on Highway 17 near Prairie River, west of Marathon, killed three people — the most severe single event recorded in the 2026 dataset by fatality count
- a single closure — the fatal July 17 Highway 17 collision near Renfrew — ran 4,850 minutes (80.8 hours), by far the longest closure of the month and roughly 31% of the network's total closure time
- 61% of July collisions (34 of 56) were flagged as repeat-location events, the highest monthly rate recorded in the 2026 dataset, led by a three-collision cluster at one Highway 144 junction near Gogama within four days
- 0% of assessed July collisions (0 of 54) were preceded by measurable precipitation, the driest month in the 2026 dataset
- Sunday was the highest-collision day of the week with 12 incidents (21%); evening (7pm-12am) was the peak collision window (30%)
- seven forest-fire-related closures occurred in July, concentrated in the Thunder Bay–Armstrong–Kenora district, matching June's forest-fire closure count but in a different part of the network

2. INCIDENT OVERVIEW: JULY 2026

The figures below summarize July's overall incident volume and closure impact across all tracked categories.

56 TOTAL COLLISIONS	323 ALL TRACKED INCIDENTS	259h 41m TOTAL CLOSURE TIME	6 CONFIRMED DEATHS 4 fatal events
19 FULL ROAD CLOSURES	37 PARTIAL CLOSURES	126h 12m FULL CLOSURE TIME	133h 29m PARTIAL CLOSURE TIME
278 min AVG DURATION (ALL) 399 min full • 216 min partial			

Note: One July closure event (Hwy 17, Storyland Road–Bruce Street, Renfrew, July 17) was originally logged by 511 as a full closure and was reduced to a partial closure for its final 5 hours before reopening. NRW's current data pipeline retains only an event's final lane-status reading, so this event's full-closure phase (75h 43m of its total 80h 50m) was initially misclassified as partial-only in NRW's raw export. It has been corrected here using @511Ontario's own posted timeline (see Section 6 and Section 9); a pipeline fix to capture status-change history going forward is planned.

INCIDENT BREAKDOWN BY CATEGORY

Construction remained the dominant incident type by volume, consistent with the ongoing summer maintenance program.

Category	Count	% of Total	Notes
Vehicle Collision	56	17%	Primary focus of this report
Disabled / Stalled Vehicle	20	6%	Vehicle stopped on roadway or shoulder
Construction / Road Work	195	60%	Planned, lane reductions, MTO summer program
Other / Unclassified	52	16%	Includes debris, 7 forest-fire closures, engineering investigations, road hazards
TOTAL	323	100%	

*Percentages rounded to nearest whole number. Seven forest-fire-related closures occurred in July, all in the Thunder Bay district: Highway 811 and Highway 527 near Armstrong (July 21), Lac des Mille Lacs Road near Upsala (July 19), Highway 527 near Armstrong (July 14), Highway 11 near Atikokan/Quetico (July 14), Highway 599 near Savant Lake–Pickle Lake (July 13), and Highway 665 near Dryden (July 8).

MAP 1: JULY 2026 COLLISION OVERVIEW



Map 1. The 56 July 2026 collisions across the Northern Ontario highway network. Red is a full closure, orange is a partial closure. Source: Ontario 511 / Northern Road Watch.

3. HIGHWAY-BY-HIGHWAY ANALYSIS

The table below summarizes collision activity for all highways with recorded collisions in July 2026, built from July-only raw incident records.

Highway	Total Coll.	Full Close	Partial Close	Full Close Time	Partial Close Time	Total Close Time	Avg (min)
HWY 17***	17	6	11	81h 38m	39h 06m	120h 44m	426
HWY 11	12	4	8	26h 15m	45h 39m	71h 54m	360
HWY 144	7	2	5	1h 50m	13h 31m	15h 21m	132
HWY 101	2	0	2	—	1h 25m	1h 25m	42
HWY 124	2	2	0	0h 39m	—	0h 39m	20
HWY 17A	2	0	2	—	2h 24m	2h 24m	72
HWY 71	2	0	2	—	10h 45m	10h 45m	322
HWY 108	1	0	1	—	2h 10m	2h 10m	130
HWY 400	1	0	1	—	0h 10m	0h 10m	10
HWY 502	1	0	1	—	2h 30m	2h 30m	150
HWY 527	1	0	1	—	11h 05m	11h 05m	665
HWY 540	1	1	0	4h 35m	—	4h 35m	275
HWY 548	1	1	0	7h 30m	—	7h 30m	450
HWY 60	1	0	1	—	1h 49m	1h 49m	109
HWY 641	1	1	0	0h 35m	—	0h 35m	35
HWY 671	1	1	0	2h 10m	—	2h 10m	130
HWY 7279**	1	1	0	1h 00m	—	1h 00m	60
HWY 94	1	0	1	—	0h 05m	0h 05m	5

one collision (Hwy 416, Ottawa area) falls entirely outside NRW's Northern Ontario monitoring area and is not include in the table **HWY 7279 (Estaire Road) reflects the road designation recorded verbatim in the Ontario 511 source feed for the July 19 Wanup/Estaire-area event, consistent with how NRW has handled non-standard designations in prior reports (e.g., HWY 7182 in June). *HWY 17's full/partial closure split reflects a correction to the July 17 Renfrew closure (see Section 6), which 511 logged as a full closure for 75h 43m before reducing it to partial for its final 5h 07m; NRW's raw export retains only an event's final lane-status reading, so this closure was corrected using @511Ontario's posted timeline rather than the raw export alone (see Section 9).*

CORRIDOR NARRATIVE

Highway 17 recorded 17 collisions in July, the highest total on the network but a markedly smaller share of the monthly total (30%) than June's unusually concentrated 49%. Four collisions occurred on the Marathon-Nipigon segment through the Terrace Bay area, including the July 15 triple-fatal crash near Prairie River (see Section 6). Three collisions occurred on the North Bay-Sudbury segment (Markstay, Wahnapiatae, Hagar), and two occurred in Renfrew County on the Ottawa-Pembroke segment, including the July 17 fatal crash at Storyland Road. Two more collisions clustered near Sault Ste. Marie on the Sault Ste. Marie-Batchawana Bay segment. The remaining collisions were single events spread across the Blind River-Sault Ste. Marie, Kenora-Manitoba border, Mattawa-North Bay, Sudbury-Espanola, Wawa-White River, and Nipigon-Thunder Bay segments.

Highway 11 recorded 12 collisions, up from June's 4, and produced two of July's four fatal events, discussed in Section 3B. Two collisions clustered on the North Bay-New Liskeard segment (Temagami, Latchford), with a third occurring within the New Liskeard/Cobalt urban zone itself. Two more occurred near Longlac on the Hearst-to-Longlac/Geraldton segment. The July 11 fatal motorcycle collision and the July 29 fatal pedestrian collision both occurred near Thunder Bay — the July 11 event on the Nipigon-to-Thunder Bay segment, and the July 29 event within the Thunder Bay urban zone.

Highway 144 recorded 7 collisions with a pronounced cluster near Gogama: three collisions at the same junction (Sec Hwy 661/Gogama Road) within a four-day span (July 17, 20, and 21), all occurring overnight or after dark. See Section 4 for details.

3A. HIGHWAY 17: DETAILED ANALYSIS

Highway 17 accounted for 17 of 56 July collisions (30%) and 120h 44m of the network's 259h 41m in cumulative closure time (46%), the largest single-corridor share of the month.

Metric	HWY 17
Total Collisions	17
Full Closures	6 *
Partial Closures	11 *
Total Closure Time	120h 44m
Avg Duration	426 min (149 min excl. one 4,850-min outlier)
Longest Full Closure	4,543 min (75h 43m), Storyland Rd–Bruce St, Renfrew, Jul 17–20 (fatal) *
Longest Partial Closure	525 min (8.8 hrs), Steel River Br, Terrace Bay, Jul 30
Repeat-Location Incidents	12 (71%)
Fatal Events	2 (Jul 15 Prairie River/Marathon, Jul 17 Renfrew)
With Prior Precipitation	0 / 16 assessed (0%)

* The July 17 Renfrew closure was originally logged by 511 as a full closure and reduced to partial for its final 5h 07m; it is included as a full closure. See the note below and Section 6 for the corrected timeline and source.

TIME OF DAY: HWY 17

Collision timing on Highway 17 in July was spread more evenly across the day than the network as a whole.

Time Window	Collisions	%
Overnight (12–6am)	1	6%
Morning (6–9am)	3	18%
Midday (9am–3pm)	5	29%
Afternoon (3–7pm)	4	24%
Evening (7pm–12am)	4	24%

Midday (9am–3pm) and afternoon/evening were roughly evenly split on Highway 17 in July, without the sharp midday concentration seen in June (42%).

HIGHWAY 17: FULL CLOSURES, JULY 2026

Six Highway 17 collisions in July resulted in full bidirectional closures. One of the six — the fatal July 17 Renfrew collision — dominates the list; the rest were comparatively brief.

Date	Location	Duration
Jul 17–20	Storyland Rd–Bruce St, Renfrew (fatal) *	4,543 min (75h 43m)
Jul 13	Rockeries Rd – Boat Launch, Boys Twp, Kenora	130 min (2.2 hrs)
Jul 26	Robinson Dr / Mill Rd, Wahnapiatae	85 min (1.4 hrs)
Jul 24	Bruce St/CR 20 – Hwy 60 (O'Brien Rd), Renfrew	55 min (0.9 hrs)
Jul 4	Beaumont Park Rd – Aweres Twp, Heyden	45 min (0.8 hrs)
Jul 27	Main St / Nepewassi Lk Rd, Markstay	40 min (0.7 hrs)

* The Storyland Rd–Bruce St closure (Jul 17 fatal collision, see Section 6) totalled 4,850 minutes (80.8 hrs): approximately 4,543 minutes (75h 43m) as a full bidirectional closure, followed by approximately 307 minutes (5h 07m) as a partial closure (eastbound, 2 lanes) before reopening. NRW's raw 511 export retains only an event's final lane-status reading, which had recorded this closure as partial-only for its entire duration. This has been corrected using

@511Ontario's own posted timeline on X (initial closure post 7:26 AM Jul 17; downgraded to partial 11:06 AM Jul 20; cleared 4:11 PM Jul 20). See Section 9 for the underlying data-capture limitation and planned fix.

3B. HIGHWAY 11: SEVERITY CONCENTRATION

Highway 11 recorded 12 collisions in July, the second-highest volume on the network, and produced 2 of the network's 4 fatal events (50% of July's fatal event total) and 2 of the network's 6 confirmed deaths.

Metric	HWY 11
Total Collisions	12
Full Closures	4
Partial Closures	8
Total Closure Time	71h 54m
Avg Duration	360 min
Fatal Events	2 of 12 collisions (17%)
Confirmed Deaths	2 (1 + 1 across two events)
Repeat-Location Incidents	7 of 12 (58%)

HIGHWAY 11: FATAL EVENTS, JULY 2026

Both events occurred near Thunder Bay, detailed further in Section 6.

Date	Location	Deaths	Duration
Jul 11	Hwy 11/17 near Hwy 527 / MacGregor Rd, Thunder Bay	1	740 min full closure
Jul 29	Hwy 11/17 at Hwy 102 / Red River Rd, Thunder Bay	1	455 min full closure

Both Highway 11 fatal events in July occurred near Thunder Bay within an 18-day span. The July 11 collision involved multiple motorcycles near the Terry Fox National Historic Monument; a 58-year-old woman from Sault Ste. Marie was pronounced dead at the scene (see Section 6). The July 29 collision was a pedestrian struck and killed at Red River Road, an unrelated incident type at a nearby but distinct location on the same corridor.

4. HIGH-RISK LOCATIONS & REPEAT HOTSPOTS

Northern Road Watch flags incidents occurring within approximately 500m of a prior incident location as repeat-location events. 34 incidents in July 2026 were flagged as repeat-location collisions. The repeat flags include both within-month repeats and locations with prior incidents from earlier in the 2026 monitoring period (from Feb 15, 2026).

One location recorded three collisions within July itself:

- Sec Hwy 661 / Gogama Rd junction, Gogama (Hwy 144): July 17 (partial closure, 279 min), July 20 (partial closure, 49 min), and July 21 (partial closure, 369 min). All three occurred overnight or after dark (23:28, 01:03, and 01:48). NRW's mapped wildlife layer flags a moose aquatic feeding area near this junction, though none of the three individual events was itself flagged as wildlife-involved.

All other July repeat-location flags reflect locations with a prior incident recorded earlier in the 2026 monitoring period (February through June) rather than a second event within July.

5. TEMPORAL & ENVIRONMENTAL PATTERNS

5.1 TIME OF DAY DISTRIBUTION

Collision timing across the full network, by time-of-day window and day of week:

Time Window	Collisions	%
Overnight (12–6am)	3	5%
Morning (6–9am)	6	11%
Midday (9am–3pm)	15	27%
Afternoon (3–7pm)	15	27%
Evening (7pm–12am)	17	30%
Day	Collisions	%
Sunday	12	21%
Monday	8	14%
Tuesday	8	14%
Wednesday	7	13%
Thursday	6	11%
Friday	7	13%
Saturday	8	14%

Evening (7pm–12am) was the leading collision window in July at 30%, a shift from June's midday dominance (31%). Sunday was the highest single day with 12 collisions (21%), returning to the weekend-led pattern seen earlier in the spring.

5.2 LIGHTING CONDITIONS

Lighting conditions at the time of each July collision:

Condition	Collisions	% of Total
Daylight	42	75%
Darkness	14	25%
Dawn / Dusk	0	0%

75% of July collisions occurred in daylight, up from June's 69%, consistent with near-maximum daylight hours persisting through midsummer in Northern Ontario, where daylight extends past 9pm.

5.3 PRECIPITATION & ROAD CONDITIONS

None of the 54 assessed July collisions (0%) were preceded by measurable precipitation in the four hours prior to the incident, down from June's 11% and the lowest rate recorded in the 2026 monitoring period to date. Two of the 56 July collisions had no weather data recorded and are excluded from the assessment.

No individual collision cause is inferred from weather data alone.

6. CONFIRMED FATALITIES: JULY 2026

Four fatal collision events were flagged in the July 2026 NRW dataset, resulting in six confirmed deaths. All four have been cross-referenced against OPP news releases and regional media.

Date	Hwy	Details	Transport Involved	Deaths
Jul 11, 2026	HWY 11	Multi-motorcycle collision on Hwy 11/17 near Hwy 527 / MacGregor Rd, Thunder Bay, around 7:30am. A 58-year-old woman from Sault Ste. Marie was pronounced dead at the scene. Full closure, 740 min. Source: OPP, NetNewsLedger, TBNewsWatch, Wawa-news.com.	No	1
Jul 15, 2026	HWY 17	Collision between an SUV and a stationary construction vehicle near Prairie River, west of Marathon, around 4:20pm. A 58-year-old Marathon man, standing outside the construction vehicle, died in hospital the same day. An 80-year-old Terrace Bay woman, a passenger in the SUV, died in hospital July 16. The 79-year-old Terrace Bay man driving the SUV died July 20 from his injuries. Partial closure, 495 min (initial). Source: OPP, NetNewsLedger, insauga, Your ThunderBay, SNNNewsWatch.	No	3
Jul 17, 2026	HWY 17	Two-vehicle collision at Storyland Road, Horton Township, near Renfrew, around 6:40am. A 19-year-old Ottawa man was pronounced dead at the scene. OPP have confirmed the vehicle types involved after an earlier, unconfirmed social-media report described a transport truck and passenger vehicle. Full closure (both directions) from 7:26am Jul 17, reduced to partial (2 lanes, eastbound) at approx. 11:06am Jul 20, cleared 4:11pm Jul 20 — 4,850 min total (approx. 75h 43m full, 5h 07m partial), by far the longest closure of the month. Source: OPP, CBC News, Renfrew Today, CTV News, My Barry's Bay Now; closure timeline per @511Ontario (X).	Yes	1
Jul 29, 2026	HWY 11	Pedestrian struck and killed on Hwy 11/17 at Red River Road, Thunder Bay, shortly before 11pm. The female pedestrian had not been publicly identified as of report publication. Full closure, 455 min. Source: OPP, NetNewsLedger, Edge Injury Law.	No	1

CONTEXT & CONSIDERATIONS

July's fatal-event count of 4 is half of June's total of 8, and the death toll of 6 compared to June's 9. However, the July 15 collision near Prairie River, west of Marathon, was the most severe single event recorded in July, with three deaths resulting from one crash between an SUV and a stationary construction vehicle.

Two of July's four fatal events occurred on Highway 11 near Thunder Bay (July 11 and July 29), though of different collision types — a multi-motorcycle collision and a pedestrian strike (see Section 3B).

The July 17 Highway 17 collision near Renfrew produced the longest closure of the month by a wide margin, at 4,850 minutes (80.8 hours). OPP has not confirmed the vehicle types involved as of report publication; an earlier social-media report describing a transport truck and passenger vehicle was not corroborated in subsequent OPP releases, so it is not treated as confirmed here.

NRW fatality data is cross-referenced from 511 event records and publicly available media and OPP reports. This dataset may not reflect every OPP-confirmed fatality for July 2026. Official fatality statistics should be verified through MTO or OPP annual road safety publications.

MAP 2: JULY 2026 CONFIRMED FATAL EVENTS



Map 2. July 2026 confirmed fatal events, labeled by date. Marker size reflects death count (the July 15 event near Prairie River/Marathon had 3 deaths). The Jul 11 and Jul 29 markers, both near Thunder Bay and only 14.5 km apart, are shifted slightly apart for legibility at this scale; their true locations are within about 15 km of downtown Thunder Bay, on Highway 11. Source: OPP / regional media / Ontario 511 / Northern Road Watch.

7. ROAD SEGMENT COLLISION RATE ANALYSIS

The table below shows both July-only and year-to-date (YTD) collision rates (collisions per million vehicle-kilometres, col/MVkm) for 34 of the network's more active segments, covering 52 of July's 56 collisions (93%). Four collisions are not reflected in this table: one (Hwy 416, Ottawa) falls entirely outside NRW's Northern Ontario monitoring area, one (Hwy 7279 / Estaire Rd) reflects a non-standard local road designation with no corresponding AADT entry, and two single-collision urban-zone events (Thunder Bay Area; New Liskeard/Cobalt Area) are omitted here.

The YTD period runs from February 15, 2026 (the start of NRW's monitoring dataset) through July 31, 2026 — 167 days. YTD collision counts are limited to the 34 segments listed below; they are not a comprehensive year-to-date breakdown of all 60+ segments that experienced collisions since February.

Road Segment	Coll. (Jul)	Coll. (YTD)	AADT	Length (km)	Rate: July (/MVkm)	Rate: YTD (/MVkm)
Hwy 641: Hwy 17 → Sec Hwy 596 (Pellatt)	1	1	460	13	5.230	0.971
Hwy 548: Sec Hwy 548 → Hilton Beach	1	1	810	13	3.161	0.587
Hwy 671: Hwy 17A → CNR X-ing Jones Sta.	1	1	300	37	2.925	0.543
Hwy 17A: E Melick Rd → Redditt Rd	1	1	3,300	6.2	1.572	0.292
Hwy 17A: Villeneuve Rd → Sec Hwy 596/Minaki	1	2	3,500	6.2	1.482	0.550
Hwy 502: Hwy 11 → Bearpaw Rd	1	2	500	49	1.328	0.493
Hwy 527: TCPL Comp Sta 68 Rd → Dorion Rd	1	1	1,050	29	1.073	0.199
Hwy 540: Evansville Rd → Meldrum Bay	1	1	700	48	0.958	0.178
Hwy 94: North Bay Connector	1	1	4,150	12	0.648	0.120
Hwy 108: Blind River → Elliot Lake	1	3	1,700	42	0.452	0.252
Hwy 101: Chapleau → Wawa	1	4	600	130	0.414	0.307
Hwy 144: Gogama → Timmins	2	6	1,400	137	0.336	0.187
Hwy 144: Sudbury → Gogama	5	13	3,800	135	0.314	0.152
Hwy 17: Marathon → Nipigon	4	13	2,800	160	0.288	0.174
Hwy 71: Fort Frances → Kenora	2	3	1,240	194	0.268	0.075
Hwy 124: Parry Sound → Burks Falls	2	4	2,600	94	0.264	0.098
Hwy 17: Sault Ste. Marie → Batchawana Bay	2	8	2,500	130	0.199	0.147
Hwy 11: Hearst → Longlac / Geraldton	2	11	1,300	265	0.187	0.191
Hwy 17: Kenora → Manitoba Border	1	10	3,500	55	0.168	0.311
Hwy 11: Nipigon → Thunder Bay	2	3	4,300	90	0.167	0.046
Hwy 17: Wawa → White River	1	2	2,200	95	0.154	0.057
Hwy 60: Algonquin Corridor	1	5	3,500	75	0.123	0.114
Hwy 11: North Bay → New Liskeard	2	14	4,200	135	0.114	0.148
Hwy 11: New Liskeard → Kirkland Lake	1	6	3,800	90	0.094	0.105
Hwy 101: Quebec Border → Timmins	1	2	1,800	190	0.094	0.035
Hwy 11: Atikokan → Fort Frances	1	3	2,000	175	0.092	0.051
Hwy 17: Mattawa → North Bay	1	2	5,700	65	0.087	0.032
Hwy 17: Nipigon → Thunder Bay	1	7	4,600	90	0.078	0.101
Hwy 17: North Bay → Sudbury	3	8	8,200	195	0.061	0.030
Hwy 17: Sudbury → Espanola	1	5	8,800	70	0.052	0.049
Hwy 17: Ottawa → Pembroke	2	6	9,500	130	0.052	0.029
Hwy 11: Huntsville → North Bay	2	18	9,500	130	0.052	0.087
Hwy 17: Blind River → Sault Ste. Marie	1	11	5,200	145	0.043	0.087
Hwy 69/400: Parry Sound → Sudbury	1	28	7,800	140	0.030	0.154

Formula: $R = \text{collisions} \div (\text{AADT} \times D \times \text{segment length km}) \times 1,000,000$, where $D = 31$ for the July column and $D = 167$ (Feb 15–Jul 31, 2026) for the YTD column.

SEGMENT OBSERVATIONS

Among segments with more than one July collision, Hwy 144: Sudbury to Gogama carries the highest raw July collision count (5, driven largely by the Gogama repeat cluster described in Section 4) at a moderate July rate (0.314/MVkm) given its 3,800 AADT; its YTD rate (0.152/MVkm, 13 collisions) is roughly half the July figure, indicating July was an elevated month for that segment rather than a sustained pattern. Hwy 17: Marathon to Nipigon follows with 4 July collisions, including the July 15 triple fatality, for a July rate of 0.288/MVkm — closer to its YTD rate of 0.174/MVkm (13 collisions), suggesting more consistent activity across the monitoring period.

Hwy 17: Kenora to the Manitoba border stands out in the YTD column: only 1 July collision (0.168/MVkm) but 10 YTD collisions produce the highest YTD rate among curated segments (0.311/MVkm), reflecting sustained activity earlier in the season rather than a July-specific pattern. Conversely, Hwy 69/400: Parry Sound to Sudbury shows the opposite pattern — a low July rate (0.030/MVkm, 1 collision) but the highest raw YTD count of any segment in this table (28 collisions, 0.154/MVkm), consistent with the corridor's documented year-round safety concerns noted in the Spring 2026 Seasonal Report.

The highest traffic-adjusted July rates in the dataset belong to short, low-volume secondary routes matched against MTO's provincial AADT dataset — Hwy 641, Hwy 548, Hwy 671, Hwy 17A, Hwy 502, Hwy 527, and Hwy 540 — consistent with the pattern noted in prior NRW reports, where a single collision on a short segment produces a large apparent rate independent of underlying safety conditions.

8. KEY FINDINGS

- F1: Four fatal collision events were recorded in July 2026, resulting in six deaths — half of June's event count (8) and about a third fewer deaths than June's 9 — continuing a decline from the elevated Spring 2026 fatality pattern.
- F2: The July 15 collision near Prairie River, west of Marathon (Hwy 17), resulted in three deaths following the initial crash — the most severe single event recorded in the 2026 dataset to date by fatality count.
- F3: Highway 17 recorded 17 of 56 July collisions (30%) and 120h 44m of closure time (46% of the network total), the highest-volume corridor of the month.
- F4: A single closure — the fatal July 17 Highway 17 collision near Renfrew — accounted for 4,850 minutes (80.8 hours) of the month's 259h 41m in cumulative closure time, roughly 31% of the network total from one event; excluding it, July's cumulative closure time is approximately 179 hours. The closure was a full bidirectional closure for approximately 75h 43m of that span before being reduced to partial for its final 5h 07m — a correction from the raw 511 export, which had recorded the entire event as partial-only (see Section 9).
- F5: The repeat-location rate reached 61% (34 of 56 collisions), the highest monthly rate in the 2026 dataset, driven in part by a three-collision cluster at the same junction on Highway 144 near Gogama within a four-day span (July 17, 20, 21).
- F6: Sunday was July's highest-collision day (12 incidents, 21%), returning to the weekend-led pattern seen earlier in the spring; evening (7pm–12am) was the leading collision window (30%), a shift from June's midday peak (31%).
- F7: None of the 54 assessed July collisions (0%) were preceded by measurable precipitation, the lowest rate recorded in the 2026 dataset, down from June's 11%.
- F8: Seven forest-fire-related closures occurred in July, concentrated in the Thunder Bay–Armstrong–Kenora district (Hwys 811, 527, 599, 665, and Lac des Mille Lacs Road) — matching June's forest-fire closure count but in a different part of the network, indicating an active and geographically shifting wildfire season.
- F9: Highway 11 recorded two of July's four fatal events (17% of its 12 collisions), the highest fatal-to-collision ratio among corridors with more than one collision this month, though notably less concentrated than June's Highway 69 pattern (50%).
- F10: One July collision (Highway 416, Ottawa) fell outside NRW's defined Northern Ontario monitoring area and was excluded from the highway-network narrative and Section 7's segment-rate analysis as an out-of-scope anomaly; NRW's 511 monitoring scope is being reviewed as a result (see Section 9).
- F11: Newly added YTD segment rates (Section 7) show Hwy 69/400: Parry Sound to Sudbury carries the highest raw YTD collision count of any tracked segment (28 collisions since Feb 15), despite a quiet July (1 collision) — consistent with the elevated year-round risk on that corridor flagged in the Spring 2026 Seasonal Report. Hwy 17: Kenora to the Manitoba border shows the inverse pattern: a quiet July (1 collision) but the highest YTD rate among curated segments (0.311/MVkm, 10 collisions), indicating its risk is concentrated earlier in the season rather than in July specifically.

9. DATA NOTES & METHODOLOGY

DATA SOURCES

- Incident Data: Ontario 511 platform (511.ontario.ca), which aggregates real-time road event reporting from MTO, OPP, municipal road authorities, and contracted patrol services. Northern Road Watch retrieves and archives this data continuously, recording timestamps, duration calculations, and geographic coordinates.
- Precipitation: Open-Meteo Historical Weather API (open-meteo.com). Hourly precipitation totals are retrieved for the GPS coordinates of each incident using reanalysis data derived from ERA5 and high-resolution weather models. The 4-hour cumulative precipitation total prior to each incident timestamp is used.
- Traffic Volumes (AADT): Ontario Ministry of Transportation (MTO) published Annual Average Daily Traffic counts (2021 data), drawn from NRW's defined highway corridors and urban zones, supplemented by MTO's full provincial 2021 AADT dataset for highways outside that set (see Section 7).
- LTE Coverage: CRTC mobile coverage data.
- Fatality Confirmation: OPP press releases and regional news media. Fatalities are not sourced from 511 alone. They are identified by cross-referencing incident records with publicly available OPP reports and news articles. All four July fatal events have been confirmed this way.

COVERAGE AREA

This report covers all provincial highways in the Northern Road Watch monitoring network, spanning Northern Ontario from the Parry Sound and Huntsville area in the south to the Manitoba and Quebec borders. The network encompasses primary corridors including Hwy 11 (Parry Sound District to Rainy River), Hwy 17 (Pembroke area to Manitoba border), Hwy 69 (Parry Sound to Sudbury), Hwy 144 (Sudbury to Timmins), and Hwy 101, 129, 599, 652, and 40+ secondary provincial routes.

One July collision (Hwy 416, Hunt Club Road, Ottawa) was recorded well outside this coverage area — deep in Eastern Ontario rather than the Northern Ontario network NRW monitors. It is included in the raw export for completeness and transparency, but excluded from the highway-network narrative, from Section 7's segment-rate analysis, and from all corridor-level percentage calculations in this report. This appears to be a monitoring-scope anomaly in the underlying 511 feed rather than a Northern Ontario event; and NRW is reviewing its 511 monitoring configuration as a result.

METHODOLOGY NOTES

- Duration: Closure duration is calculated from first 511 posting to resolution timestamp. All 56 July collisions had duration data recorded and a 'Resolved' status at time of export. One closure (4,850 min, Hwy 17 near Renfrew, July 17) is substantially longer than any other in the month; its effect on monthly averages is flagged throughout this report rather than adjusted or excluded.
- Lane-Status Data Limitation: NRW's export pipeline currently records only an event's final lane-status reading (full or partial) rather than a timestamped history of status changes. This meant the July 17 Renfrew closure was recorded in the raw export as partial-only for its full 4,850-minute duration, when it was in fact a full closure for the first 75h 43m before being reduced to partial for its final 5h 07m. This report corrects that one event using the timeline publicly posted by @511Ontario on X (closure posted 7:26am Jul 17 as 'All lanes closed'; updated 11:06am Jul 20 to 'Eastbound... 2 lanes closed'; cleared 4:11pm Jul 20) — see Section 3A and Section 6. This is a known limitation of the current data pipeline, not an error in Ontario's 511 system itself; a fix to capture status-change history for future reports is planned. No other July closures are known to have been affected, but multi-day closures in particular should be treated as a category worth double-checking against source social media until the pipeline update is in place.
- Repeat Locations: Incidents are flagged as repeat-location if a prior event occurred within approximately 500m of the same GPS coordinate in the 2026 monitoring period (from Feb 15, 2026).

- Collision Rate per MVkm: $R = (C \div (V \times D \times L)) \times 1,000,000$, where C = collision count, V = AADT, D = number of days in the study period (31 for the July column; 167 for the YTD column, Feb 15–Jul 31, 2026), and L = segment length in kilometres. This mirrors the formula used in prior NRW monthly and seasonal reports.
- YTD Column Scope: The YTD rate column in Section 7 covers only the 34 segments shown in that table; it is not a comprehensive year-to-date breakdown of NRW's full monitored network. A complete YTD or seasonal segment analysis, covering all segments touched since February 15, 2026, is better suited to a seasonal report.
- HWY 7279 Designation: Reflects the road number as recorded verbatim in the Ontario 511 source feed for one July event near Wanup/Estaire, south of Sudbury. NRW publishes 511 data as reported rather than reclassifying non-standard designations, consistent with the treatment of HWY 7182 in June's report.
- Fatal Crash Cross-Reference: Fatal crash flags are cross-referenced between the 511 event records and independent OPP and media research conducted for this report. All four fatal events listed in Section 6 have been corroborated this way prior to publication. Where a detail (such as a vehicle type) was reported once but not corroborated by OPP, it is marked 'Unconfirmed' rather than presented as fact.

LIMITATIONS

This report reflects incidents reported through the Ontario 511 system. Not all collisions are reported to 511, particularly minor incidents cleared before patrol arrival. This data should be considered a minimum incident count and not a complete census of road events.

511 closure locations reflect where the road is closed, typically the nearest practical closure point, which may not be the exact location of the collision. Coordinates and location descriptions should be interpreted as approximate rather than precise crash locations.

For MTO enforcement statistics, coroner's data, or official fatality counts, provincial records from MTO or OPP should be referenced directly.

Northern Road Watch

Northern Ontario's independent highway monitoring platform | northernroadwatch.ca

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