

SUMMER 2026 SEASONAL REPORT

| Northern Ontario

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

June 1 – August 31, 2026 · 92-day study period

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

174

COLLISIONS

670

TOTAL CLOSURE HRS

25

CONFIRMED
FATALITIES

20

FATAL EVENTS

49 / 56 / 69

JUN · JUL · AUG
COLLISIONS

208 / 260 / 202

JUN · JUL · AUG
CLOSURE HRS

HWY 17

HIGHEST VOLUME
CORRIDOR (67 events)

August

HIGHEST FATALITY
MONTH (10 deaths)

ABOUT THIS REPORT

This report summarizes highway collision and closure data recorded by Northern Road Watch across Summer 2026 (June 1–August 31), covering 40+ provincial highway corridors in Northern Ontario. It is the second NRW seasonal report, following the Spring 2026 edition, and presents collision density, fatality events, corridor risk rates, and wildlife habitat proximity for the summer travel season. All incident data is sourced directly from the Ontario 511 platform. Statistics are intended to support public awareness and highway safety advocacy.

1. EXECUTIVE SUMMARY

Northern Road Watch recorded 174 vehicle collisions on Northern Ontario provincial highways during the Summer 2026 season (June 1 – August 31, 2026), spanning 40+ monitored corridors. Unlike Spring 2026, which showed a month-over-month decline in collision volume, Summer 2026 displayed a sustained rising trend: June recorded 49 collisions, July 56, and August 69. This ascending pattern, combined with the highest seasonal fatality total in the NRW monitoring period, makes Summer 2026 a significant season in the dataset.

Key findings from the Summer 2026 monitoring period:

- 174 collisions across 40+ corridors, rising each month from June through August.
- 25 confirmed fatalities across 20 fatal events.
- Highway 17 was the dominant corridor: 67 collisions (39% of seasonal total) and 7 of 20 fatal events. It accounted for 49% of June collisions, 30% of July, and 38% of August.
- August was the deadliest month with 10 deaths across 8 events. Three fatal events occurred on August 1–2 alone, across three different corridors.
- A single collision on July 15 near Prairie River, west of Marathon on Highway 17, led to three deaths, the highest single-event death toll in the 2026 dataset.
- A fatality on July 17 on Highway 17 near Renfrew led to a 4,850-minute closure (80.8 hours).
- 670 total collision closure hours across the season: 376h full closure, 294h partial closure.
- Highway 69 continued its pattern of disproportionate severity: 8 collisions across the summer, with 3 fatal events and 4 confirmed deaths, all occurring in June.

2. MONTHLY OVERVIEW: SUMMER 2026

Summer 2026 showed a sustained month-over-month increase in collision volume, rising from 49 in June to 56 in July to 69 in August, the inverse of the pattern seen in Spring 2026, which declined from 117 in March to 51 in May. The summer rise is consistent with increasing traffic volumes through peak cottage country and northern tourism season.

June 2026: 49 Collisions, 9 Deaths, 208h Closure

Highway	Collisions	Full	Partial	Full Close Time	Partial Close Time	Total Close Time	Avg (min)	Fatal Events / Deaths
HWY 17	24	7	17	38h 09m	44h 07m	82h 16m	206	2e / 2d
HWY 69	6	5	1	20h 59m	3h 09m	24h 08m	241	3e / 4d
HWY 11	4	2	2	28h 00m	13h 40m	41h 40m	625	1e / 1d
HWY 400	2	2	0	14h 04m	—	14h 04m	422	—
HWY 129	1	1	0	7h 25m	—	7h 25m	445	—
HWY 7182	1	1	0	5h 30m	—	5h 30m	330	1e / 1d
HWY 6	1	1	0	3h 45m	—	3h 45m	225	1e / 1d
HWY 560	1	0	1	—	10h 10m	10h 10m	610	—
HWY 101	2	0	2	—	4h 55m	4h 55m	148	—
Other (7 hwys)	7	0	7	—	varies	varies	varies	—

June opened the summer with 49 collisions and the season's highest closure hours per collision (4.2h average). Highway 17 dominated with 24 collisions (49%), the most concentrated single-corridor share recorded in the 2026 monitoring period, driven by a geographically dispersed set of incidents rather than a single hotspot. Highway 69

was the severity standout: 6 collisions produced 3 fatal events and 4 deaths, including a 2-death crash at Pointe au Baril. The June 8 Highway 11 collision near the Pagwa River Bridge produced the month's longest closure: 1,000 minutes (16.7 hours).

Two of June's eight fatal events involved motorcyclists: the June 17 collision near Little Current (Hwy 6) and the June 28 collision in Renfrew County (Hwy 17), both involving a second vehicle rather than single-vehicle loss of control, coinciding with the start of peak motorcycle season. Seven forest-fire-related closures occurred in June on Hwys 144 and 11, the first wildfire-related highway disruptions in the 2026 dataset.

July 2026: 56 Collisions, 6 Deaths, 260h Closure

Highway	Collisions	Full	Partial	Full Close Time	Partial Close Time	Total Close Time	Avg (min)	Fatal Events / Deaths
HWY 17	17	6†	11†	81h 38m†	39h 06m	120h 44m	426	2e / 4d
HWY 11	12	4	8	26h 15m	45h 39m	71h 54m	360	2e / 2d
HWY 144	7	2	5	1h 50m	13h 31m	15h 21m	132	—
HWY 71	2	0	2	—	10h 45m	10h 45m	322	—
HWY 124	2	2	0	0h 39m	—	0h 39m	20	—
HWY 17A	2	0	2	—	2h 24m	2h 24m	72	—
HWY 101	2	0	2	—	1h 25m	1h 25m	42	—
Other (11 hwys)	11	5	6	varies	varies	varies	varies	—

† The July 17 Renfrew closure (F11) was logged by Ontario 511 as a partial closure in its final status, but was confirmed as a full bidirectional closure for its first 75h 43m per @511Ontario's own posted timeline.

July saw 56 collisions and, while the fatal event count dropped to 4, severity remained significant. The July 15 collision near Prairie River on Highway 17 claimed 3 lives from one crash. The July 17 fatality on Highway 17 near Renfrew produced 4,850 minutes of closure (approximately 75h 43m as a full closure before being reduced to partial for its final 5h 07m). Excluding F11, July's partial closure total would be approximately 49h rather than 133h. F11 should be treated as a statistical outlier in any closure hour comparisons.

Highway 144 near Gogama recorded a notable cluster: three collisions at the same junction (Sec Hwy 661/Gogama Road) within four days (July 17, 20, 21), all occurring overnight or after dark. None of the July collisions were preceded by measurable precipitation. Seven forest-fire closures occurred in the Thunder Bay-Armstrong-Kenora area.

August 2026: 69 Collisions, 10 Deaths, 202h Closure

Highway	Collisions	Full	Partial	Full Close Time	Partial Close Time	Total Close Time	Avg (min)	Fatal Events / Deaths
HWY 17	26	15	11	45h 55m	19h 04m	64h 59m	150	3e / 3d
HWY 11	16	8	8	44h 52m	24h 54m	69h 46m	262	2e / 3d
HWY 144	4	2	2	6h 25m	2h 54m	9h 19m	140	—
HWY 102	3	2	1	6h 35m	3h 55m	10h 30m	210	1e / 2d
HWY 631	2	2	0	9h 29m	—	9h 29m	285	1e / 1d
HWY 71	2	0	2	—	4h 25m	4h 25m	133	—
HWY 69	2	0	2	—	1h 59m	1h 59m	60	—
HWY 17A	1	0	1	—	9h 40m	9h 40m	580	1e / 1d

Other (13 hways)	13	10	3	varies	varies	varies	varies	—
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August was the busiest and deadliest month of the summer season with 69 collisions, 8 fatal events, and 10 confirmed deaths. Three fatal events occurred on August 1–2 across three different corridors within approximately 24 hours: Highway 17A near Kenora (pedestrian, tractor-trailer), Highway 17 near Sturgeon Falls (pickup truck vs. mobility scooter), and Highway 11 near Cochrane/Tunis (commercial vehicle vs. moving truck, 2 deaths, 1,335-minute closure). The August 31 collision near Corbeil on Highway 17 resulted in the death of an 11-year-old child in a collision with a dump truck.

Highway 17 (including 17A) in August had the highest number of collisions with 27 and 4 fatal events; Highway 11 recorded 16 collisions and 2 fatal events resulting in 3 deaths. Highway 631 (a secondary corridor connecting Hwy 17 at White River to Hornepayne) had one fatal event on August 27. Midday (9am–3pm) was the dominant collision window at 42%. August recorded 39 full road closures, the most of any month in the 2026 dataset.

3. CORRIDOR ANALYSIS: SUMMER 2026

Highway 17 was the dominant corridor across all three summer months, accounting for 67 of 174 collisions (39%) and 7 of 20 fatal events. This breadth of activity, spanning the full length from Kenora to Pembroke, distinguishes the summer pattern from single-hotspot months seen in prior data. No single Hwy 17 segment carried all the volume; instead, incidents were distributed across ten or more named sections in each month.

Highway 11 recorded 31 summer collisions and 5 fatal events. Activity was concentrated near Thunder Bay (F9, F12), one south of Cochrane (F15), one near Marten River/Temagami (F19), and one in the Clavet/Pagwa River area (F3). Highway 11's average closure duration in August was 262 minutes, the highest of any primary corridor that month.

Highway 69 recorded 8 summer collisions but 3 fatal events and 4 confirmed deaths, a fatality-to-collision ratio of 38%, higher than any other corridor in the dataset and consistent with the corridor's long-documented safety concerns on its undivided two-lane sections between Sudbury and Parry Sound. The Summer 2026 Seasonal Report echoes the Spring 2026 finding that Highway 69 carries a disproportionate fatal burden relative to its collision count.

Highway 144 was the fourth-most active corridor with 12 collisions, including the Gogama repeat cluster in July. Highway 631, Hwy 102, Hwy 6, and Hwy 7182 each had fatal events, a notable breadth of secondary highway involvement in the summer fatality record.

4. COLLISION CONDITIONS

Daylight collisions dominated all three summer months: 69% in June, 75% in July, and 74% in August, consistent with extended daylight hours and peak travel volumes. The high daylight share, combined with the season's elevated fatality count, underscores that dry, well-lit summer conditions do not guarantee safety on Northern Ontario highways.

Precipitation patterns varied significantly across the season. June saw 11% of collisions preceded by rain, up from May's 4% but well below spring peaks. July recorded 0%, the lowest month in the 2026 dataset. August had the highest summer rate at 19%. The absence of precipitation as a preceding factor in July's fatal events is particularly notable; all four July fatal collisions occurred in dry conditions.

Time-of-day patterns evolved through the season. June's peak window was midday (31%). July shifted to evening (30%), consistent with extended summer daylight encouraging later travel. August returned sharply to midday dominance at 42%. Tuesday was the highest-collision day in both June (11 incidents) and August (13 incidents). Sunday was highest in July (12 incidents).

5. CONFIRMED FATALITIES: SUMMER 2026

Summer 2026 recorded 25 confirmed fatalities across 20 fatal collision events. The fatality rate per collision (25 deaths per 174 collisions = 0.144) is substantially higher than spring (16 deaths per 252 collisions = 0.063), indicating a more severe collision profile in summer.

The table below provides full detail for each fatal event marked F1–F20 on Map 3. Events are shown in chronological order. Month colour-coding: orange = June, blue = July, green = August.

Ref.	Date	Highway	Deaths	Heavy Vehicle	Location & Notes
F1	Jun 2	HWY 17	1	Y	West of Kenora — head-on with semi-trailer (Clearwater Bay Rd). Partial closure 385 min.
F2	Jun 5	HWY 69	1	—	Near Hwy 522, Henvey Inlet First Nation (overnight Jun 5–6). Full closure 439 min.
F3	Jun 8	HWY 11	1	Y	Pagwa River Bridge, Clavet Township. Commercial vehicle vs. passenger vehicle. Full closure 1,000 min (16.7 hrs). Longest closure of June.
F4	Jun 9	HWY 69	1	—	Hwy 64/Brasier Rd, French River area. Single-vehicle. Full closure 360 min.
F5	Jun 11	HWY 7182	1	—	Shebeshekong Road, Carling Township. Single-vehicle. Full closure 330 min. (Hwy designation as reported by Ontario 511.)
F6	Jun 17	HWY 6	1	—	White's Point Road, Little Current, Manitoulin. Motorcycle vs. vehicle towing trailer. Full closure 225 min.
F7	Jun 27	HWY 69	2	—	S Jct Hwy 529, Pointe au Baril, Archipelago Twp. Repeat location (prior partial closure Jun 25). Full closure 440 min.
F8	Jun 28	HWY 17	1	—	McSourley Lake Trail, Stonecliffe (United Twps of Head, Clara and Maria). Motorcycle vs. vehicle. Full closure 420 min.
F9	Jul 11	HWY 11	1	—	Near Hwy 527/MacGregor Rd, Thunder Bay (Terry Fox National Historic Monument area). Multi-motorcycle collision; 58-year-old woman died. Full closure 740 min.
F10	Jul 15	HWY 17	3	—	Near Prairie River, west of Marathon. SUV struck stationary construction vehicle. Three people died (July 15, 16, 20). Partial closure 495 min.
F11	Jul 17	HWY 17	1	Y	Storyland Road, Horton Township, near Renfrew. Two-vehicle collision. Full closure 4,850 min (80.8 hrs). Longest closure in 2026 dataset. (Vehicle types confirmed by OPP.)
F12	Jul 29	HWY 11	1	—	Red River Road, Thunder Bay. Pedestrian struck and killed. Full closure 455 min.
F13	Aug 1	HWY 17	1	—	Surgeon Falls, Landfill Road (Sturgeon Falls area). Full closure 284 min.
F14	Aug 1	HWY 17A	1	Y	Near Sec Hwy 596/Darlington Dr, Kenora. Pedestrian struck by tractor-trailer.
F15	Aug 2	HWY 11	2	Y	Western Ave (Hwy 579), Cochrane to Concession Rd 5–6, Tunis. Commercial vehicle vs. moving truck. Full closure 1,335 min (22.3 hrs). Longest closure of August.
F16	Aug 25	HWY 17	1	Y	Harbour Expressway to Twin City Cross Rd, Thunder Bay. Tractor-trailer collision. Full closure 470 min.
F17	Aug 27	HWY 631	1	—	Hornepayne corridor, approximately 10 km south of Hornepayne. Two 511 records; treated as single event per media reporting. Combined closures 569 min.

F18	Aug 28	HWY 102	2	—	Sistonen's Corner (Hwy 11/17) to Mapleward Rd, Thunder Bay. Full closure 395 min. (7 prior nearby incidents at this interchange.)
F19	Aug 30	HWY 11	1	—	Marten River to Temagami (Hwy 64 junction). Single-vehicle rollover with vehicle fire. Full closure 524 min.
F20	Aug 31	HWY 17	1	Y	Hwy 17/11 Exit 344, North Bay to Hwy 94 Jct, Corbeil. Dump truck collision; an 11-year-old child died. Full closure 530 min.

Bold red = multiple fatalities · Source: OPP / regional media / Ontario 511

Notable Events

F10 (July 15, Hwy 17, near Prairie River): The season's most severe single event, with 3 confirmed fatalities from one collision between an SUV and a stationary construction vehicle. The three victims died on different dates (July 15, 16, and 20), with the vehicle driver surviving until July 20. No heavy vehicle was involved.

F11 (July 17, Hwy 17, Horton Township near Renfrew): Produced 4,850 minutes of closure. A 19-year-old Ottawa man was pronounced dead. The closure was a full bidirectional closure for approximately 75h 43m before being reduced to partial. Heavy vehicle involvement based on OPP confirmation.

F15 (August 2, Hwy 11, Cochrane/Tunis): A commercial vehicle vs. moving truck collision that produced August's longest closure at 1,335 minutes (22.3 hours) and 2 confirmed deaths. Combined with F13 (Hwy 17A Kenora) and F14 (Hwy 17 Sturgeon Falls) occurring within approximately 24 hours, August 1–2 produced 4 deaths across 3 different corridors.

F20 (August 31, Hwy 17 near Corbeil): A dump truck collision that resulted in the death of an 11-year-old child. Details were reported by CTV Northern Ontario the following day. Full closure 530 minutes.

6. CLOSURE ANALYSIS

Summer 2026 produced 670 total collision closure hours across 77 full closures (376h) and 97 partial closures (294h) with extended full closures reflecting the high proportion of severe events requiring complete bidirectional closures for scene investigation.

Monthly breakdown: June 208h (118h full, 90h partial), July 260h (126h full, 133h partial), and August (132h full, 71h partial). August recorded the highest number of full closures of any month at 39, reflecting the 8 fatal events requiring extended scene processing.

The two longest individual closures of the season were F11 (4,850 min, July 17, Hwy 17) and F15 (1,335 min, August 2, Hwy 11). The next longest were the June 8 Hwy 11 Pagwa River Bridge closure (1,000 min) and the August 30 Hwy 11 Marten River fatality (524 min).

7. WILDFIRE ROAD CLOSURES

Forest fires produced a separate and substantial highway disruption record during Summer 2026, entirely distinct from the collision events documented in this report. NRW recorded 15 wildfire-related road closures across the summer, generating approximately 2,408 hours of total road closure time. This is more than three times the 670 hours produced by the season's 174 collisions, making wildfire the dominant source of highway disruption by closure duration in Summer 2026.

These closures are classified by Ontario 511 as non-collision events (typically "other" or "construction" category) and are not included in the 174-collision total or the 670-hour collision closure figure. They are recorded here to provide a complete picture of summer highway disruption across the monitored network.

June: First Wildfire Closures of the Season

Seven wildfire closures occurred in June, concentrated on Highway 144 (Timmins corridor) on June 3 and 4, and Highway 11 near Atikokan and Temagami on June 30. The June 4 closure on Highway 144 between Highway 101 and Timmins was the most significant, lasting 1,055 minutes (17.6 hours) as a full bidirectional closure. Together, June wildfire closures accounted for approximately 27 hours of road closure time.

July: Large-Scale Remote Corridor Shutdowns

July produced the season's most significant wildfire road closures by a wide margin, with seven events generating approximately 2,060 hours of closure time. The Atikokan-to-Armstrong corridor was the epicentre: highways 527, 599, and 811 were all closed for extended periods due to fires burning across the Boreal Shield northwest of Lake Superior. Lac des Mille Lacs Road, a non-numbered provincial road monitored by NRW, was closed for 577 hours (approximately 24 days) due to an overlapping fire.

- HWY 811: 720 hours (30 days) — the longest single wildfire closure of the summer.
- HWY 527: two successive closures totalling 573 hours (24 days), with a third closure of 321 hours following in August.
- HWY 599: 164 hours (7 days) due to fire in the Ignace-to-Armstrong corridor.
- HWY 11: 24-hour full closure near Kawene Road and Sec Hwy 633, an area already under elevated fire risk in the Lake of the Woods region.

These closures primarily affected remote secondary corridors with limited detour options. Highways 527, 599, and 811 serve as the primary routes connecting communities north of the Trans-Canada to Armstrong and beyond.

August: HWY 527 Closure

One wildfire closure was recorded in August: Highway 527 between Kopka River Bridge and Armstrong, which had been closed since late July and remained closed for a further 321 hours (13 days) into August. This was the third successive closure on Highway 527 during the summer season, spanning a combined total of approximately 894 hours (37 days) from July through August.

Summary Table: Wildfire Road Closures, Summer 2026

Date	Highway	Status	Duration	Location / Notes
Jun 3	HWY 144	Full	2.8h	Forest fire closures near Timmins (Green Wilderness Camp area, multiple events)
Jun 4	HWY 144	Full	17.6h	Forest fire on HWY 144 both directions between Hwy 101 and Timmins (longest closure of June fires)
Jun 30	HWY 11	Full/Part	4.4h	Forest fire near Atikokan and Temagami (Lowell Lake Rd)
Jul 8	HWY 665	Full	1.4h	Forest fire, Pronger Rd, Wainwright Township
Jul 13	HWY 599	Full	164h	Forest fire between Sec Hwy 516 and MNR access, Ignace corridor

Jul 14	HWY 527	Full	173h	Forest fire between Gull River Bridge and Armstrong (first 527 closure)
Jul 14	HWY 11	Full	24h	Forest fire near Sec Hwy 633 / Kawene Road, Rainy Lake area
Jul 19	Lac des Mille Lacs Rd	Full	577h	Forest fire, Inwood Road to Badwater Road (non-numbered road, monitored by NRW)
Jul 21	HWY 527	Full	400h	Forest fire from Tertiary Rd 811 to Armstrong (second 527 closure)
Jul 21	HWY 811	Full	720h	Forest fire between Weaver River Bridge and beyond (longest single wildfire closure)
Aug 7	HWY 527	Full	321h	Forest fire between Kopka River Bridge and Armstrong (third 527 closure)

All wildfire closures listed are full bidirectional road closures unless otherwise noted. Duration figures are drawn from Ontario 511 event records. Vehicle fire events (e.g. individual burning vehicles causing temporary lane closures) are excluded from this table; only closures caused by active wildfire or smoke conditions are included. Source: Ontario 511 / Northern Road Watch.

8. SEASONAL COMPARISON: SPRING VS SUMMER 2026

Summer 2026 is the second seasonal report, enabling a direct comparison with Spring 2026 (March 1 – May 31). Both seasons covered a 92-day study period.

- Collisions: Summer 174 vs Spring 252. Spring recorded 45% more collisions, consistent with winter-to-spring road condition risks.
- Deaths: Summer 25 vs Spring 16. Despite fewer collisions, summer produced 56% more deaths, pointing to a fundamentally more dangerous collision profile.
- Fatal events: Summer 20 vs Spring 13. Summer's fatal event rate was 1 per 8.7 collisions up from Spring's 1 per 19.4.
- Closure hours: Summer 670h vs Spring 1,053h. Spring's higher total reflects volume and duration of weather-related full closures.
- Highway 17 dominance: Summer 38% share (67/174) vs Spring approximately 28%. Highway 17's summer risk profile is markedly more concentrated.
- Highway 69: continued disproportionate severity in summer (3 fatal events, 4 deaths from 8 collisions), consistent with the Spring 2026 Seasonal Report finding.
- Precipitation: Summer 0% in July (lowest in dataset), Spring 51% in March (highest). Summer collisions are overwhelmingly dry-condition events.
- Trend direction: Summer collision numbers rose (49 → 56 → 69) in contrast with Spring's temporal decline (117 → 84 → 51). The directional reversal is an important to note as monitoring continues into fall.

9. METHODOLOGY & DATA NOTES

All incident data is sourced from the Ontario 511 platform, which captures real-time highway events reported by MTO and OPP. The summer study period runs June 1 through August 31, 2026 (92 days). Data covers 40+ provincial highway corridors in Northern Ontario.

Fatality confirmation: all 20 fatal events listed in this report have been individually cross-referenced against OPP press releases and regional media (CBC, CTV, NetNewsLedger, NWO Newswatch, BayToday, TimminsToday, Wawa-news, Saultstar, TBNewsWatch, MyNorthBayNow, My Parry Sound Now, Renfrew Today) before being marked as confirmed.

F11 data correction: the July 17 Renfrew closure was logged by Ontario 511 as a partial closure in its final status reading. NRW's pipeline retains only an event's final lane-status reading. The closure has been corrected using @511Ontario's own posted timeline on X, which confirms a full bidirectional closure from 7:26am July 17, downgraded to partial at 11:06am July 20, cleared at 4:11pm July 20. Total duration: 4,850 minutes (approximately 75h 43m full, 5h 07m partial).

Collision rate formula: $R = \text{collisions} \div (\text{AADT} \times \text{section length km} \times \text{study period days}) \times 1,000,000 \text{ col/MVkm}$. Matches the NRW website calculation exactly. AADT: MTO 2021. Sections with AADT below 500 are excluded as statistically unreliable.

Wildlife proximity: MNR-designated wildlife area polygons (deer wintering/yards, moose wintering/calving). Distance calculated from collision GPS to nearest polygon boundary. Wildlife involvement in individual incidents is not confirmed.

Note: all incident coordinates reflect Ontario 511 closure-point locations, indicating the nearest practical closure point rather than the precise crash location.

One July collision (Hwy 416, Ottawa) was recorded outside the Northern Ontario monitoring area and is excluded from all network totals, corridor analysis, and segment rate calculations. NRW is reviewing its 511 monitoring scope as a result.

9. COLLISION MAPS: SUMMER 2026

This section presents six map-based analyses of Summer 2026 collision data across Northern Ontario's monitored highway network. Each map is presented on a full landscape page for maximum readability.

Map	Section	Description
Map 1	§9.1	Summer Overview: all 174 collisions across the full Northern Ontario network. Orange = June, blue = July, green = August.
Map 2a–2c	§9.2	Month-by-Month: June (49), July (56), and August (69) collisions shown separately. Each month on its own landscape page.
Map 3	§9.3	Confirmed Fatal Events: 25 deaths across 20 events (F1–F20). Includes Zoom A (western) and Zoom B (central/eastern) insets.
Map 4	§9.4	Collision Density by Corridor Section: collision counts per NRW/MTO-defined section. Cream = monitored, 0 collisions.
Map 5	§9.5	Collision Rate by Corridor Section: collisions per million vehicle-kilometres (col/MVkm). AADT: MTO 2021. Log scale. Sections with AADT < 500 excluded.
Map 6	§9.6	Wildlife Habitat Proximity: collisions within 2 km of MNR-designated deer and moose habitat areas.

9.1 Summer Overview: All 174 Collisions

The map below plots all 174 Summer 2026 collisions across the Northern Ontario highway network. Orange = June, blue = July, green = August. Larger markers indicate full closures; smaller markers indicate partial closures.



Map 1 — Summer 2026: all 174 collisions. Orange = June (49), blue = July (56), green = August (69). Larger markers = full closure. Source: Ontario 511 / Northern Road Watch.

9.2 Month-by-Month: June 2026 (49 Collisions)

June 2026 recorded 49 collisions including 8 fatal events and 9 confirmed deaths.



Map 2a — June 2026: 49 collisions. 19 full closures (118h), 30 partial closures (90h). Longest single closure: 1,000 min (Hwy 11, Pagwa River Bridge). Source: Ontario 511 / Northern Road Watch.

9.2 Month-by-Month: July 2026 (56 Collisions)

July 2026 recorded 56 collisions and 4 fatal events resulting in 6 deaths.



Map 2b — July 2026: 56 collisions. 19 full closures (126h), 37 partial closures (133h, includes F11's 4,850-min closure). Source: Ontario 511 / Northern Road Watch.

9.2 Month-by-Month: August 2026 (69 Collisions)

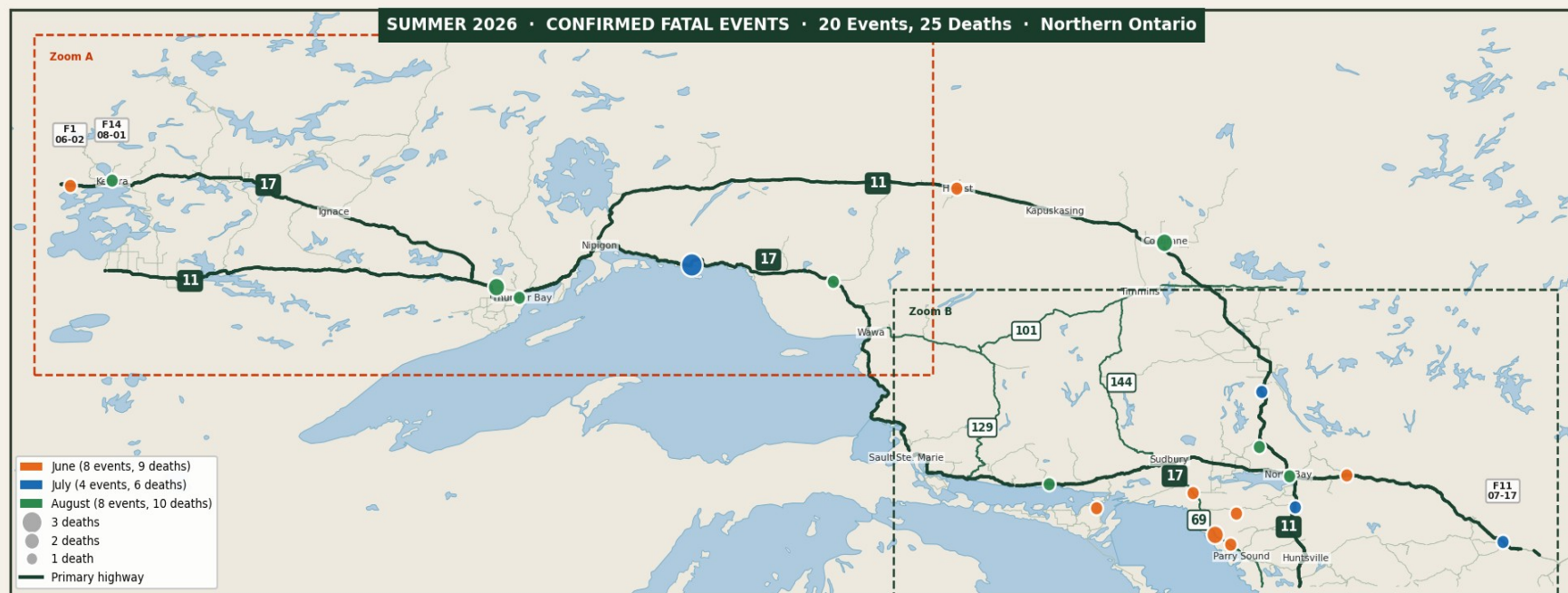
August 2026 was the busiest and deadliest month of the summer season: 69 collisions, 8 fatal events, 10 confirmed deaths.



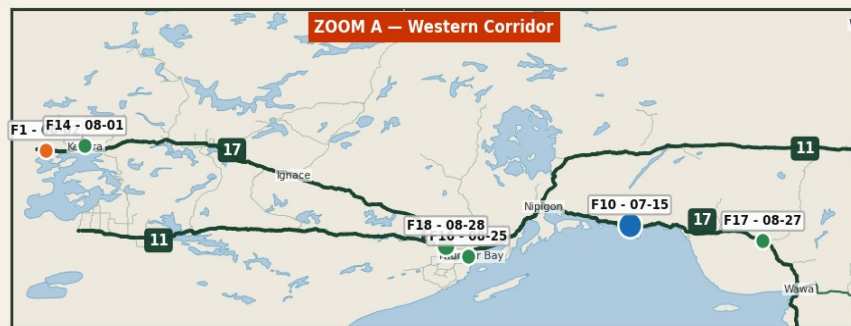
Map 2c — August 2026: 69 collisions. 39 full closures (132h), 30 partial closures (71h). Longest closure: 1,335 min (Hwy 11, Cochrane/Tunis). Source: Ontario 511 / Northern Road Watch.

9.3 Confirmed Fatal Events

The map below plots all 20 confirmed fatal collision events. Colour indicates month: orange = June, blue = July, green = August. Marker size reflects death count. Zoom A covers the western corridor (Kenora to Cochrane); Zoom B covers the central and eastern corridor (Sudbury to Pembroke area). The F1–F20 reference table appears in Section 5.



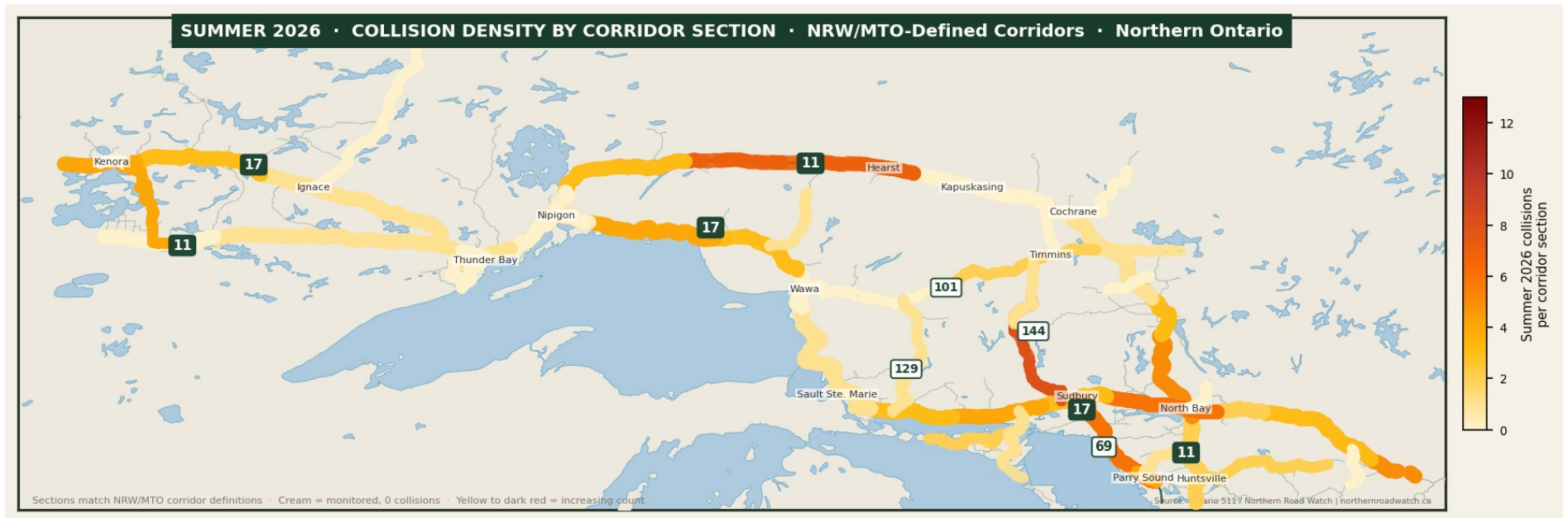
Map 3 — Summer 2026 confirmed fatal events (25 deaths, 20 events). June events in orange, July in blue, August in green. Marker size indicates death count. Source: OPP / regional media / Ontario 511 / Northern Road Watch.



Map 3 — Summer 2026 confirmed fatal events (25 deaths, 20 events). Orange = June, blue = July, green = August. Marker size indicates death count. Zoom A: western corridor. Zoom B: central/eastern corridor. Source: OPP / regional media / Ontario 511 / Northern Road Watch.

9.4 Corridor Collision Density

The density map overlays Summer 2026 collision counts on the real highway geometry using NRW/MTO-defined corridor sections. Section boundaries reflect geographic breaks, traffic transitions, and community reference points. Colour transitions from light yellow (lowest counts) through orange to dark red (highest). Cream indicates a monitored section with zero summer collisions.



Map 4 — Summer 2026 collision density by corridor section. Cream = monitored, 0 collisions. Yellow to dark red = increasing count. Sections match NRW/MTO corridor definitions. Source: Ontario 511 / Northern Road Watch.

9.5 Corridor Collision Rate

The collision rate map normalises Summer 2026 collision counts by AADT and section length to produce a rate in collisions per million vehicle-kilometres (col/MVkm), using the same formula as the NRW website: $R = \text{collisions} \div (\text{AADT} \times \text{section length km} \times 92 \text{ days}) \times 1,000,000$. A log scale is applied to distinguish mid-range values. Sections with AADT below 500 are excluded as statistically unreliable. AADT: MTO 2021.



Map 5 — Summer 2026 collision rate by corridor section (col/MVkm). Log scale. Sections with AADT < 500 excluded. $R = \text{collisions} \div (\text{AADT} \times \text{section km} \times 92 \text{ days}) \times 1,000,000$. AADT: MTO 2021. Source: Ontario 511 / Northern Road Watch / MTO.

9.6 Wildlife Habitat Proximity: An Awareness Note

The map overlays Summer 2026 collision locations against MNR-designated wildlife habitat areas. Habitat types shown include White-tailed Deer Wintering Areas (Stratum 1 and 2), Deer Migration Routes, Moose Late and Early Wintering Areas, and Moose Calving Sites. During summer, many of these animals transition from winter range, with increased wildlife movement as animals disperse, particularly in June and July.

56 of 174 Summer 2026 collisions (32%) occurred within 2 km of a designated habitat area, compared to 26% in Spring 2026. Six collisions occurred directly inside a corridor boundary and 12 more within 500 metres. The higher percentage relative to spring may reflect increased wildlife-vehicle interaction risk during the summer dispersal period. Wildlife involvement in individual collisions is not confirmed; proximity is presented as a geographic awareness tool only.

Drivers are encouraged to exercise additional caution in designated corridor zones, particularly at dawn and dusk.



Map 6 — Summer 2026 collisions within 2 km of MNR-designated wildlife habitat. Dark red = inside habitat; orange-red = within 500 m; orange = within 2 km. Habitat: deer wintering/yards (amber), moose wintering/calving (purple). Wildlife involvement not confirmed. Source: MNR Wildlife Areas / Ontario 511 / Northern Road Watch.

10. 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.

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. Outlets consulted include CBC, CTV, NetNewsLedger, NWO Newswatch, BayToday, TimminsToday, Wawa-news, Saultstar, TBNewsWatch, MyNorthBayNow, My Parry Sound Now, and Renfrew Today. All 20 Summer 2026 fatal events have been confirmed this way before being published.

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 Hwys 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 and is excluded from all network totals, corridor analysis, and segment rate calculations in this report. NRW is reviewing its 511 monitoring scope as a result.

Methodology Notes

Duration: Closure duration is calculated from first 511 posting to resolution timestamp. All 174 summer collisions had duration data recorded and a 'Resolved' status at time of export.

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 (92 for the summer season), and L = segment length in kilometres. This mirrors the formula used on the NRW website and in prior NRW monthly and seasonal reports. AADT values are MTO 2021 published data. Sections with AADT below 500 are excluded as statistically unreliable.

Segment Definitions: Corridor sections are defined by NRW based on geographic breaks, traffic transitions, and community reference points. Section boundaries match those used on the NRW website and in monthly reports. Urban zone sections capture multi-highway collision density in urban centres.

August Collision Total: The August 2026 monthly report records 69 collisions. The raw NRW dataset records 68, with one disabled-vehicle event (August 30, Hwy 11, Marten River) reclassified as a collision based on media confirmation of a fatal single-vehicle rollover. The figure of 174 total summer collisions reflects this corrected August count.

F11 Lane-Status Correction: NRW's export pipeline currently records only an event's final lane-status reading. The July 17 Renfrew closure (F11) was logged as partial-only in the raw export, when it was in fact a full bidirectional closure for its first 75h 43m before being reduced to partial for its final 5h 07m. This report corrects that event using the timeline publicly posted by @511Ontario on X: closure posted 7:26am July 17 as 'All lanes closed'; updated 11:06am July 20 to partial; cleared 4:11pm July 20. Total: 4,850 minutes. A pipeline fix to capture status-change history for future reports is planned.

Heavy Vehicle Involvement: The 'Y' flag in the confirmed fatalities table indicates that a heavy vehicle (including semi-trailers, tractor-trailers, commercial motor vehicles, moving trucks, and dump trucks) was confirmed involved by OPP or corroborating media. Where a vehicle type was reported once but not corroborated by OPP, it is not flagged.

Wildlife Proximity: MNR-designated wildlife area polygons (deer wintering/yards, moose wintering/calving). Distance calculated from each collision GPS coordinate to the nearest polygon boundary. Wildlife involvement in individual incidents is not confirmed; proximity is presented as a geographic awareness tool only.

Wildfire Closures: Forest fire road closures are classified by Ontario 511 as non-collision events (typically 'other' category) and are not included in the 174-collision total or the 670-hour collision closure figure. They are reported separately in Section 7.

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.

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 Summer 2026. Official fatality statistics should be verified through MTO or OPP annual road safety publications.

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