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Proposed Residential Development Phase 1 1500 Merivale Road, Ottawa Transportation Impact Assessment

**Proposed Residential Development – Phase 1
1500 Merivale Road
Transportation Impact Assessment**

Prepared By:

NOVATECH

Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario
K2M 1P6

December 2022

Novatech File: 121009
Ref: R-2022-177

December 7, 2022

City of Ottawa
Planning and Growth Management Department
110 Laurier Ave. W., 4th Floor,
Ottawa, Ontario K1P 1J1

Attention: Mr. Mike Giampa
Senior Engineer, Infrastructure Applications

Dear Mr. Giampa:

Reference: 1500 Merivale Road – Phase 1
Transportation Impact Assessment
Novatech File No. 121009

We are pleased to submit the following Transportation Impact Assessment (TIA), in support of a Site Plan Control application at 1500 Merivale Road, for your review and signoff. The structure and format of this report is in accordance with the City of Ottawa's *Transportation Impact Assessment Guidelines* (June 2017).

The following TIA evaluates the transportation impacts of Phase 1 of the proposed multi-phase development. A TIA in support of the Master Site Plan for the entire proposed development at 1500 Merivale Road was submitted in September 2021, and is currently in the approval process.

If you have any questions or comments regarding this report, please feel free to contact Brad Byvelds, or the undersigned.

Yours truly,

NOVATECH



Joshua Audia, P.Eng.
Project Engineer | Transportation



TIA Plan Reports

On 14 June 2017, the Council of the City of Ottawa adopted new Transportation Impact Assessment (TIA) Guidelines. In adopting the guidelines, Council established a requirement for those preparing and delivering transportation impact assessments and reports to sign a letter of certification.

Individuals submitting TIA reports will be responsible for all aspects of development-related transportation assessment and reporting, and undertaking such work, in accordance and compliance with the City of Ottawa's Official Plan, the Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines.

By submitting the attached TIA report (and any associated documents) and signing this document, the individual acknowledges that s/he meets the four criteria listed below.

CERTIFICATION

1. I have reviewed and have a sound understanding of the objectives, needs and requirements of the City of Ottawa's Official Plan, Transportation Master Plan and the Transportation Impact Assessment (2017) Guidelines;
2. I have a sound knowledge of industry standard practice with respect to the preparation of transportation impact assessment reports, including multi modal level of service review;
3. I have substantial experience (more than 5 years) in undertaking and delivering transportation impact studies (analysis, reporting and geometric design) with strong background knowledge in transportation planning, engineering or traffic operations; and
4. I am either a licensed¹ or registered² professional in good standing, whose field of expertise [check ☒ appropriate field(s)] is either transportation engineering ☒ or transportation planning ☐.

1,2 License of registration body that oversees the profession is required to have a code of conduct and ethics guidelines that will ensure appropriate conduct and representation for transportation planning and/or transportation engineering works.

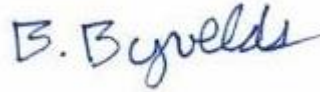
City Of Ottawa
Infrastructure Services and Community
Sustainability
Planning and Growth Management
110 Laurier Avenue West, 4th fl.
Ottawa, ON K1P 1J1
Tel. : 613-580-2424
Fax: 613-560-6006

Ville d'Ottawa
Services d'infrastructure et Viabilité des
collectivités
Urbanisme et Gestion de la croissance
110, avenue Laurier Ouest
Ottawa (Ontario) K1P 1J1
Tél. : 613-580-2424
Télécopieur: 613-560-6006

Dated at Ottawa this 7th day of December, 2022.
(City)

Name: Brad Byvelds, P.Eng.
(Please Print)

Professional Title: Project Coordinator, Transportation/Traffic



Signature of Individual certifier that s/he meets the above four criteria

Office Contact Information (Please Print)	
Address:	240 Michael Cowpland Drive, Suite 200
City / Postal Code:	Ottawa, ON, K2M 1P6
Telephone / Extension:	613-254-9643 x 286
E-Mail Address:	b.byvelds@novatech-eng.com

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EXECUTIVE SUMMARY

This Transportation Impact Assessment (TIA) has been prepared for the property located at 1500 Merivale Road, in support of a Site Plan Control application. This TIA evaluates the transportation impacts of Phase 1 of the proposed multi-phase development. A TIA in support of the Master Site Plan for the entire proposed development at 1500 Merivale Road was submitted in September 2021, and is currently in the approval process (Site Plan Control Application No. D07-12-21-0152). The subject site is approximately 14.4 acres in area and was most recently occupied by the CJOH-TV television station until 2010. The CKQB-FM radio station at 1504 Merivale Road currently uses a driveway through the subject site for parking access.

The subject site is surrounded by the following:

- Baseline Road and commercial land uses to the north,
- Merivale Road and commercial or residential land uses to the south,
- The Loblaws Plaza Shopping Centre and other commercial land uses to the east, and
- Clyde Avenue and commercial or residential land uses to the west.

On Schedule B3 of the City of Ottawa's Official Plan, the subject site is located within the 'Evolving Neighbourhood' overlay, and is designated as 'Hub' and 'Corridor – Mainstreet' (Baseline Road, Merivale Road, Clyde Avenue). The property is zoned 'Arterial Mainstreet' (AM10[2217] H(34)).

Phase 1 of the proposed development at 1500 Merivale Road will consist of 121 dwellings and approximately 1,647 ft² GFA of ground-floor commercial space. A total of 121 parking spaces will be provided in three levels of underground parking. Access to the proposed development will be provided via a new public roadway connection to Merivale Road. Phase 1 of the proposed development is anticipated to be completed in 2024.

The study area for this report includes the boundary roadway Merivale Road as well as the following intersections:

- Baseline Road/Merivale Road
- Baseline Road/Clyde Avenue
- Clyde Avenue/Merivale Road/Lotta Avenue
- Merivale Road/Burris Lane
- Merivale Road/Loblaws Plaza

The selected time periods for this study are the weekday AM and PM peak hours, as they represent the 'worst case' combination of site generated traffic and adjacent street traffic. The TIA will consider the buildout year 2024 and the five-year horizon 2029.

The conclusions and recommendations of this TIA can be summarized as follows:

Forecasting

- The proposed development is estimated to generate 58 person trips (including 16 vehicle trips) during the AM peak hour, and 66 person trips (including 20 vehicle trips) during the PM peak hour.

Development Design and Parking

- A new public local roadway with a right-of-way (ROW) of 20m is proposed, immediately east of Phase 1. The new roadway will ultimately connect Merivale Road and Baseline Road, but will not do so until future phases of the ultimate development are constructed. As part of Phase 1, the public roadway will be constructed between Merivale Road and the future private roadway north of the proposed park. A hammerhead turnaround area will be provided at the northern terminus of the roadway. A 2.0m-wide concrete sidewalk will be provided on the west side of the roadway and a 3.0m-wide asphalt multi-use pathway (MUP) will be provided on the east side. These facilities will tie into the existing sidewalk on the north side of Merivale Road as part of Phase 1, and tie into the existing sidewalk and future cycle track on the south side of Baseline Road as part of a future phase.
- A total of 107 bicycle spaces will be provided as part of Phase 1. This will include 24 exterior bicycle parking spaces at-grade, and 83 interior bicycle parking spaces within the three underground parking levels.
- Residents of the Phase 1 building will be within 400m of bus stops on Merivale Road.
- All required Transportation Demand Management (TDM)-supportive design and infrastructure measures are met by the proposed development.
- Pick-ups and drop-offs for Phase 1 will occur curbside on the new public roadway. Vehicles will be able to turn around at the proposed hammerhead, north of the proposed parkland. Garbage collection will take place curbside along the proposed local roadway. The proposed fire route for the subject site will also be located on the proposed local roadway.
- The proposed number of vehicle and bicycle parking spaces meet the requirements outlined in the City's *Zoning By-Law*.

Boundary Streets

- The results of the segment multi-modal level of service (MMLOS) analysis can be summarized as follows:
 - Merivale Road does not meet the target pedestrian level of service (PLOS) A;
 - Merivale Road does not meet the target bicycle level of service (BLOS) C;
 - Merivale Road achieves a transit level of service (TLOS) E;
 - Merivale Road meets the target truck level of service (TkLOS) D.
- Merivale Road does not meet the target PLOS A. The best possible PLOS D can be achieved by providing a 2.0m-wide sidewalk with a minimum boulevard width of 2.0m. This is identified for the City's consideration.
- Merivale Road does not meet the target BLOS C. The target can be achieved through the implementation of curbside bike lanes with a minimum width of 1.2m. This is identified for the City's consideration.
- The proposed local roadway will achieve the target PLOS A and the target BLOS B. The 2.0m-wide sidewalk on the west side will include a 3.5m-wide boulevard where no parking lane is provided, and a 1.0m-wide boulevard where a parking lane is provided. The 3.0m-wide MUP will include a 3.5m-wide boulevard along the entire length of the roadway.

Access Intersections

- The proposed local roadway will connect to Merivale Road as an unsignalized intersection with stop-control on the local roadway. The Transportation Association of Canada (TAC)'s *Geometric Design Guide for Canadian Roads* identifies a minimum desirable spacing of 200m between urban-constrained arterial intersections, which is not achieved by the proposed location approximately 150m west of the nearest intersection at Merivale Road/Loblaws Plaza. However, there is local precedent where the minimum spacing is not observed between signalized intersections, and therefore, this spacing can be supported.
- The proposed parking garage ramp meets the relevant requirements of TAC's *Geometric Design Guide* and the City's *Zoning By-Law*, and meets all relevant requirements of the City's *Private Approach By-Law* except for Section 25(u), which identifies a maximum grade of 2% within the first 9m of the property line.
- The proposed grade of the parking garage ramp is 5.6% for the first 9m within the property line (ascending in the direction of the roadway). It is anticipated that drivers exiting the parking garage will have adequate sightlines to pedestrians walking along the proposed local roadway. Therefore, it is requested that the requirement of Section 25(u) be waived.
- Based on the foregoing, the proposed development is recommended from a transportation perspective.

1.0 SCREENING

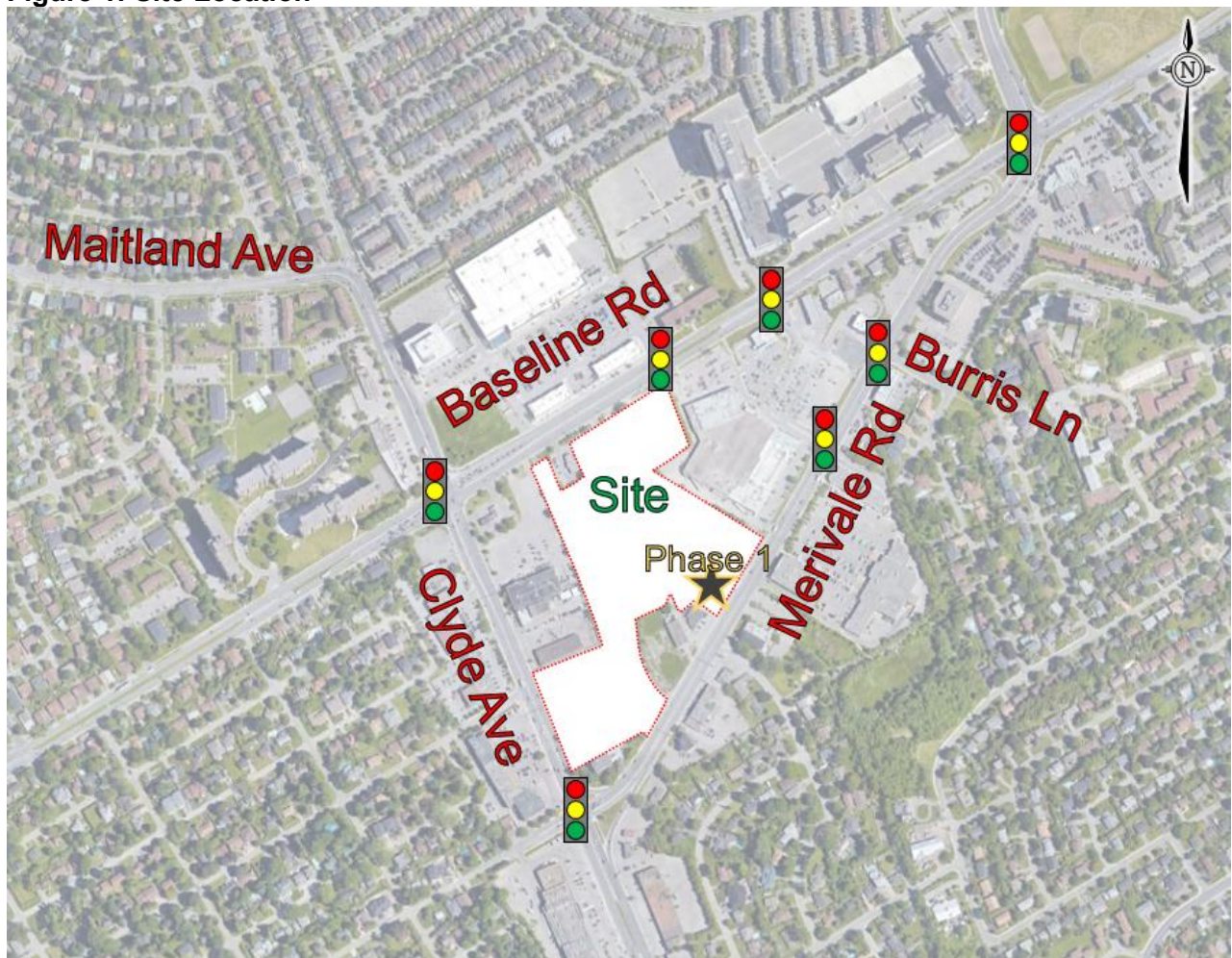
1.1 Introduction

This Transportation Impact Assessment (TIA) has been prepared for the property located at 1500 Merivale Road, in support of a Site Plan Control application. This TIA evaluates the transportation impacts of Phase 1 of the proposed multi-phase development. A TIA in support of the Master Site Plan for the entire proposed development at 1500 Merivale Road was submitted in September 2021, and is currently in the approval process (Site Plan Control Application No. D07-12-21-0152). The subject site (see **Figure 1**) is approximately 14.4 acres in area and was most recently occupied by the CJOH-TV television station until 2010. The CKQB-FM radio station at 1504 Merivale Road currently uses a driveway through the subject site for parking access.

The subject site is surrounded by the following:

- Baseline Road and commercial land uses to the north,
- Merivale Road and commercial or residential land uses to the south,
- The Loblaws Plaza Shopping Centre and other commercial land uses to the east, and
- Clyde Avenue and commercial or residential land uses to the west.

Figure 1: Site Location



1.2 Proposed Development

On Schedule B3 of the City of Ottawa's Official Plan, the subject site is located within the 'Evolving Neighbourhood' overlay, and is designated as 'Hub' and 'Corridor – Mainstreet' (Baseline Road, Merivale Road, Clyde Avenue). The property is zoned 'Arterial Mainstreet' (AM10[2217] H(34)).

Phase 1 of the proposed development at 1500 Merivale Road will consist of 121 dwellings and approximately 1,647 ft² GFA of ground-floor commercial space. A total of 121 parking spaces will be provided in three levels of underground parking. Access to the proposed development will be provided via a new public roadway connection to Merivale Road. Phase 1 of the proposed development is anticipated to be completed in 2024.

The proposed site plan is included in **Appendix A**.

1.3 Screening Form

The City's 2017 TIA Guidelines identify three triggers for completing a TIA report, including trip generation, location, and safety. The criteria for each trigger are outlined in the City's TIA Screening Form, which is included in **Appendix B**. The trigger results are as follows:

- Trip Generation Trigger – The development is expected to generate marginally more than 60 person trips during peak hours; City staff have confirmed that further assessment **is not required** based on this trigger.
- Location Triggers – The development is located in a Design Priority Area; further assessment **is required** based on this trigger.
- Safety Triggers – There is a documented history of traffic operations/safety concerns on the boundary streets within 500m of the development; further assessment **is required** based on this trigger.

2.0 SCOPING

2.1 Existing Conditions

2.1.1 Roadways

All roadways within the study area fall under the jurisdiction of the City of Ottawa.

Merivale Road is an arterial roadway that generally runs on a north-south alignment between Prince of Wales Drive and Island Park Drive. Within the study area, it has a five-lane undivided urban cross-section (two through lanes in each direction and a two-way left turn lane), concrete sidewalks on both sides, and a posted speed limit of 60 km/h. Merivale Road is classified as a truck route allowing full loads. Street parking is restricted. While the OP identifies a ROW protection of 44.5m between Baseline Road and West Hunt Club Road, City staff has confirmed that a reduced ROW protection of 37.5m is acceptable along the frontage of the subject site.

Baseline Road is an arterial roadway that generally runs on an east-west alignment between Robertson Road and Prince of Wales Drive (where it continues as Heron Road). Within the study area, it has a four-lane divided urban cross-section (two through lanes in each direction), concrete sidewalks on both sides, and a posted speed limit of 60 km/h. Along the site frontage there are additional left turn lanes in each direction for the signalized intersections at Clyde Avenue and 1357 Baseline Road. The street is classified as a truck route allowing full loads. The OP identifies a ROW protection of 44.5m between the Greenbelt Boundary and Prince of Wales Drive.

Clyde Avenue is an arterial roadway that generally runs on a north-south alignment between Maitland Avenue and Merivale Road. North of Maitland Avenue it continues as a local street. Within the study area, it has a five-lane undivided urban cross-section (two through lanes in each direction and a two-way left turn lane), concrete sidewalks on both sides, and a posted speed limit of 60 km/h. Clyde Avenue between Baseline Road and Merivale Road is classified as a truck route allowing full loads. The OP identifies a ROW protection of 34m between Baseline Road and Merivale Road.

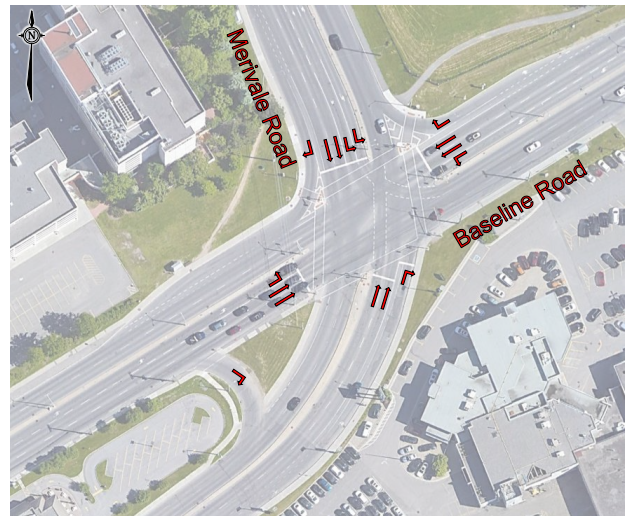
Lotta Avenue is a collector roadway that generally runs on an east-west alignment between Merivale Road and its terminus in the west. Within the study area, it has a two-lane undivided rural cross-section but becomes urban with sidewalks as it approaches Merivale Road. It has a posted speed limit of 40 km/h and has painted speed limit markings for traffic entering the subdivision from Merivale Road/Clyde Avenue. Street parking is restricted. The OP identifies a ROW protection of 24m between Cordova Street and Merivale Road.

Burris Lane is a local street that generally runs on a north-south alignment between Merivale Road and Eleanor Drive. Within the study area, it has a two-lane undivided urban cross-section, concrete sidewalks on both sides and a posted speed limit of 40 km/h.

2.1.2 Intersections

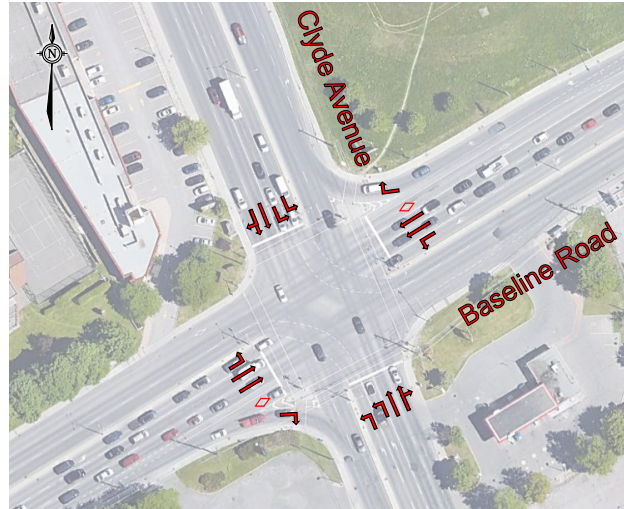
Baseline Road/Merivale Road

- Signalized four-legged intersection
- Northbound left turns are restricted
- Northbound Approach (Merivale Road): two through lanes, one pocket bike lane, and one right turn lane
- Southbound Approach (Merivale Road): two left turn lanes, two through lanes, one bike lane, and one right turn channelized lane
- Eastbound Approach (Baseline Road): one left turn lane, two through lanes, and one right turn channel
- Westbound Approach (Baseline Road): one left turn lane, two through lanes, one pocket bike lane, and one right turn channelized lane
- Zebra-striped crosswalks are provided on all approaches (not shown in aerial)



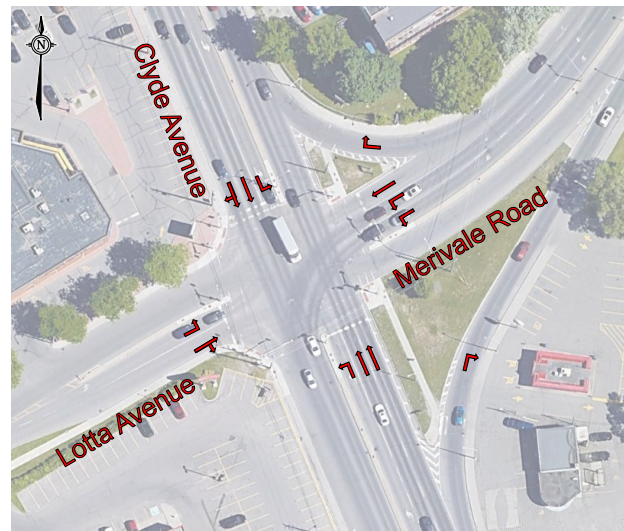
Baseline Road/Clyde Avenue

- Signalized four-legged intersection
- Northbound/Southbound Approaches (Clyde Avenue): two left turn lanes, one through lane, and one shared through/right turn lane
- Eastbound Approach (Baseline Road): one left turn lane, two through lanes, one pocket bike lane, one transit-only through lane, one channelized right turn lane
- Westbound Approach (Baseline Road): one left turn lane, two through lanes, one transit-only through lane, one bike lane, and one right turn channelized lane
- Standard crosswalks are provided on all approaches



Clyde Avenue/Merivale Road/Lotta Avenue

- Signalized four-legged intersection
- Northbound Approach (Merivale Road): one left turn lane, two through lanes, and one channelized right turn lane
- Southbound Approach (Clyde Avenue): one left turn lane, one through lane, and one shared through/right turn lane
- Eastbound Approach (Lotta Avenue): one left turn lane and one shared through/right turn lane
- Westbound Approach (Merivale Road): two left turn lanes, one through lane, and one channelized right turn lane
- Standard crosswalks are provided on all approaches



Merivale Road/Burris Lane/Civic #1454

- Signalized four-legged intersection
- Northbound and Southbound Approaches (Merivale Road): one left turn lane, one through lane, and one shared through/right turn lane
- Eastbound/Westbound Approaches (Burris Lane and Civic #1454): one left turn lane and one shared through/right turn lane
- Standard crosswalks are provided on all approaches



Merivale Road/Loblaws Plaza (Civic #1460)/Civic #1465

- Signalized four-legged intersection
- Northbound and Southbound Approaches (Merivale Road): one left turn lane, one through lane, and one shared through/right turn lane
- Eastbound/Westbound Approaches (Civic #1460 and Civic #1465): one left turn lane and one shared through/right turn lane
- Standard crosswalks are provided on all approaches



2.1.3 Driveways

In accordance with the 2017 TIA Guidelines, a review of adjacent driveways along the boundary roads are provided as follows:

Merivale Road, West Side:

- Two commercial driveways (one signalized) for 1460/1454 Merivale Road
- Full movement intersection at Kimway Crescent (site)
- Two commercial driveways for 1480 Merivale Road
- One commercial driveway for 1486 Merivale Road
- One commercial driveway for 1500 Merivale Road (site)

Merivale Road, East Side:

- One signalized and one unsignalized all-movement commercial driveway for 1465 Merivale Road
- Two all-movement institutional driveways (church) for 7 Gilbey Drive
- RIRO intersection at Gilbey Drive
- Two all-movement commercial driveways for 1485 Merivale Road
- Two all-movement commercial driveways for 1487 Merivale Road

2.1.4 Pedestrian and Cycling Facilities

Sidewalks are provided on both sides of Baseline Road, Merivale Road, Clyde Avenue, and Burris Lane. There is a multi-use pathway (MUP) on the east side of Merivale Road north of Baseline Road, connecting to the experimental farm pathway.

In the City of Ottawa's primary cycling network, Baseline Road, Merivale Avenue, and Clyde Avenue are classified as Spine Routes and Burris Lane is a local route. Baseline Road is also classified as a Cross-Town Bikeway. There are bicycle lanes running along Merivale Road north of Baseline Road and on the north side of Baseline Road between Clyde Avenue and the signalized access to 1357 Baseline Road.

2.1.5 Transit

There are numerous bus stops (see **Figure 2**) near the subject site. The closest stops to the site are stops #4484 and #4043 along Baseline Road, stops #4488 and #4489 along Merivale Road, and stop #4821 along Clyde Avenue. There are several additional stops along these roadways, many within 400m of the site. These transit stops provide access to transit routes #50, #80, #81, and #88.

Figure 2: OC Transpo Bus Stop Locations



Route #50 travels between Lincoln Fields and Tunney's Pasture on 30-minute headways, Monday-Saturday.

Route #80 travels between Barrhaven Centre and Tunney's Pasture on 15-minute headways with all-day service, 7-days per week.

Route #81 travels between Tunney's Pasture and Clyde Avenue on 30-minute headways with all-day service, 7-days per week (no evening service on weekends).

Route #88 travels between Terry Fox and Hurdman Transit Station on 10-minute headways during peak hours. It operates with all-day service, 7-days per week.

OC Transpo Route information is included in **Appendix C**.

2.1.6 Area Traffic Management

There are no Area Traffic Management (ATM) studies within the study area that have been completed or are currently in progress. There are painted speed limit markings on Lotta Avenue.

2.1.7 Existing Traffic Volumes

Weekday traffic counts completed by the City of Ottawa were used to determine the existing pedestrian, cyclist, and vehicular traffic volumes at the study area intersections. These counts were completed on the dates listed below:

- Baseline Road/Merivale Road February 9, 2016
- Baseline Road/Clyde Avenue August 21, 2019
- Clyde Avenue/Merivale Road/Lotta Avenue February 10, 2020
- Merivale Road/Burris Lane January 15, 2019
- Merivale Road/Loblaws Plaza February 21, 2018

Observed weekday AM and PM peak hour traffic volumes at the study area intersections are shown in **Figure 3**. Peak hour summary sheets of the above traffic counts are included in **Appendix D**.

2.1.8 Collision Records

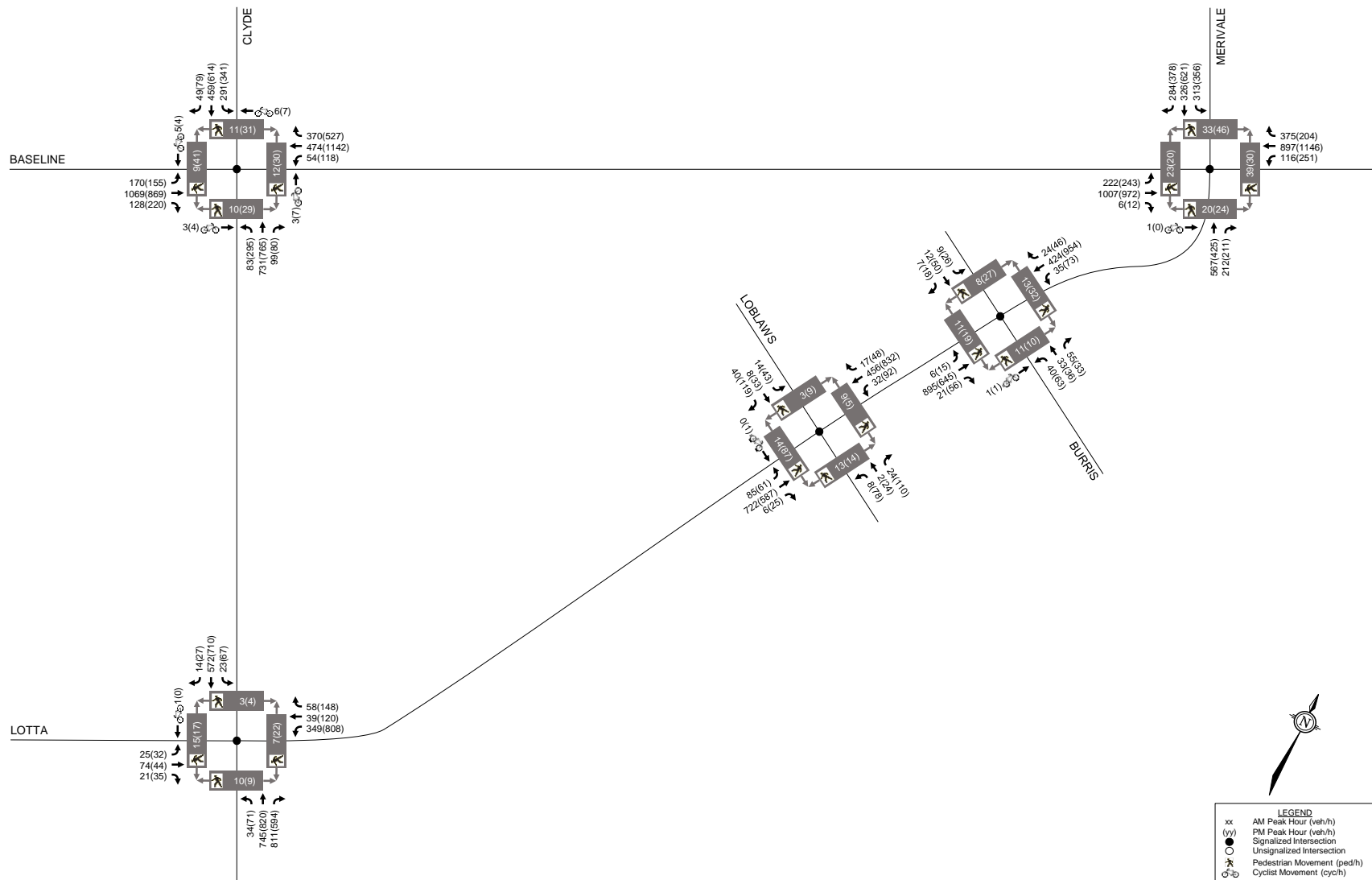
Historical collision data from the last five years were obtained from the City's Public Works and Service Department for the study area intersections. Copies of the collision summary reports are included in **Appendix E**. The collision data included in **Table 1** has been evaluated to identify collision patterns, which are defined in the *2017 TIA Guidelines* as 'more than six collisions in five years' for any one movement.

Table 1: Reported Collisions

Intersection/Segment	Impact Types					Total
	Angle	Sideswipe	Rear End	Turning	SMV ⁽¹⁾ /Other	
Baseline Road/ Merivale Road	6	22	66	6	5	105
Baseline Road/ Clyde Avenue	14	23	75	9	5	126
Clyde Avenue/ Merivale Road/Lotta Avenue	7	18	58	21	7	111
Merivale Road/ Burris Lane	5	3	7	3	2	20
Merivale Road/ Loblaws Plaza	3	-	3	3	-	9
Clyde Avenue/ Starwood Road	6	1	-	3	-	10
Merivale Road/ Gilbey Drive	1	-	-	1	-	2
Clyde Avenue between Clyde Avenue and Starwood Road	6	6	1	6	4	23
Clyde Avenue between Starwood Road and Lotta Avenue	1	1	4	1	1	8
Merivale Road between Clyde Avenue and Gilbey Drive	4	1	8	8	1	22

1. SMV = Single Motor Vehicle

Figure 3: Existing Traffic Volumes



Baseline Road/Merivale Road

Nineteen of the one hundred and five collisions caused an injury. Eighty-two collisions occurred in clear conditions, ten in rain conditions, eight in snow conditions, three in freezing rain, one in drifting snow, and one in strong wind. None of the collisions involved pedestrians or cyclists.

Of the **sixty-six rear-end** impacts at this intersection:

- Eighteen occurred in poor driving conditions;
- Sixteen occurred at the northbound approach;
- Ten occurred at the southbound approach;
- Twenty-one occurred at the eastbound approach; and,
- Nineteen occurred at the westbound approach.

High traffic volumes create the potential for more collisions of this type. The horizontal curvature on the northbound approach may be contributing to these collisions.

Of the **six angle** impacts at this intersection:

- None occurred in poor driving conditions;
- Three involved a northbound vehicle and an eastbound vehicle; and,
- Three involved a northbound vehicle and a westbound vehicle.

Of the **twenty-two sideswipe** impacts at this intersection:

- One occurred in poor driving conditions;
- Four occurred at the northbound approach;
- Three occurred at the southbound approach;
- Eleven occurred at the eastbound approach; and,
- Four occurred at the westbound approach.

High traffic volumes and multiple lanes create the potential for more collisions of this type.

Of the **six turning movement** impacts at this intersection:

- One occurred in poor driving conditions;
- Two were between a southbound through vehicle and a northbound left turning vehicle;
- Three were between an eastbound through vehicle and a westbound left turning vehicle; and,
- One was between a westbound left turning vehicle and an eastbound right turning vehicle.

Baseline Road/Clyde Avenue

Nineteen of the one hundred and twenty-six collisions caused an injury. One hundred and three collisions occurred in clear conditions, nine in rain conditions, ten in snow conditions, and four in freezing rain. None of the collisions involved pedestrians and one involved a cyclist.

Of the **seventy-five rear-end** impacts at this intersection:

- Eleven occurred in poor driving conditions;
- Twenty-three occurred at the northbound approach;
- Eleven occurred at the southbound approach;
- Sixteen occurred at the eastbound approach; and,
- Twenty-five occurred at the westbound approach.

High traffic volumes create the potential for more collisions of this type. The multiple accesses along the northbound approach and the nearby access on the eastbound approach may be contributing to collisions on those approaches. With a downhill grade of 3-4% along the westbound approach, consideration could be given to extending the westbound amber interval to accommodate the required deceleration time.

Of the **fourteen angle** impacts at this intersection:

- Three occurred in poor driving conditions;
- Five involved a northbound vehicle and a westbound vehicle;
- Seven involved a southbound vehicle and a westbound vehicle; and,
- Two involved a southbound vehicle and an eastbound vehicle.

Extending the amber interval on the westbound approach may reduce the likelihood of angle impacts involving this approach.

Of the **twenty-three sideswipe** impacts at this intersection:

- Seven occurred in poor driving conditions;
- Six occurred at the northbound approach;
- Five occurred at the southbound approach;
- Two occurred at the eastbound approach; and,
- Ten occurred at the westbound approach.

High traffic volumes and multiple lanes create the potential for more collisions of this type. The multiple accesses along the northbound approach and the nearby access on the eastbound approach may be contributing to collisions on those approaches. Extending the amber interval on the westbound approach may reduce the likelihood of sideswipe collisions that are rear-end avoidance maneuvers.

Of the **nine turning movement** impacts at this intersection:

- Two occurred in poor driving conditions;
- One was between a southbound through vehicle and a northbound left turning vehicle;
- One was between a northbound right turning vehicle and a northbound through vehicle;
- One was between a northbound through vehicle and a southbound left turning vehicle;
- Four were between an eastbound through or right turning vehicle and a westbound left turning vehicle; and,
- Two were between a westbound right turning vehicle and an eastbound left turning vehicle.

Merivale Road/Clyde Avenue/Lotta Avenue

Thirteen of the one hundred and eleven collisions caused an injury. Ninety collisions occurred in clear conditions, twelve in rain conditions, and nine in snow conditions. None of the collisions involved pedestrians or cyclists.

Of the **fifty-eight rear-end** impacts at this intersection:

- Thirteen occurred in poor driving conditions;
- Twenty-nine occurred at the northbound approach;
- Twenty-three occurred at the southbound approach;
- Three occurred at the eastbound approach; and,
- Three occurred at the westbound approach.

High traffic volumes create the potential for more collisions of this type. The multiple accesses along the northbound approach may be contributing to collisions on that approach.

Of the **seven angle** impacts at this intersection:

- Two occurred in poor driving conditions;
- Four involved a northbound vehicle and a westbound vehicle;
- Two involved a southbound vehicle and a westbound vehicle; and,
- One involved a southbound vehicle and an eastbound vehicle.

Of the **eighteen sideswipe** impacts at this intersection:

- One occurred in poor driving conditions;
- Ten occurred at the northbound approach;
- Three occurred at the southbound approach;
- Two occurred at the eastbound approach; and,
- Three occurred at the westbound approach.

High traffic volumes and multiple lanes create the potential for more collisions of this type. The multiple accesses along the northbound approach may be contributing to collisions on that approach.

Of the **twenty-one turning movement** impacts at this intersection:

- Three occurred in poor driving conditions;
- Six were between a southbound through vehicle and a northbound left turning vehicle;
- One was between a northbound right turning vehicle and a northbound vehicle;
- Twelve were between a northbound through vehicle and a southbound left turning vehicle;
- One was between two southbound left turning vehicles; and,
- One was between a northbound U-turn vehicle and a southbound through vehicle.

With heavy through volumes on the northbound and southbound approaches, there may be insufficient gaps during the northbound and southbound left turn phases.

Merivale Road/Burris Lane

Seven of the twenty collisions caused an injury. Fourteen collisions occurred in clear conditions and six in rain conditions. Two of the collisions involved pedestrians and none involved cyclists.

Of the **seven rear-end** impacts at this intersection:

- Five occurred in poor driving conditions;
- Four occurred at the northbound approach;
- Two occurred at the eastbound approach; and,
- One occurred at the westbound approach.

Merivale Road/Loblaws Plaza

None of the nine collisions caused an injury. Eight collisions occurred in clear conditions and one in rain conditions. None of the collisions involved pedestrians or cyclists.

Clyde Avenue/Starwood Road

None of the ten collisions caused an injury. Five collisions occurred in clear conditions, three in rain conditions, one in snow conditions, and one in freezing rain conditions. None of the collisions involved pedestrians or cyclists.

Of the **six angle** impacts at this intersection:

- Three occurred in poor driving conditions;
- Two involved a northbound vehicle and an eastbound vehicle; and,
- Four involved a southbound vehicle and an eastbound vehicle.

Merivale Road/Gilbey Drive

One of the two collisions caused an injury. Both collisions occurred in clear conditions and neither of the collisions involved pedestrians or cyclists.

Clyde Avenue between Clyde Avenue and Starwood Road

Six of the twenty-three collisions caused an injury. Eighteen collisions occurred in clear conditions, two in rain conditions, and three in snow conditions. One of the collisions involved a pedestrian and one involved a cyclist.

Of the **six angle** impacts in this segment:

- One occurred in poor driving conditions;
- Three involved a northbound vehicle and a westbound vehicle; and,
- Three involved a southbound vehicle and an eastbound vehicle.

Of the **six sideswipe** impacts in this segment:

- One occurred in poor driving conditions;
- Four occurred between northbound vehicles; and,
- Two occurred between southbound vehicles.

Of the **six turning movement** impacts in this segment:

- Two occurred in poor driving conditions;
- One was between a southbound through vehicle and a northbound left turning vehicle;
- Two were between a northbound right turning vehicle and a northbound through vehicle; and,
- Three were between a northbound through vehicle and a southbound left turning vehicle.

Clyde Avenue between Starwood Road and Lotta Avenue

One of the eight collisions caused an injury. Five collisions occurred in clear conditions, two in rain conditions, and one in snow conditions. None of the collisions involved a pedestrian or a cyclist.

Merivale Avenue between Clyde Avenue and Gilbey Drive

Three of the twenty-two collisions caused an injury. Seventeen collisions occurred in clear conditions, three in rain conditions, and two in snow conditions. None of the collisions involved a pedestrian and one involved a cyclist. Due to the road alignment in this area (northeast-southwest), some of the collisions appear to take Merivale as north-south, while others take Merivale as east-west. Northbound and eastbound have been taken as the same direction while southbound and westbound have been taken as the same direction.

Of the **eight rear-end** impacts in this segment:

- Two occurred in poor driving conditions;
- Seven occurred between northbound/eastbound vehicles; and,
- One occurred between southbound vehicles.

There are several accesses on the east side that may be contributing to the northbound collisions.

Of the **eight turning movement** impacts in this segment:

- Two occurred in poor driving conditions;
- Six were between a northbound/eastbound right turning vehicle and a northbound/eastbound through vehicle;
- One was between a northbound through vehicle and a southbound left turning vehicle; and,
- One was between an eastbound U-turning vehicle and an eastbound through vehicle.

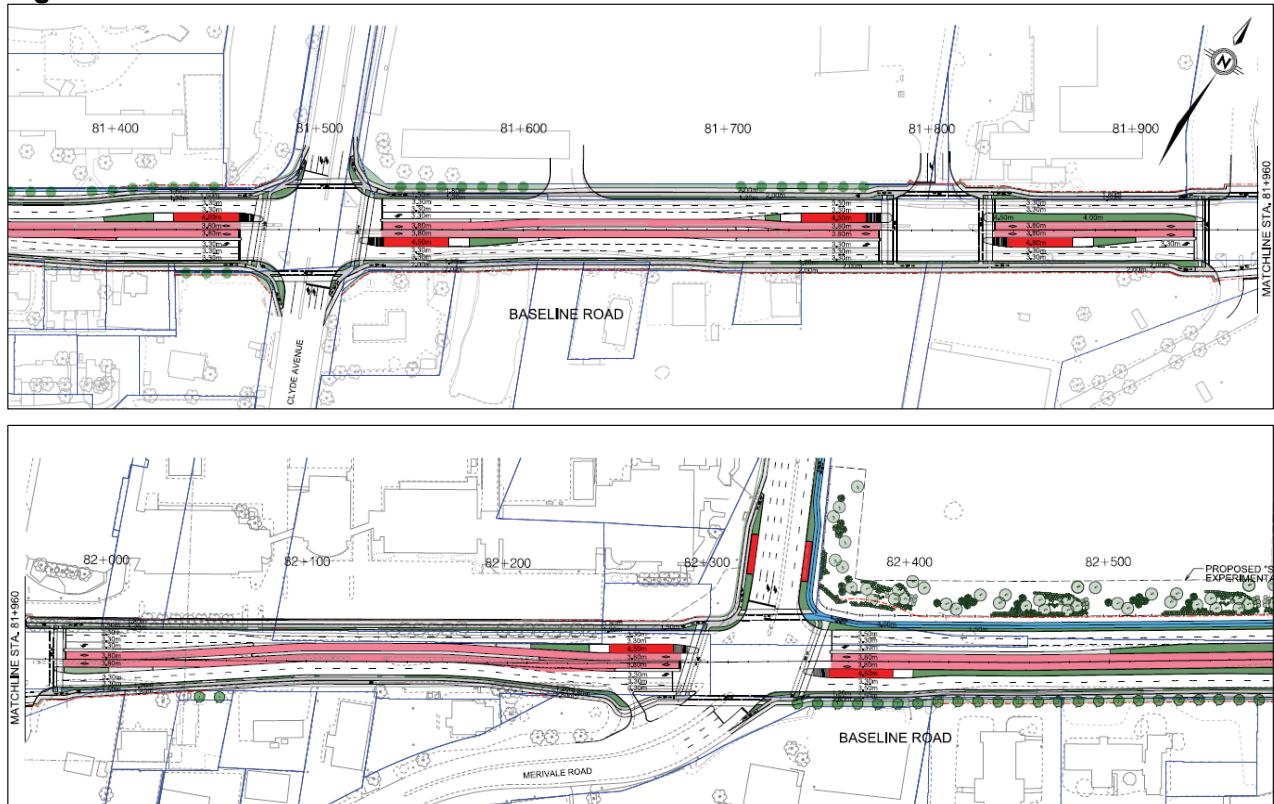
There are several accesses on the east side that are contributing to the northbound collisions.

2.2 Planned Conditions

2.2.1 Planned Transit and Roadway Projects

The City's TMP's Rapid Transit and Transit Priority Network identifies Baseline/Heron/Walkley/St Laurent for at-grade Bus Rapid Transit (BRT) connecting Baseline Station to Heron Station (Affordable) and Bayshore Station to St. Laurent Station (Concept). This BRT will provide improved transit access to employment, commercial and institutional land uses and service connecting to major rapid transit lines. An Environmental Project Report for the Baseline Road BRT Corridor has been completed and included plans to provide centre running BRT along Heron/Baseline. A functional design of the proposed modifications to Baseline Road within the study area is shown in **Figure 4**. It is understood that the project is subject to availability of funding from higher levels of government and no funding commitment is yet in place.

Figure 4: Baseline Road Planned BRT Corridor Modifications



The City's TMP identifies peak period bus lanes (peak direction only) and transit signal priority along Merivale Road between Carling Avenue and Baseline Road. This project is within the Affordable Network and will be achieved by reallocating existing traffic lanes. The TMP also identifies (Network Concept) road widening to provide exclusive bus lanes and transit signal priority along Merivale Road between Baseline Road and Slack Road. The Network Concept will not be implemented until after 2031.

The City's 2013 Transportation Master Plan (TMP) does not identify any roadway projects within the study area in its Affordable Road Network.

2.2.2 Other Area Developments

In proximity of the proposed development, there are multiple other developments that are approved, or in the approval process. Other developments in the area include:

- 300 Central Park Drive – A Community Transportation Study/Transportation Impact Study (CTS/TIS, Delcan, 2011) was prepared in support of a mixed-use development consisting of 740 high-rise apartment units, 180,000 ft² of retail space, and 48,000 ft² of office space. The study estimated that full development would generate 709 and 816 two-way vehicle trips during the AM and PM peak hours, respectively. Buildout of the development is anticipated prior to buildout of the subject site.
- 1356 Clyde Avenue – Redevelopment of two commercial strip malls as 458 residential units, 32,776 ft² of office space, and 18,740 ft² of ground floor retail is proposed. The redevelopment will be completed in two phases (by 2022 and by 2026). A TIA (Parsons, 2021) estimated that full redevelopment would generate 93 and 0 new two-way vehicle trips in 2026 during the AM and PM peak hours, respectively.
- 1357 Baseline Road – A TIA (Stantec, 2020) was prepared for the development of 402 residential units and 5,500 ft² of retail area with buildout out expected in 2022. The TIA estimated that the site would generate 90 and 111 two-way vehicle trips during the AM and PM peak hours, respectively, without Baseline BRT and 53 and 66 two-way vehicle trips during the AM and PM peak hours, respectively, with Baseline BRT.
- 1375 Clyde Avenue – A TIS (Parsons, 2017) was prepared for the expansion of the existing retail building and to add a self-storage facility and a restaurant. Buildout was planned in 2020. The TIA estimated that the site would generate 47 and 93 net new two-way vehicle trips during the AM and PM peak hours, respectively.

Additionally, the ultimate proposed development at 1500 Merivale Road is in the approval process. The TIA in support of the Master Site Plan (Novatech, 2021) considered 1,997 dwellings and 12,374 ft² GFA of ground-floor commercial space. In total, the proposed development is anticipated to be constructed in ten phases, with an ultimate buildout year of 2038. The TIA estimated that the site would generate 199 and 242 two-way vehicle trips during the AM and PM peak hours, respectively.

The transportation impact studies associated with the sites above are considered for background traffic purposes, which is discussed further in Section 3.2.1.

2.3 Study Area and Time Periods

The study area for this report includes the boundary roadway Merivale Road as well as the following intersections:

- Baseline Road/Merivale Road
- Baseline Road/Clyde Avenue
- Clyde Avenue/Merivale Road/Lotta Avenue
- Merivale Road/Burris Lane
- Merivale Road/Loblaws Plaza

The selected time periods for this study are the weekday AM and PM peak hours, as they represent the 'worst case' combination of site generated traffic and adjacent street traffic. The TIA will consider the buildout year 2024 and the five-year horizon 2029.

2.4 Exemptions Review

This module reviews possible exemptions from the final Transportation Impact Assessment, as outlined in the *2017 TIA Guidelines*. The applicable exemptions for this site are shown in **Table 2**.

Table 2: TIA Exemptions

Module	Element	Exemption Criteria	Status
Design Review Component			
4.1 Development Design	4.1.2 Circulation and Access	• Only required for site plans	Not Exempt
	4.1.3 New Street Networks	• Only required for plans of subdivision	Exempt
4.2 Parking	4.2.1 Parking Supply	• Only required for site plans	Not Exempt
	4.2.2 Spillover Parking	• Only required for site plans where parking supply is 15% below unconstrained demand	Exempt
Network Impact Component			
4.5 Transportation Demand Management	<i>All elements</i>	• Not required for non-residential site plans expected to have fewer than 60 employees and/or students on location at any given time	Exempt
4.6 Neighbourhood Traffic Management	4.6.1 Adjacent Neighbourhoods	• Only required when the development relies on local or collector streets for access and total volumes exceed ATM capacity thresholds	Exempt
4.8 Network Concept	<i>All elements</i>	• Only required when proposed development generates more than 200 person-trips during the peak hour in excess of the equivalent volume permitted by the established zoning	Exempt

As a full TIA is in the approval process for the overall development of the 1500 Merivale Road lands, City staff has confirmed that this TIA shall be limited in scope to the Design Review components, and all Network Impact components are exempt. Therefore, the following modules will be included in the TIA report.

Design Review Component

- Module 4.1: Development Design
- Module 4.2: Parking
- Module 4.3: Boundary Streets
- Module 4.4: Access Design

3.0 FORECASTING

3.1 Development-Generated Travel Demand

3.1.1 Trip Generation

The proposed development will include a total of 121 apartment dwellings and 1,647 ft² of ground-floor commercial space.

The *TRANS Trip Generation Manual Summary Report*, prepared in October 2020 by WSP, includes data to estimate the trip generation and mode shares for residential uses, divided into single-family detached housing, low-rise multifamily housing (one or two storeys), and high-rise multifamily housing (three or more storeys).

The *TRANS Trip Generation Manual* identifies the subject site as being located within the Merivale district, and Schedule 2A of the City's *Zoning By-Law (ZBL)* identifies the subject site as being located within 600m of a rapid transit corridor (Baseline Road between Navaho Drive and Fisher Avenue). Developments within 600m of a rapid transit corridor can be considered Transit-Oriented Development (TOD). In TOD zones, the transit share is assumed to increase significantly compared to any TRANS O-D district. The City has outlined sustainable mode share targets for transit-oriented developments, which can be summarized as follows:

- Auto Driver: 15% during peak periods;
- Auto Passenger: 5% during peak periods;
- Transit: 65% during peak periods;
- Non-Auto (Active): 15% during peak periods.

The *TRANS Trip Generation Manual* identifies the following residential and commercial mode shares for the Merivale district.

Residential Mode Shares

- Auto Driver: 41% AM, 41% PM
- Auto Passenger: 6% AM, 11% PM
- Transit: 42% AM, 33% PM
- Cyclist: 2% AM, 2% PM
- Pedestrian: 8% AM, 13% PM

Commercial Mode Shares

- Auto Driver: 71% AM, 61% PM
- Auto Passenger: 19% AM, 16% PM
- Transit: 1% AM, 8% PM
- Cyclist: 0% AM, 1% PM
- Pedestrian: 9% AM, 14% PM

Consistent with the TIA in support of the Master Site Plan, a blend of the mode shares observed for the Merivale district and the TOD mode share targets have been developed as the assumed mode shares of the proposed development. Compared to the Merivale district mode shares, the auto driver share has been decreased, and the transit share has been increased, given the subject site's proximity to transit stops and other retail/commercial sites.

The assumed mode shares for the proposed residential and commercial uses are summarized in **Table 3**.

Table 3: Proposed Development Mode Shares

Mode	Proposed Residential		Proposed Commercial	
	AM	PM	AM	PM
Auto Driver	30%	30%	40%	40%
Auto Passenger	5%	6%	15%	15%
Transit	48%	44%	20%	20%
Cyclist	5%	5%	5%	5%
Pedestrian	12%	15%	20%	20%

3.1.1.1 Proposed Residential Trip Generation

For the High-Rise Multifamily Housing land use, the process of converting the trip generation estimates from peak period to peak hour is shown in the following tables. The estimated number of person trips generated by the proposed dwellings for the AM and PM peak periods are shown in **Table 4**. A breakdown of these trips by modal share is shown in **Table 5**.

Table 4: Proposed Residential – Peak Period Trip Generation

Land Use	TRANS Rate	Units	AM Peak Period (ppp ⁽¹⁾)			PM Peak Period (ppp)		
			IN	OUT	TOT	IN	OUT	TOT
High-Rise Multifamily Housing	AM: 0.80 PM: 0.90	121 units	30	67	97	63	46	109

1. ppp: Person Trips per Peak Period

Table 5: Proposed Residential – Peak Period Trips by Mode Share

Travel Mode	Mode Share		AM Peak Period			PM Peak Period		
	AM	PM	IN	OUT	TOT	IN	OUT	TOT
Residential Trips			30	67	97	63	46	109
Auto Driver	30%	30%	9	20	29	19	14	33
Auto Passenger	5%	6%	2	3	5	4	3	7
Transit	48%	44%	14	32	46	28	20	48
Cyclist	5%	5%	2	3	5	3	2	5
Pedestrian	12%	15%	3	9	12	9	7	16

Table 4 of the *TRANS Trip Generation Manual* includes adjustment factors to convert the estimated number of trips generated for each mode from peak period to peak hour. A breakdown of the peak hour trips by mode is shown in **Table 6**.

Table 6: Proposed Residential – Peak Hour Trips by Mode Share

Travel Mode	Adj. Factor		AM Peak Hour			PM Peak Hour		
	AM	PM	IN	OUT	TOT	IN	OUT	TOT
Auto Driver	0.48	0.44	4	10	14	8	6	14
Auto Passenger	0.48	0.44	1	2	3	2	1	3
Transit	0.55	0.47	8	18	26	13	10	23
Cyclist	0.58	0.48	1	2	3	2	1	3
Pedestrian	0.58	0.52	2	5	7	5	4	9
Peak Hour Person Trips			16	37	53	30	22	52

From the previous tables, the proposed residential dwellings are estimated to generate 53 person trips (including 14 vehicle trips) during the AM peak hour, and 52 person trips (including 14 vehicle trips) during the PM peak hour.

3.1.1.2 Proposed Commercial Trip Generation

Since the commercial uses are not known at this time, trips generated by the proposed commercial component have been estimated using the Strip Retail Plaza land use rates included in the *ITE Trip Generation, 11th Edition*. The estimated number of person trips generated by the proposed ground-floor commercial areas are shown in **Table 7**. A breakdown of these trips by modal share is shown in **Table 8**.

Table 7: Proposed Commercial – Peak Hour Trip Generation

Land Use	ITE Code	GFA	AM Peak Hour (pph ⁽¹⁾)			PM Peak Hour (pph)		
			IN	OUT	TOT	IN	OUT	TOT
Strip Retail Plaza	822	1,647 ft ²	3	2	5	7	7	14

1. pph: Person Trips per Hour – calculated using an ITE Trip to Person Trip Factor of 1.28, consistent with the 2017 TIA Guidelines

Table 8: Proposed Commercial – Peak Hour Trips by Mode Share

Travel Mode	Mode Share		AM Peak Hour			PM Peak Hour		
	AM	PM	IN	OUT	TOT	IN	OUT	TOT
Peak Hour Person Trips			3	2	5	7	7	14
Auto Driver	40%	40%	1	1	2	3	3	6
Auto Passenger	15%	15%	1	-	1	1	1	2
Transit	20%	20%	-	1	1	1	1	2
Cyclist	5%	5%	-	-	0	1	-	1
Pedestrian	20%	20%	1	-	1	1	2	3

From the previous tables, the proposed commercial uses are estimated to generate five person trips (including two vehicle trips) during the AM peak hour, and 14 person trips (including six vehicle trips) during the PM peak hour. For the purposes of this TIA, it has been assumed that the proposed commercial areas of the development will generate exclusively external trips (i.e. no pass-by or internally capture trips).

3.1.1.3 Summary of Trip Generation Estimates

The number of trips generated by the proposed residential and commercial uses shown in **Table 6** and **Table 8** have been added together, and are shown in **Table 9**.

Table 9: Total Development – Trip Generation Estimates

Travel Mode	AM Peak Hour			PM Peak Hour		
	IN	OUT	TOT	IN	OUT	TOT
Peak Hour Person Trips	19	39	58	37	29	66
Auto Driver	5	11	16	11	9	20
Auto Passenger	2	2	4	3	2	5
Transit	8	19	27	14	11	25
Cyclist	1	2	3	3	1	4
Pedestrian	3	5	8	6	6	12

From the previous table, the proposed development is estimated to generate 58 person trips (including 16 vehicle trips) during the AM peak hour and 66 person trips (including 20 vehicle trips) during the PM peak hour.

3.1.2 Trip Distribution and Assignment

As City staff have confirmed that all Network Impact components are exempt from this TIA, trip distribution and assignment assumptions have not been included.

3.2 Background Traffic

3.2.1 Other Area Developments

A review of other area development traffic has been conducted, per the developments listed in Section 2.2.2. Traffic generated by these developments have been considered in this analysis and added to the future background traffic volumes, as they are currently under construction, approved, or in the approval process. Relevant excerpts of the traffic studies associated with the developments below are included in **Appendix F**.

300 Central Park Drive

This mixed-use development will consist of 740 high-rise apartments, 180,000 ft² of retail space, and 48,000 ft² of office space. The CTS/TIS (prepared by Delcan in 2011) did not identify a buildout year, and estimated the development would generate 709 and 816 two-way vehicle trips during the AM and PM peak hours, respectively. Traffic generated by this site has been added to the 2024 and 2029 background traffic volumes.

1356 Clyde Avenue

This mixed-use development will consist of 458 residential units, 18,740 ft² of retail space, and 32,776 ft² of office space, and will replace two existing commercial strip malls. The TIA (prepared by Parsons in 2021) identified a Phase 1 buildout year of 2022 and an ultimate buildout year of 2026. In Phase 1, the TIA estimated the development would generate a net additional 93 two-way vehicle trips during the AM peak hour, and 66 vehicle trips during the PM peak hour. At ultimate buildout, the TIA estimated the development would generate a net additional 93 two-way vehicle trips during the AM peak hour, and no additional vehicle trips during the PM peak hour. The Phase 1 volumes have been added to the 2024 background traffic volumes, and the ultimate volumes have been added to the 2029 background volumes.

1357 Baseline Road

This mixed-use development will consist of 402 residential units and 5,500 ft² of retail space. The TIA (prepared by Stantec in 2020) identified a buildout year of 2022, and estimated the development would generate 90 and 111 two-way vehicle trips during the AM and PM peak hours, respectively (in the scenario where the Baseline Road BRT is not yet implemented). Traffic generated by this scenario has been added to the 2024 and 2029 background traffic volumes.

1375 Clyde Avenue

This development will involve the expansion of the existing 16,000 ft² retail space with an additional 12,000 ft² of retail and a 4,500 ft² restaurant. The TIS (prepared by Parsons in 2017) identified a buildout year of 2020, and estimated the development would generate a net additional 47 and 93 new two-way vehicle trips during the AM and PM peak hours, respectively. The net additional traffic generated by this site has been added to the 2024 and 2029 background traffic volumes.

1500 Merivale Road

The TIA in support of the Master Site Plan (prepared by Novatech in 2021) considered 1,997 dwellings and 12,374 ft² GFA of ground-floor commercial space. In total, the proposed development is anticipated to be constructed in ten phases, with an ultimate buildout year of 2038. In the midpoint year 2031, where half of the development was assumed to be built out, the TIA estimated that the site would generate 123 and 141 two-way vehicle trips during the AM and PM peak hours, respectively. For the purposes of this TIA, traffic generated by the midpoint year have been added to the 2029 background volumes.

3.2.2 General Background Growth Rate

A review of snapshots of the City's *Strategic Long-Range Model* and *Intersection Traffic Growth Rates (2000-2016)* has been conducted. Both resources are included in **Appendix G**. Comparing snapshots of the 2011 and 2031 AM peak hour traffic volumes, the *Strategic Long-Range Model* suggests little to no growth on all arterial roadways. The *Intersection Traffic Growth Rates* figures, which determine growth rates based on total vehicular volumes entering the intersection, identify the following growth rates between 2000 and 2016.

- Baseline Road/Merivale Road
 - AM Peak Hour: negative growth between -0.2% and -2% per annum;
 - PM Peak Hour: positive growth between +0.2% and +2% per annum.
- Baseline Road/Clyde Avenue
 - AM Peak Hour: negative growth between -0.2% and -2% per annum;
 - PM Peak Hour: positive growth between +0.2% and +2% per annum.
- Clyde Avenue/Merivale Road/Lotta Avenue
 - AM Peak Hour: negative growth between -0.2% and -2% per annum;
 - PM Peak Hour: negative growth between -0.2% and -2% per annum.

It is anticipated that background growth along the study area roadways will be captured through the addition of traffic generated by other area developments, as described in the previous section. Therefore, no background growth rates have been applied to any study area roadways.

3.3 Future Traffic Conditions

The figures listed below present the following future traffic conditions:

- Other area development-generated traffic volumes in 2024 are shown in **Figure 6**;
- Other area development-generated traffic volumes in 2029 are shown in **Figure 7**;
- Background traffic volumes in 2024 are shown in **Figure 8**;
- Background traffic volumes in 2029 are shown in **Figure 9**.

3.4 Demand Rationalization

Based on the City's *2017 TIA Guidelines*, the Demand Rationalization module includes identifying any locations and approaches where total auto demand is projected to exceed capacity, and what reductions in peak hour volumes are required for demand to meet capacity. However, determining whether any approach has volumes that exceed capacity requires intersection analysis. Since City staff has confirmed that all Network Impact modules are exempt (including intersection analysis), this is outside the scope of this study.

The Demand Rationalization module was completed as part of the original 2021 TIA for 1500 Merivale Road, which was prepared in support of the Master Site Plan. Excerpts of the intersection analysis completed as part of the 2021 TIA are included in **Appendix F**.

4.0 ANALYSIS

4.1 Development Design

4.1.1 Design for Sustainable Modes

A new public local roadway with a ROW of 20m is proposed to access the development, immediately east of Phase 1. The new roadway will ultimately connect Merivale Road and Baseline Road, but will not do so until future phases of the ultimate development are constructed. As part of Phase 1, the public roadway will be constructed between Merivale Road and the future private roadway north of the proposed park. A hammerhead turnaround area will be provided at the northern terminus of the roadway. A 2.0m-wide concrete sidewalk will be provided on the west side of the new roadway and a 3.0m-wide asphalt MUP will be provided on the east side. These facilities will tie into the existing sidewalk on the north side of Merivale Road as part of Phase 1, and tie into the existing sidewalk and future cycle track on the south side of Baseline Road as part of a future phase. Further review of the cross-section of the public roadway from a multi-modal level of service (MMLOS) perspective is included in Section 4.3.2.

A total of 107 bicycle parking spaces will be provided as part of Phase 1. This will include 24 exterior bicycle parking spaces at-grade, and 83 interior bicycle parking spaces within the three levels of the proposed underground parking garage. The total number of bicycle parking spaces and the bicycle parking requirements per the City's ZBL is reviewed in Section 4.2.

The nearest bus stops to the subject site are discussed in Section 2.1.5 and shown in **Figure 2**. OC Transpo's service design guidelines for peak period service is to provide service within a five-minute (400m) walk of home, work, or school for 95% of urban residents. Residents of the Phase 1 building will be within 400m of bus stops on Merivale Road.

Figure 5: 2024 Other Area Development-Generated Traffic Volumes

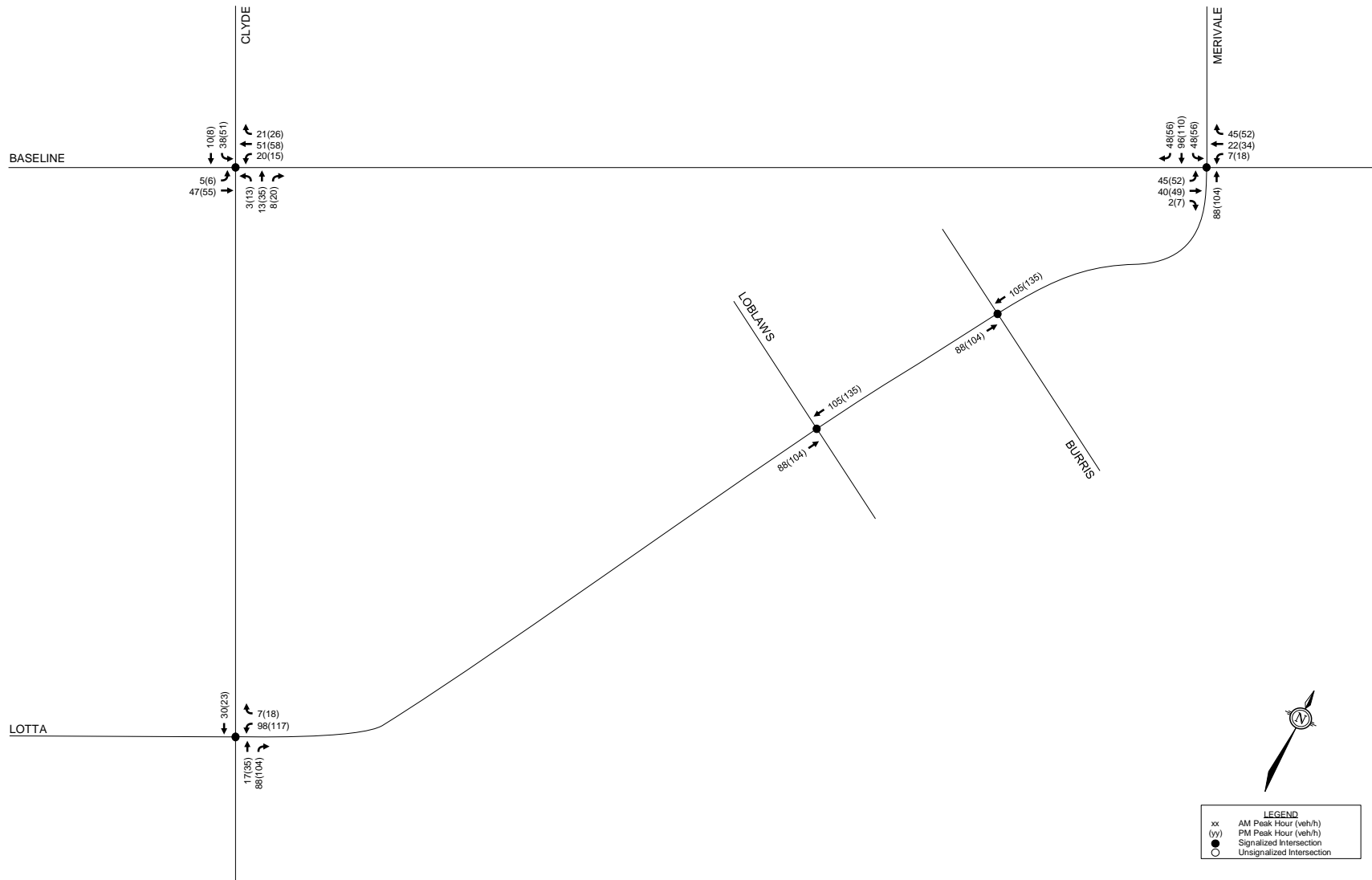


Figure 6: 2029 Other Area Development-Generated Traffic Volumes

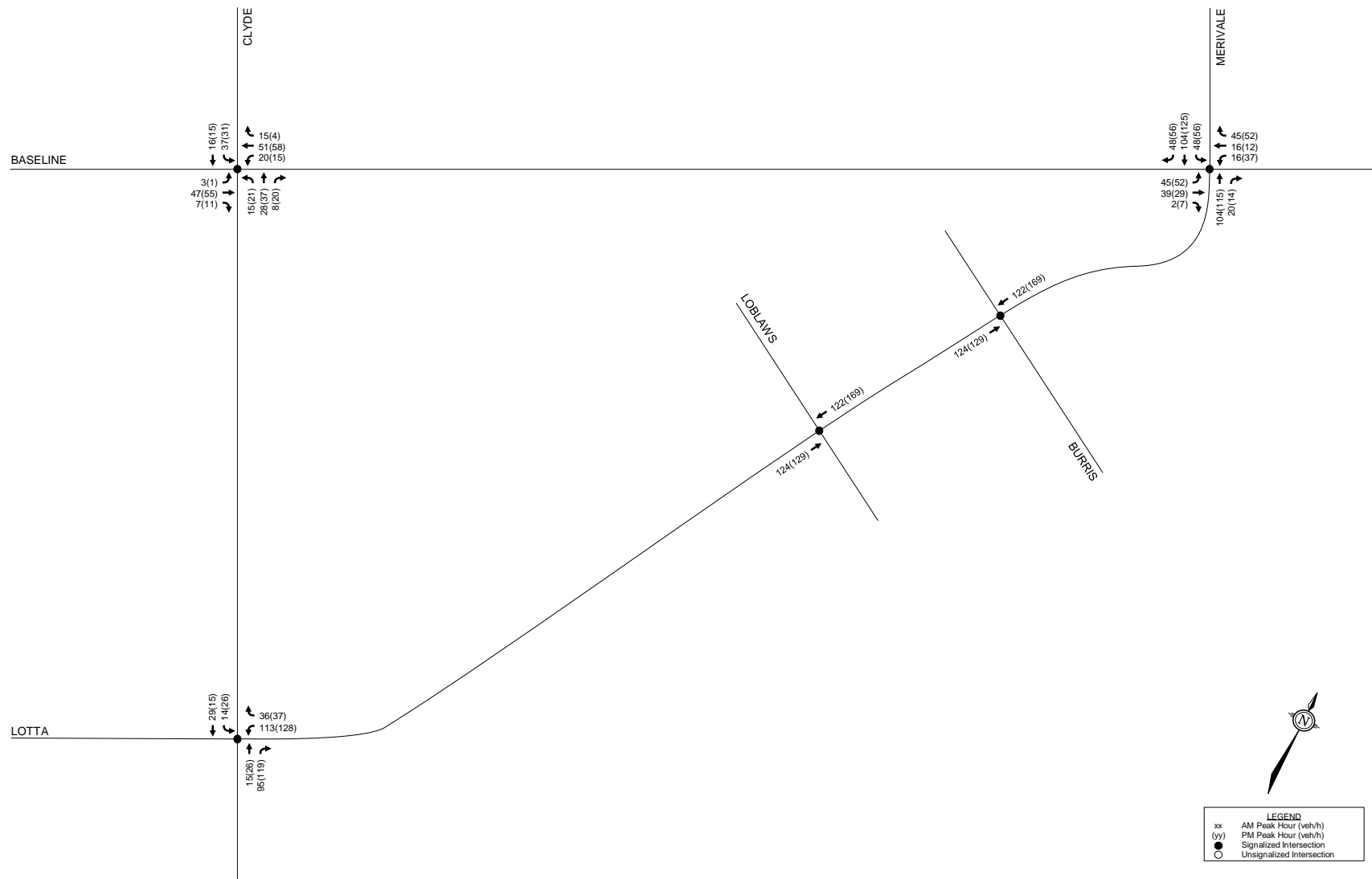


Figure 7: 2024 Background Traffic Volumes

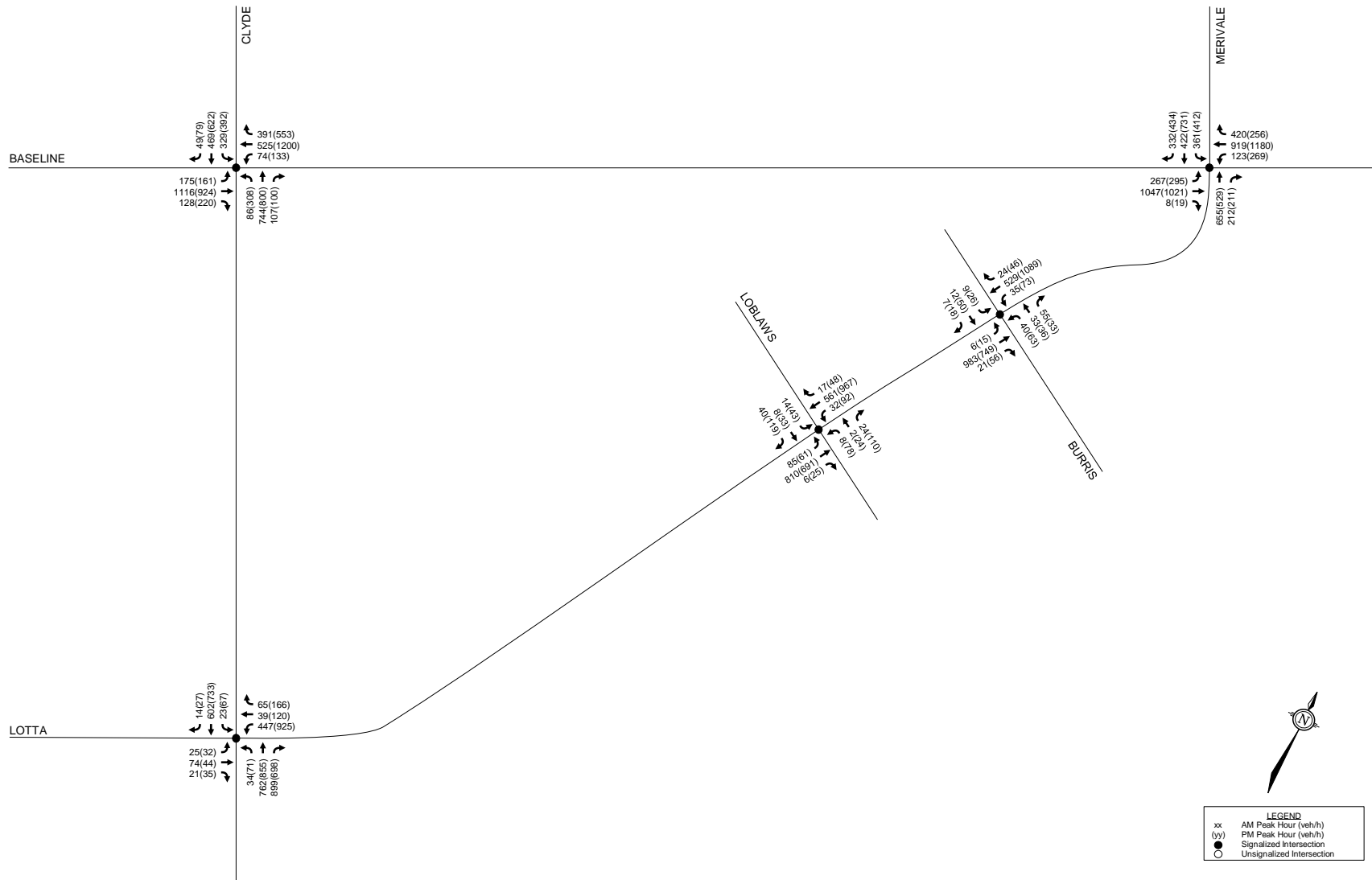
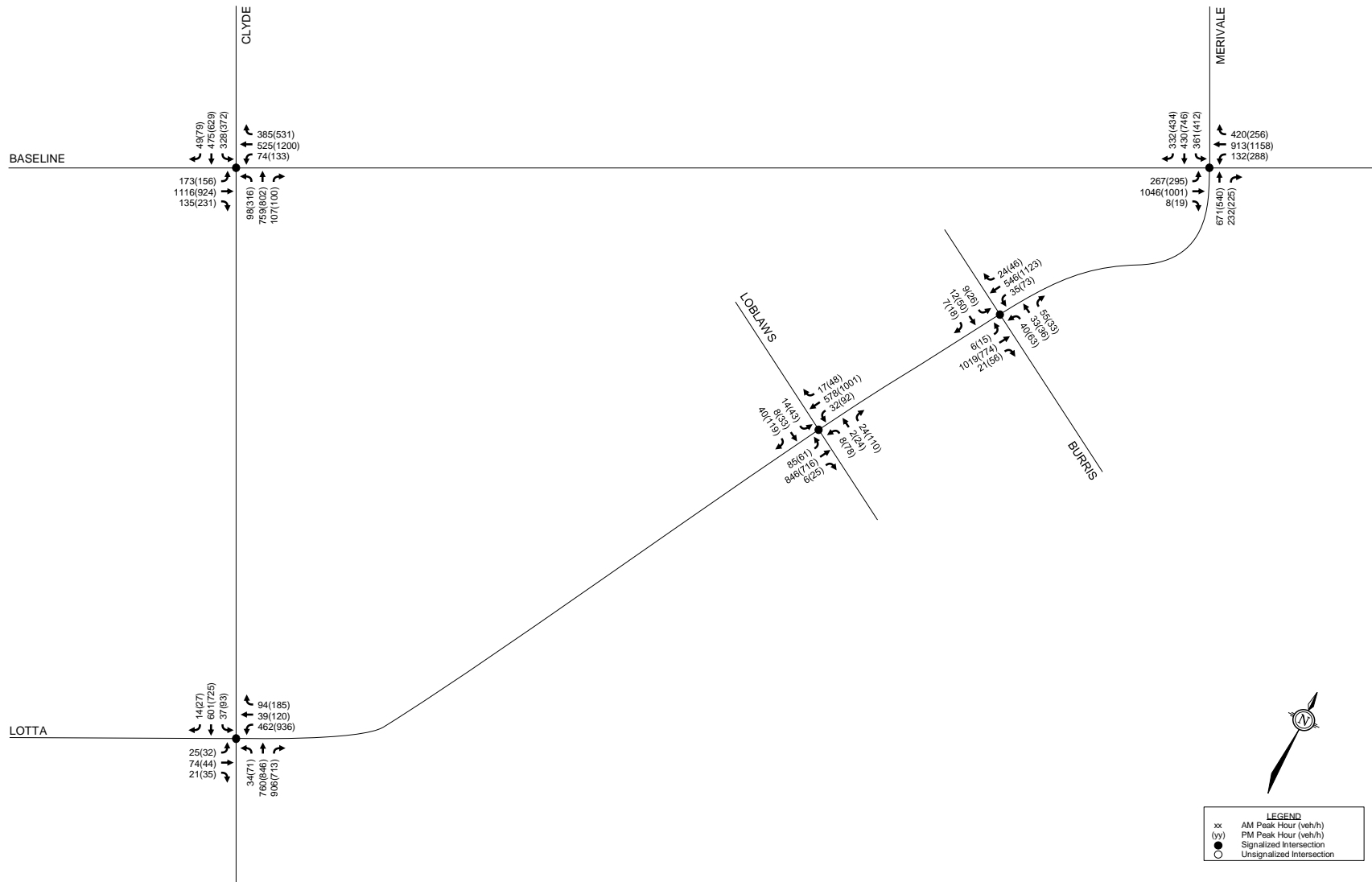


Figure 8: 2029 Background Traffic Volumes



A review of the City's *Transportation Demand Management (TDM)-Supportive Development Design and Infrastructure Checklist* has been conducted. All required TDM-supportive design and infrastructure measures in the TDM checklist are met. A copy of this checklist is included in **Appendix H**. In addition to the required measures, the proposed development also meets the following 'basic' or 'better' measures as defined in the *TDM-Supportive Development Design and Infrastructure Checklist*.

- Locate building close to the street, and do not locate parking areas between the street and building entrances;
- Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations;
- Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort;
- Provide safe, direct, and attractive walking routes from building entrances to nearby transit stops;
- Provide lighting, landscaping, and benches along walking and cycling routes between building entrances and streets, sidewalks, and trails.

4.1.2 Circulation and Access

Pick-ups and drop-offs for Phase 1 will occur curbside on the new public roadway. Vehicles will be able to turn around at the proposed hammerhead, north of the proposed parkland. Garbage collection will take place curbside along the proposed local roadway. The proposed fire route for the subject site will also be located on the proposed local roadway.

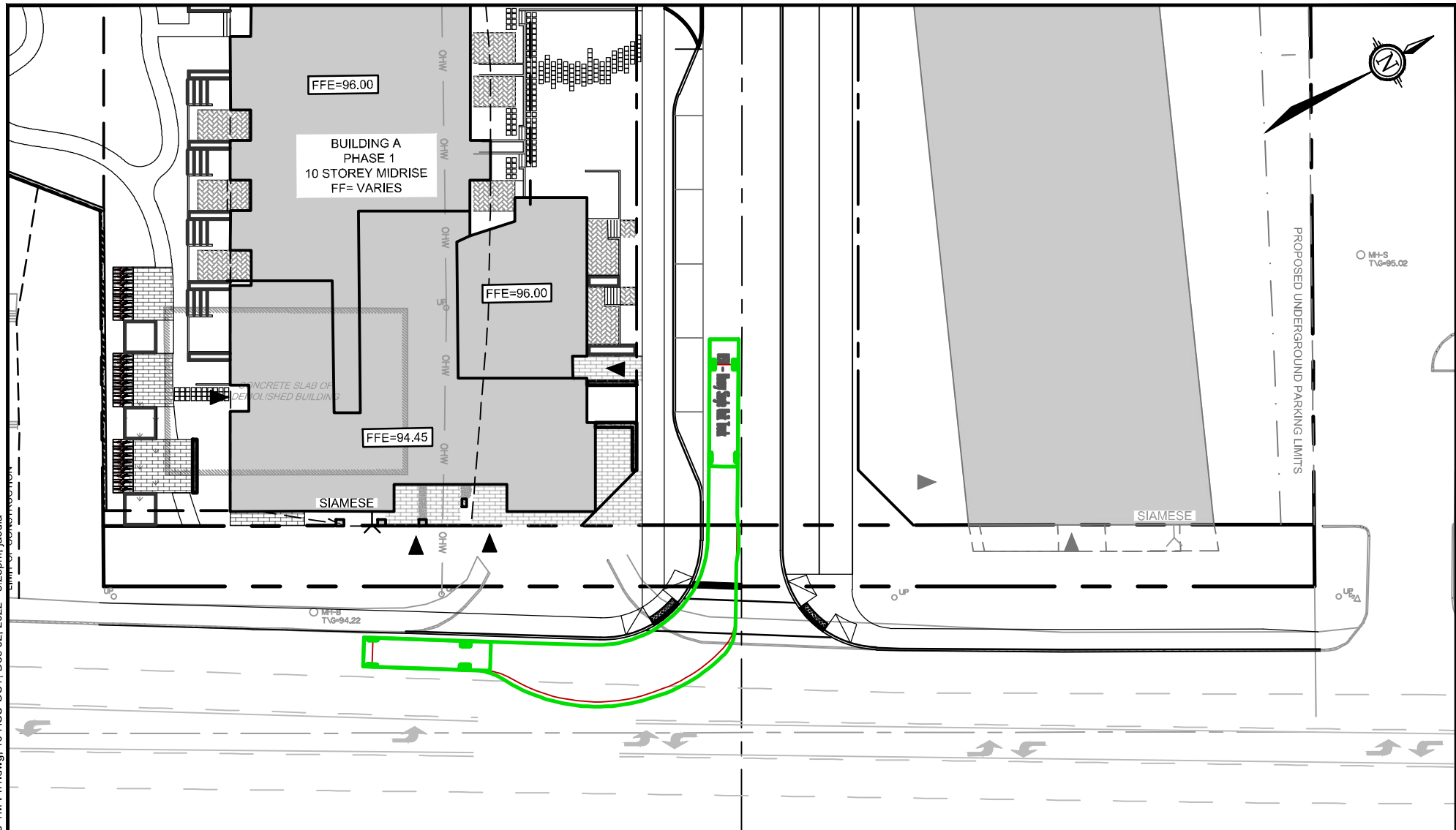
Truck turning movements have been prepared for the proposed new intersection to Merivale Road and at the proposed hammerhead at the northern terminus of the proposed roadway. Turning movements for a Heavy Single Unit (HSU) design vehicle are included in **Figure 9** through **Figure 11**.

4.2 Parking

The subject site is located in Area C of Schedule 1 and Schedule 1A of the City's ZBL, and is located within 600m of the rapid transit corridor shown in Schedule 2A of the City's ZBL. Per Sections 101(5)(d), 102(5), and 103(1) of the ZBL, the minimum vehicle parking requirements are therefore calculated using the rates for Area X, and the maximum vehicle parking requirements are calculated using the rates for Area C.

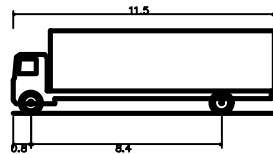
The vehicle and bicycle parking requirements for the proposed development, as identified in Sections 101, 102, 103, and 111 of the ZBL, are summarized in **Table 10**.

M:\2021\121009\CAD\Design\Figures\Traffic\121009-TM-Ph1.dwg, 10-HSU-OUT, Dec 02, 2022 - 3:28pm, jaudia



Engineers, Planners & Landscape Architects
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario, Canada K2M 1P6

Telephone (613) 254-9643
Facsimile (613) 254-5867
Website www.novatech-eng.com



HSU - Heavy Single Unit Truck
Overall Length 11.500m
Overall Width 2.600m
Overall Body Height 3.650m
Min Body Ground Clearance 0.445m
Track Width 2.600m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 14.100m

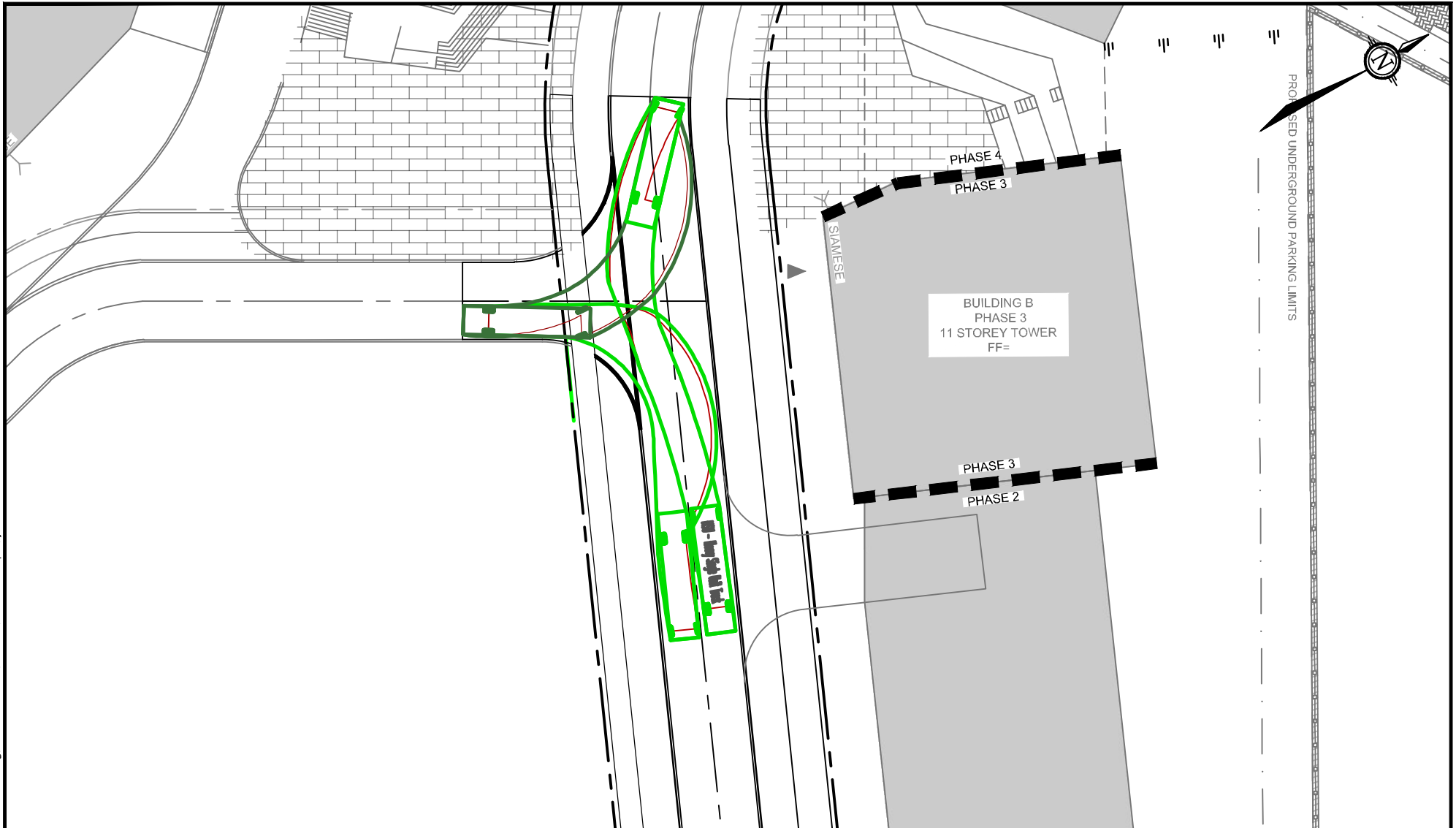
CITY OF OTTAWA
1500 MERIVALE

TURNING MOVEMENT
HSU OUTBOUND

SCALE 1 : 500

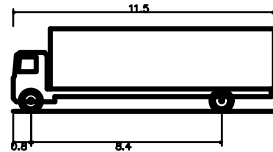
DATE DEC 2022 JOB 121009 FIGURE FIGURE-10

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Engineers, Planners & Landscape Architects
Suite 200, 240 Michael Cowpland Drive
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Telephone (613) 254-9643
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Min Body Ground Clearance 0.445m
Track Width 2.600m
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 14.100m

CITY OF OTTAWA
1500 MERIVALE

TURNING MOVEMENT
HSU TURNAROUND

SCALE 1 : 500 0 5m 10m 20m

DATE DEC 2022

JOB 121009

FIGURE FIGURE-11

Table 10: Parking Requirements

Land Use	Rate	Units/GFA	Required
<i>Minimum Vehicle Parking Requirements</i>			
Apartment, Mid-Rise	0.5 spaces per unit (residents)	121 units	61
	0.1 spaces per unit (visitors)		12
Retail Store	1.25 spaces per 100 m ² GFA	153 m ²	2
Minimum Required			75
Total Parking Proposed			121
<i>Maximum Vehicle Parking Requirements</i>			
Apartment, Mid-Rise	1.75 spaces per dwelling unit (combined total of resident and visitor parking)	121 units	212
Retail Store	4.0 spaces per 100 m ² GFA	153 m ²	6
Maximum Permitted			218
Total Parking Proposed			121
<i>Minimum Bicycle Parking Requirements</i>			
Apartment, Mid-Rise	0.5 per dwelling unit	121 units	61
Retail Store	1.0 per 250 m ² GFA	153 m ²	1
Minimum Required			62
Total Bicycle Parking Proposed			107

Based on the previous table, the proposed number of vehicle and bicycle parking spaces meet the requirements of the ZBL.

Section 111(12) of the ZBL identifies that, where the number of bicycle parking spaces required for a single residential building exceeds 50 spaces, a minimum of 25% of the required total must be located within a structure, secure area, or bicycle lockers. As the proposed development provides the majority of bicycle parking spaces indoors (i.e. 24 surface bicycle parking spaces and 83 underground bicycle parking spaces), this requirement is met.

4.3 Boundary Streets

4.3.1 Merivale Road

This section provides a review of the boundary street Merivale Road. The *MMLOS Guidelines* produced by IBI Group in October 2015 were used to evaluate the levels of service for each alternative mode of transportation. Merivale Road has been evaluated based on existing conditions, using the targets outlined for sites 'within 600m of a rapid transit station,' due to the subject site's proximity to the future Baseline Road BRT.

A detailed MMLOS review of the boundary street is included in **Appendix I**. A summary of the results of the segment MMLOS analysis for Merivale Road are provided in **Table 11**.

Table 11: Segment MMLOS Summary

Segment	PLOS		BLOS		TLOS		TkLOS	
	Actual	Target	Actual	Target	Actual	Target	Actual	Target
Merivale Road	F	A	F	C	E	-	A	D

The results of the segment MMLOS analysis can be summarized as follows:

- Merivale Road does not meet the target pedestrian level of service (PLOS) A;
- Merivale Road does not meet the target bicycle level of service (BLOS) C;
- Merivale Road achieves a transit level of service (TLOS) E;
- Merivale Road meets the target truck level of service (TkLOS) D.

Merivale Road does not meet the target PLOS A. Per Exhibit 4 of the *MMLOS Guidelines*, the best possible PLOS for both streets is a PLOS D (based on the operating speed and traffic volumes), which can be achieved by providing a 2.0m-wide sidewalk with a minimum boulevard width of 2.0m. This is identified for the City's consideration.

Merivale Road does not meet the target BLOS C. Per Exhibit 11 of the *MMLOS Guidelines*, the target can be achieved through the implementation of curbside bike lanes with a minimum width of 1.2m. This is identified for the City's consideration.

4.3.2 Proposed Local Roadway

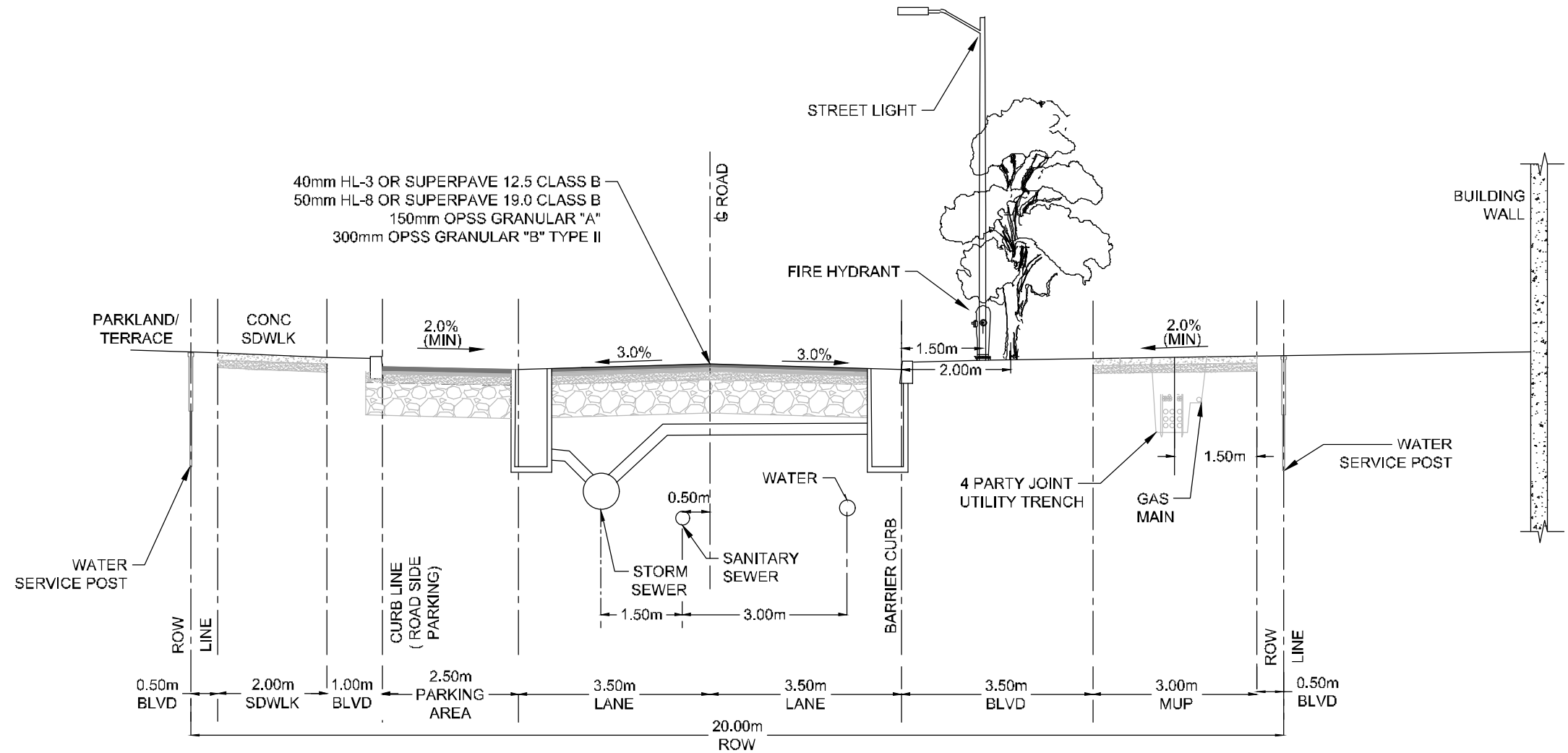
The proposed local roadway will have a ROW width of 20m and a pavement width of 7.0m. For instances where parallel parking spaces are not provided, the 2.0m-wide concrete sidewalk on the west side will include a 3.5m-wide boulevard. Where parallel parking spaces are provided, the boulevard will be reduced to 1.0m in width, as the parking lane is proposed to have a width of 2.5m. The proposed 3.0m-wide MUP on the east side of the roadway will include a 3.5m-wide boulevard along the entire length. The proposed typical cross-sections of the new local roadway are included in **Figure 12** (where curbside parking is not provided) and **Figure 13** (where curbside parking is provided).

The proposed local roadway has been evaluated for pedestrian and bicycle levels of service. Based on the targets for local roadways within 600m of a rapid transit station and no cycling route designation, the targets for this roadway are a PLOS A and BLOS B. For the purposes of this review, the roadway is conservatively assumed to have an operating speed of 50 km/h.

Per Exhibit 4 of the *MMLOS Guidelines*, a roadway with a minimum sidewalk width of 2.0m, minimum boulevard width of 0.5m, and average annual daily traffic volumes less than 3,000 vehicles per day achieves the target PLOS A. This applies to both the proposed sidewalk and proposed MUP.

Per Exhibit 11 of the *MMLOS Guidelines*, a residential roadway with two travel lanes, an operating speed of 50 km/h, and no marked centreline achieves the target BLOS B. Cyclists will also be able to use the proposed MUP instead of the roadway itself, which achieves a BLOS A.

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NOVATECH

Engineers, Planners & Landscape Architects
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario, Canada K2M 1P6

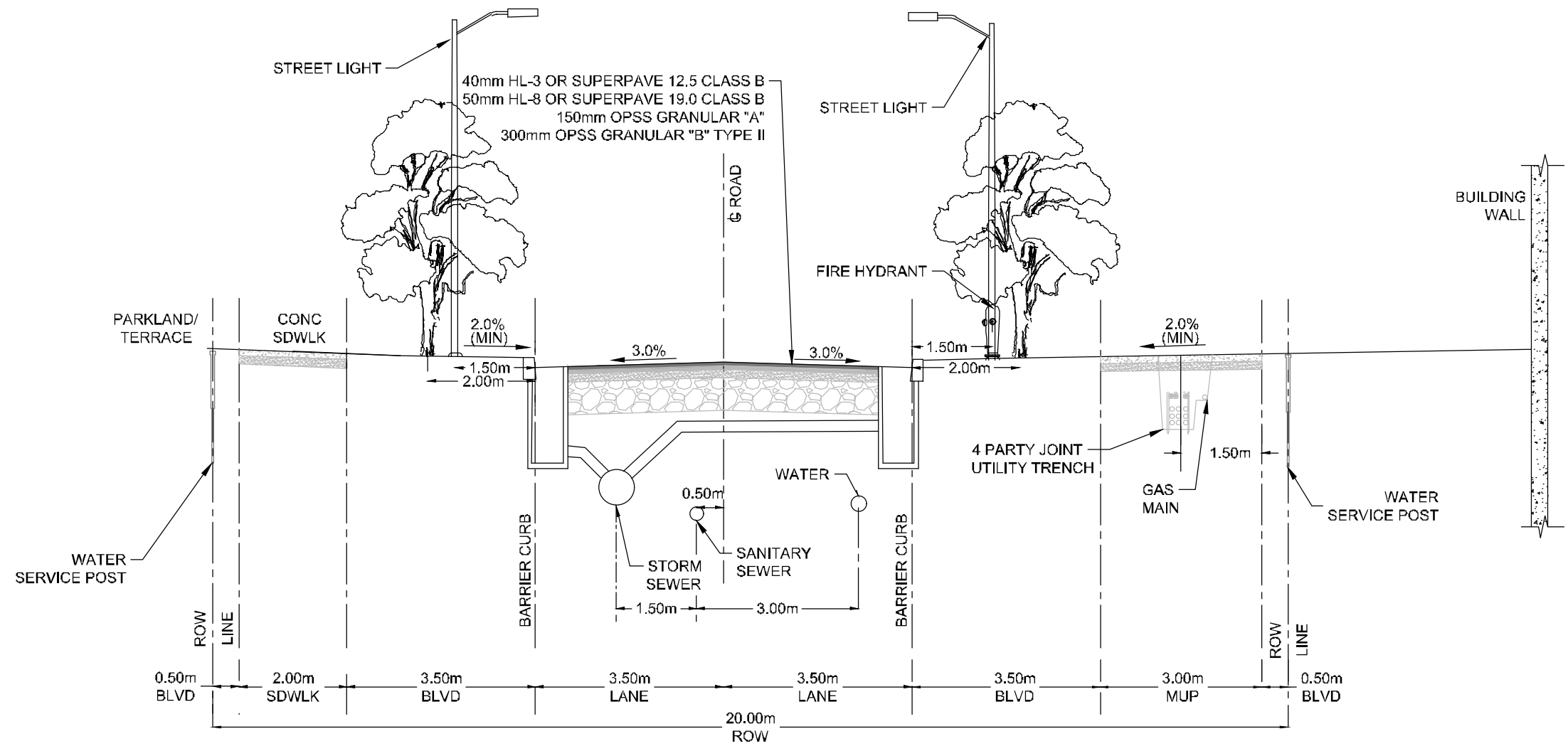
Telephone (613) 254-9643
Facsimile (613) 254-5867
Website www.novatech-eng.com

CITY OF OTTAWA
1500 MERIVALE ROAD

TYPICAL ROAD SECTION
(7.0m ASPHALT - C/W PARKING)

SCALE 1 : 100

DATE DEC2022 JOB 121009 FIGURE FIGURE-12



NOVATECH

Engineers, Planners & Landscape Architects
Suite 200, 240 Michael Cowpland Drive
Ottawa, Ontario, Canada K2M 1P6

Telephone (613) 254-9643
Facsimile (613) 254-5867
Website www.novatech-eng.com

CITY OF OTTAWA
1500 MERIVALE ROAD

TYPICAL ROAD SECTION
(7.0m ASPHALT - C/W BOULEVARD)

SCALE 1 : 100

DATE DEC 2022 JOB 121009 FIGURE FIGURE-13

4.4 Access Intersections

The proposed local roadway will connect to Merivale Road as an unsignalized intersection with stop-control on the local roadway. The Transportation Association of Canada (TAC)'s *Geometric Design Guide for Canadian Roads* identifies a minimum desirable spacing of 200m between urban-constrained arterial intersections. The proposed local roadway will intersect Merivale Road approximately 150m from the nearest existing intersection at Merivale Road/Loblaws Plaza. Therefore, the minimum desirable spacing is not met. It should be noted that, measuring stop bar to stop bar, the signalized intersections of Merivale Road/Loblaws Plaza and Merivale Road/Burris Lane are approximately 105m, and the signalized intersections of Baseline Road/Laurentian Place and Baseline Road/Agriculture Canada are approximately 125m. Therefore, there is local precedent where the minimum 200m spacing is not observed between even signalized intersections, and this proposed new intersection with Merivale Road can be supported.

As part of Phase 1 of the development, a ramp to three underground parking levels will form a private approach to the new local roadway. Curbs will be depressed and continuous across this private approach. The design of the proposed private approach has been evaluated using the relevant provisions of the TAC's *Geometric Design Guide for Canadian Roads* and the City's *Private Approach By-Law* (PABL) and ZBL.

TAC's *Geometric Design Guide* identifies minimum clear throat length requirements based on the land use, development size, and class of roadway. Since the *Geometric Design Guide* does not outline minimum requirements for accesses to local roadways, the requirement for collector roadways have been applied for this review. For apartment developments with 100 to 200 units, TAC identifies a minimum clear throat length requirement of 15m for any accesses to collector roadways, measuring from the end of the curb radii to the first point of conflict. As the clear throat length along the proposed garage ramp is approximately 16m between the end of the curb radii and the garage door, this requirement is met by the proposed private approach.

Section 25(c) of the PABL identifies a maximum width requirement of 9.0m for any two-way private approach, as measured at the street line. Section 107(1)(a) of the ZBL identifies requirements that, for a private approach accessing a parking garage for apartments with 20 or more parking spaces, it must have a minimum width of 6.0m and a maximum width of 6.7m. Since the proposed private approach will be approximately 6.0m in width at the ROW, these requirements are met.

Section 25(m)(ii) of the PABL identifies that, for a property that abuts or is within 46m of an arterial roadway, there are minimum distance requirements between a private approach and the nearest intersecting street line, and between the nearest limits of two private approaches to the same property, based on the land use and the number of parking spaces provided. For apartment buildings with 100 to 199 parking spaces, a minimum distance of 30m is required. TAC's *Geometric Design Guide* also identifies a minimum corner clearance requirement of 15m between a private approach and the nearest unsignalized intersection, when the private approach accesses a local roadway. Since the southern edge of the proposed private approach is approximately 47.5m north of the ROW of Merivale Road, these requirements are met.

Section 25(p) of the PABL identifies a minimum separation requirement of 3m between a private approach and the nearest property line, as measured at the street line. Measuring nearest edge to nearest edge, the proposed private approach is approximately 3.2m south of the proposed parkland. Therefore, this requirement is met.

Section 25(u) of the PABL identifies a requirement that any private approach serving a parking area with more than 50 parking spaces shall not have a grade exceeding 2% for the first 9m inside the property line. The proposed grade of the parking garage ramp is approximately 5.6% (ascending in the direction of the roadway) for the first 9m inside the property line, before transitioning to an increased slope to the underground garage. By limiting the maximum grade to 5.6%, it is anticipated that drivers exiting the parking garage will have adequate sightlines to pedestrians walking along the proposed local roadway. Therefore, it is requested that the requirement of Section 25(u) of the PABL be waived.

5.0 CONCLUSIONS AND RECOMMENDATIONS

Based on the foregoing, the conclusions and recommendations of this TIA can be summarized as follows:

Forecasting

- The proposed development is estimated to generate 58 person trips (including 16 vehicle trips) during the AM peak hour, and 66 person trips (including 20 vehicle trips) during the PM peak hour.

Development Design and Parking

- A new public local roadway with a right-of-way (ROW) of 20m is proposed, immediately east of Phase 1. The new roadway will ultimately connect Merivale Road and Baseline Road, but will not do so until future phases of the ultimate development are constructed. As part of Phase 1, the public roadway will be constructed between Merivale Road and the future private roadway north of the proposed park. A hammerhead turnaround area will be provided at the northern terminus of the roadway. A 2.0m-wide concrete sidewalk will be provided on the west side of the roadway and a 3.0m-wide asphalt multi-use pathway (MUP) will be provided on the east side. These facilities will tie into the existing sidewalk on the north side of Merivale Road as part of Phase 1, and tie into the existing sidewalk and future cycle track on the south side of Baseline Road as part of a future phase.
- A total of 107 bicycle spaces will be provided as part of Phase 1. This will include 24 exterior bicycle parking spaces at-grade, and 83 interior bicycle parking spaces within the three underground parking levels.
- Residents of the Phase 1 building will be within 400m of bus stops on Merivale Road.
- All required Transportation Demand Management (TDM)-supportive design and infrastructure measures are met by the proposed development.
- Pick-ups and drop-offs for Phase 1 will occur curbside on the new public roadway. Vehicles will be able to turn around at the proposed hammerhead, north of the proposed parkland. Garbage collection will take place curbside along the proposed local roadway. The proposed fire route for the subject site will also be located on the proposed local roadway.
- The proposed number of vehicle and bicycle parking spaces meet the requirements outlined in the City's *Zoning By-Law*.

Boundary Streets

- The results of the segment multi-modal level of service (MMLOS) analysis can be summarized as follows:
 - Merivale Road does not meet the target pedestrian level of service (PLOS) A;
 - Merivale Road does not meet the target bicycle level of service (BLOS) C;
 - Merivale Road achieves a transit level of service (TLOS) E;
 - Merivale Road meets the target truck level of service (TkLOS) D.
- Merivale Road does not meet the target PLOS A. The best possible PLOS D can be achieved by providing a 2.0m-wide sidewalk with a minimum boulevard width of 2.0m. This is identified for the City's consideration.
- Merivale Road does not meet the target BLOS C. The target can be achieved through the implementation of curbside bike lanes with a minimum width of 1.2m. This is identified for the City's consideration.
- The proposed local roadway will achieve the target PLOS A and the target BLOS B. The 2.0m-wide sidewalk on the west side will include a 3.5m-wide boulevard where no parking lane is provided, and a 1.0m-wide boulevard where a parking lane is provided. The 3.0m-wide MUP will include a 3.5m-wide boulevard along the entire length of the roadway.

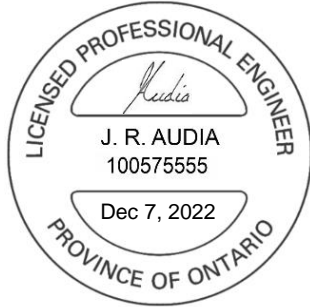
Access Intersections

- The proposed local roadway will connect to Merivale Road as an unsignalized intersection with stop-control on the local roadway. The Transportation Association of Canada (TAC)'s *Geometric Design Guide for Canadian Roads* identifies a minimum desirable spacing of 200m between urban-constrained arterial intersections, which is not achieved by the proposed location approximately 150m west of the nearest intersection at Merivale Road/Loblaws Plaza. However, there is local precedent where the minimum spacing is not observed between signalized intersections, and therefore, this spacing can be supported.
- The proposed parking garage ramp meets the relevant requirements of TAC's *Geometric Design Guide* and the City's *Zoning By-Law*, and meets all relevant requirements of the City's *Private Approach By-Law* except for Section 25(u), which identifies a maximum grade of 2% within the first 9m of the property line.
- The proposed grade of the parking garage ramp is 5.6% for the first 9m within the property line (ascending in the direction of the roadway). It is anticipated that drivers exiting the parking garage will have adequate sightlines to pedestrians walking along the proposed local roadway. Therefore, it is requested that the requirement of Section 25(u) be waived.

Based on the foregoing, the proposed development is recommended from a transportation perspective.

NOVATECH

Prepared by:



Joshua Audia, P.Eng.
Project Engineer | Transportation

Reviewed by:



Brad Byvelds, P.Eng.
Project Manager | Transportation

APPENDIX A

Proposed Site Plan

REVISION:

1. SHALL BE RESPONSIBLE FOR VERIFYING ALL DIMENSIONS ON SITE TO ENSURE COMPLIANCE WITH THE DIMENSIONS GIVEN ON THE DRAWINGS.
2. SHALL BE RESPONSIBLE TO IMMEDIATELY SUBMIT A REPORT TO THE ARCHITECT OR ENGINEER OUTLINING ANY INACCURACIES.
3. SHALL NOT TAKE SCALED MEASUREMENTS OFF THE DRAWINGS.
4. ANY INDIVIDUAL OR FIRM THAT HAVE RECEIVED ELECTRONIC DOCUMENT SHALL USE THEM AT THEIR OWN RISK. ONLY ORIGINAL DRAWINGS, STAMPED BY THE ARCHITECT, MAY BE USED FOR CONSTRUCTION.

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1500 MERIVALE

SITE PLAN

NG

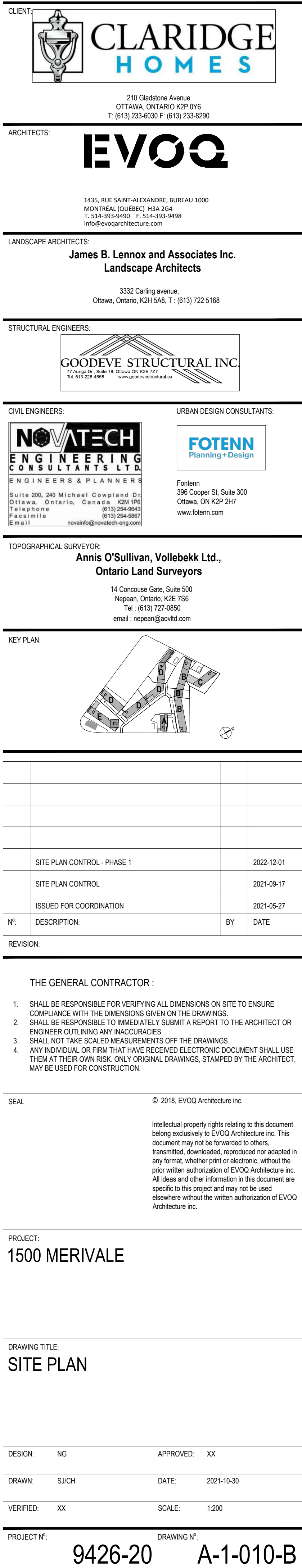
SJCH

XX

DRAWING N°:

9426-20 A-1_010-A

PHASE 1 - 10 Storeys												
		AREA (m²)		UNITS							AMENITIES (m²)	
Floor	GFA	GLA (Residential)	GLA (Commercial)	Townhome	Studio	1BR	2BR	3BR	Total	Common	Balconies/p Private terraces	Total
G	1 390	711.00	153	7			3		10	1226	276.00	1502
2	1 395	938.00			1	4	2	1	8	57	83.00	190
3	1 121	883.50				11	3	1	15		138.00	138
4	1 121	940.60				11	3	1	15		138.00	138
5	1 121	940.60				9	3	2	14		138.00	138
6	1 121	940.60				9	3	2	14		138.00	138
7	1 126	940.60				9	3	2	14		133.00	133
8	1 126	936.00				9	3	2	14		133.00	133
9	1 126	936.00				9	3	2	14		133.00	133
10	422	281.90				2	1	3	170	63.55	233.55	
TOTAL	11 069	8457.90	153	7	1	71	28	14	121	1453	1 383.55	2836.55



APPENDIX B

TIA Screening Form

City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	1500 Merivale Road (Phase 1)
Description of Location	Northwest corner of Merivale Road at future local road
Land Use Classification	Mixed-Use (residential with ground-floor retail)
Development Size (units)	121 dwellings
Development Size (m ²)	153 m² (1,647 ft²) GFA of ground-floor retail
Number of Accesses and Locations	One on new local road
Phase of Development	1
Buildout Year	2024

If available, please attach a sketch of the development or site plan to this form.

2. Trip Generation Trigger

Considering the Development's Land Use type and Size (as filled out in the previous section), please refer to the Trip Generation Trigger checks below.

Land Use Type	Minimum Development Size
Single-family homes	40 units
Townhomes or apartments	90 units
Office	3,500 m ²
Industrial	5,000 m ²
Fast-food restaurant or coffee shop	100 m ²
Destination retail	1,000 m ²
Gas station or convenience market	75 m ²

** If the development has a land use type other than what is presented in the table above, estimates of person-trip generation may be made based on average trip generation characteristics represented in the current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.*

If the proposed development size is greater than the sizes identified above, the Trip Generation Trigger is satisfied.

3. Location Triggers

	Yes	No
Does the development propose a new driveway to a boundary street that is designated as part of the City's Transit Priority, Rapid Transit or Spine Bicycle Networks?		✓
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?*	✓	

*DPA and TOD are identified in the City of Ottawa Official Plan (DPA in Section 2.5.1 and Schedules A and B; TOD in Annex 6). See Chapter 4 for a list of City of Ottawa Planning and Engineering documents that support the completion of TIA).

If any of the above questions were answered with 'Yes,' the Location Trigger is satisfied.

4. Safety Triggers

	Yes	No
Are posted speed limits on a boundary street are 80 km/hr or greater?		✓
Are there any horizontal/vertical curvatures on a boundary street limiting sight lines at a proposed driveway?		✓
Is the proposed driveway within the area of influence of an adjacent traffic signal or roundabout (i.e. within 300 m of intersection in rural conditions, or within 150 m of intersection in urban/suburban conditions)?		✓
Is the proposed driveway within auxiliary lanes of an intersection?		✓
Does the proposed driveway make use of an existing median break that serves an existing site?		✓
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?	✓	
Does the development include a drive-thru facility?		✓

If any of the above questions were answered with 'Yes,' the Safety Trigger is satisfied.

5. Summary

	Yes	No
Does the development satisfy the Trip Generation Trigger?		✓
Does the development satisfy the Location Trigger?	✓	
Does the development satisfy the Safety Trigger?	✓	

If none of the triggers are satisfied, the TIA Study is complete. If one or more of the triggers is satisfied, the TIA Study must continue into the next stage (Screening and Scoping).

APPENDIX C

OC Transpo Route Maps

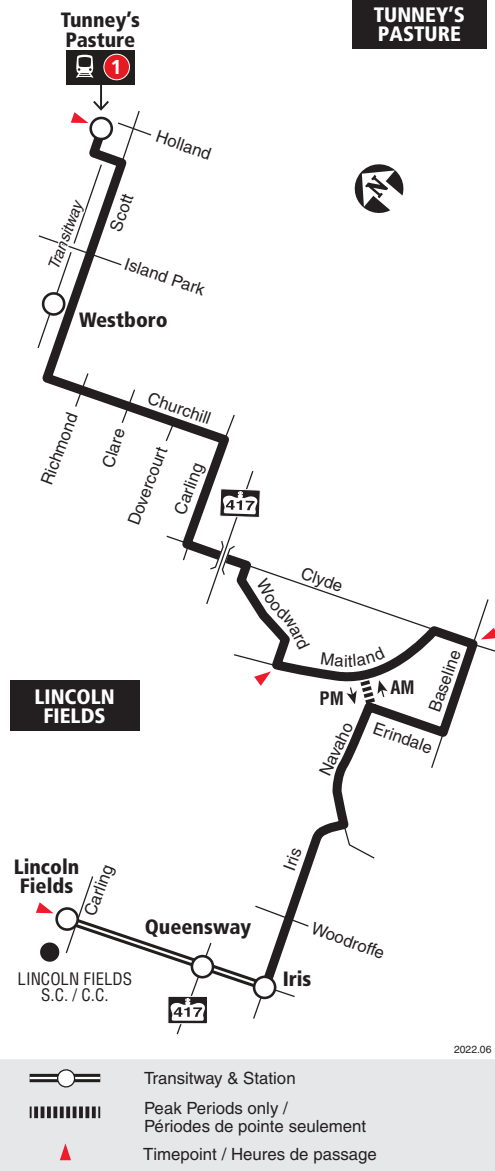
50

LINCOLN FIELDS TUNNEY'S PASTURE

Local

Monday to Saturday / Lundi au samedi

No service Sat. eve. or all day Sunday / Aucun service le soir le sam. ou toute la journée dimanche



2022.06



Schedule / Horaire613-560-1000

Text / Texto*560560

plus your four digit bus stop number / plus votre numéro d'arrêt à quatre chiffres

*Standard message rates may apply / Les tarifs réguliers de messagerie texte peuvent s'appliquer

Customer Service

Service à la clientèle **613-560-5000**

Lost and Found / Objets perdus..... **613-563-4011**

Security / Sécurité **613-741-2478**

Effective June 26, 2022

En vigueur 26 juin 2022



INFO 613-560-5000
octranspo.com

80

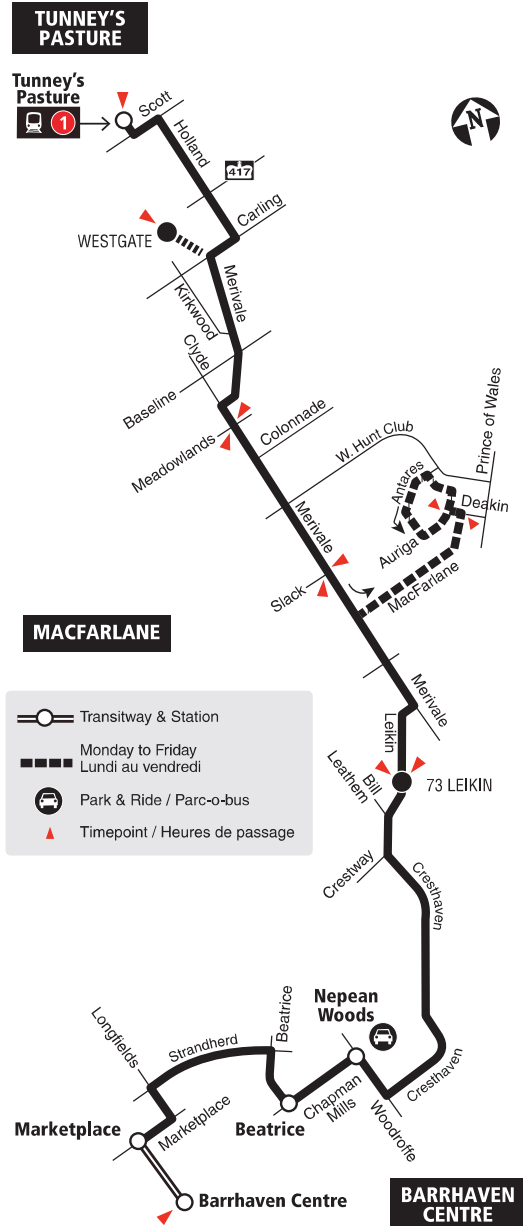
Fréquent

**BARRHAVEN
CENTRE
TUNNEY'S PASTURE**

7 days a week / 7 jours par semaine

All day service

Service toute la journée



2018.12



Schedule / Horaire.....613-560-1000

Text / Texto560560

plus your four digit bus stop number / plus votre numéro d'arrêt à quatre chiffres

Customer Relations

Service à la clientèle 613-842-3600

Lost and Found / Objets perdus..... 613-563-4011

Security / Sécurité..... 613-741-2478

Effective June 24, 2018

En vigueur 24 juin 2018



INFO 613-741-4390
octranspo.com

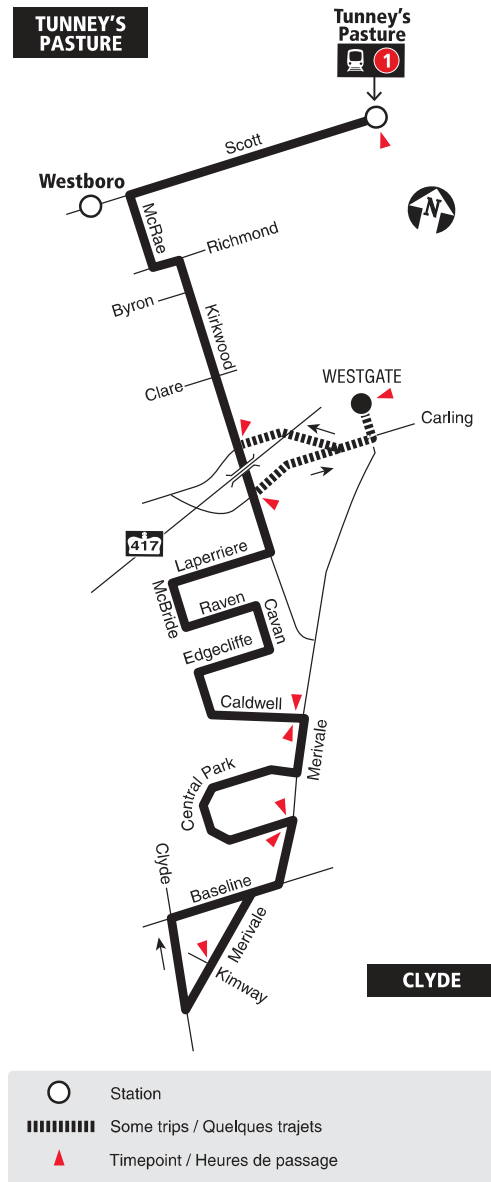
81

CLYDE TUNNEY'S PASTURE

Local

7 days a week / 7 jours par semaine

No service in the evening on weekends
Aucun service le soir les fins de semaine



2019.07



Future route after O-Train Line 1 is open
Trajet du circuit après l'ouverture
de la Ligne 1 de l'O-Train

Lost and Found / Objets perdus..... 613-563-4011

Security / Sécurité..... 613-741-2478

OC Transpo

INFO 613-741-4390
octranspo.com



Fréquent

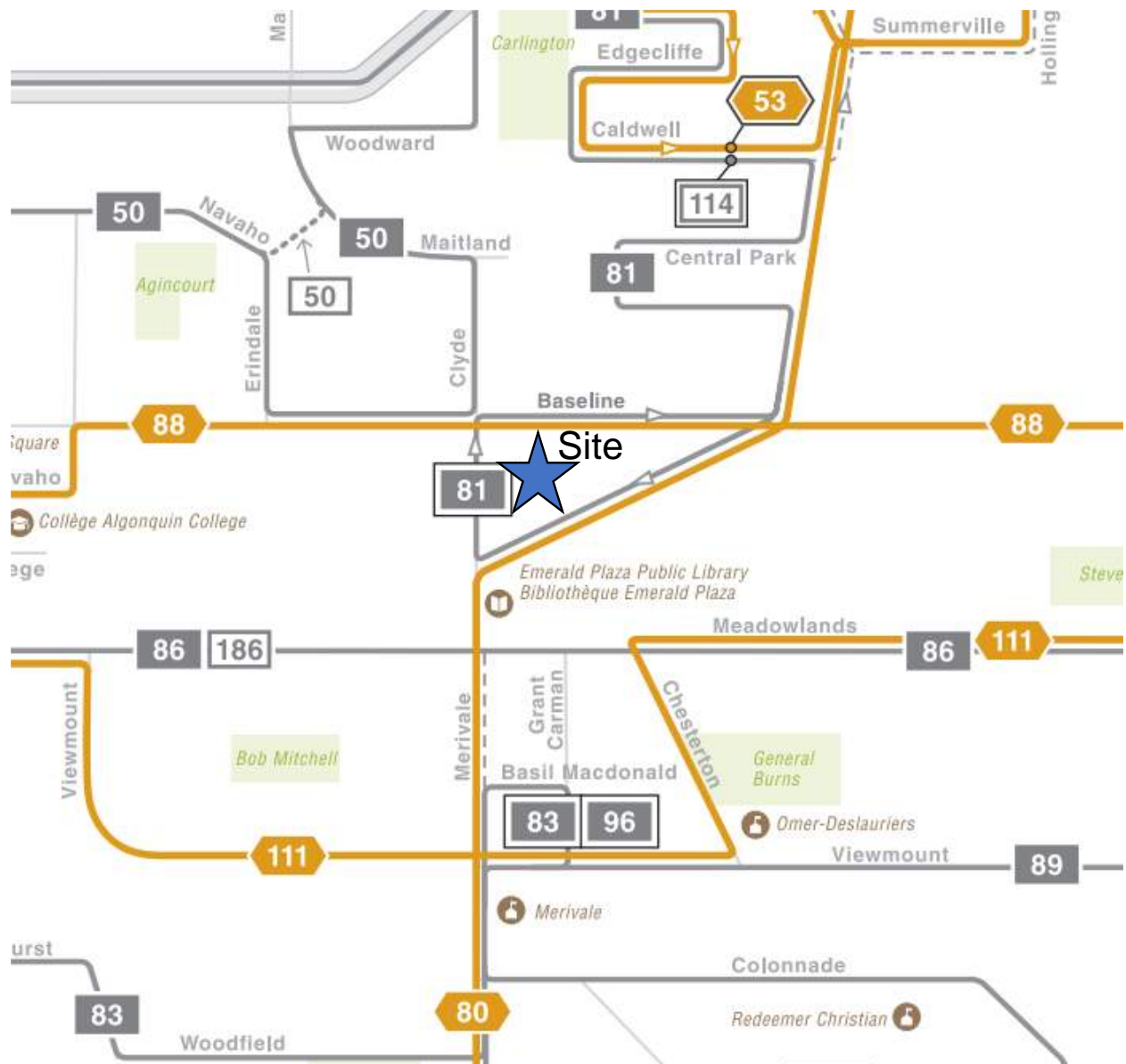
Service toute la journée



Security / Sécurité **613-741-2478**



INFO 613-741-4390
octranspo.com



APPENDIX D

Traffic Count Data

Turning Movement Count - Peak Hour Diagram

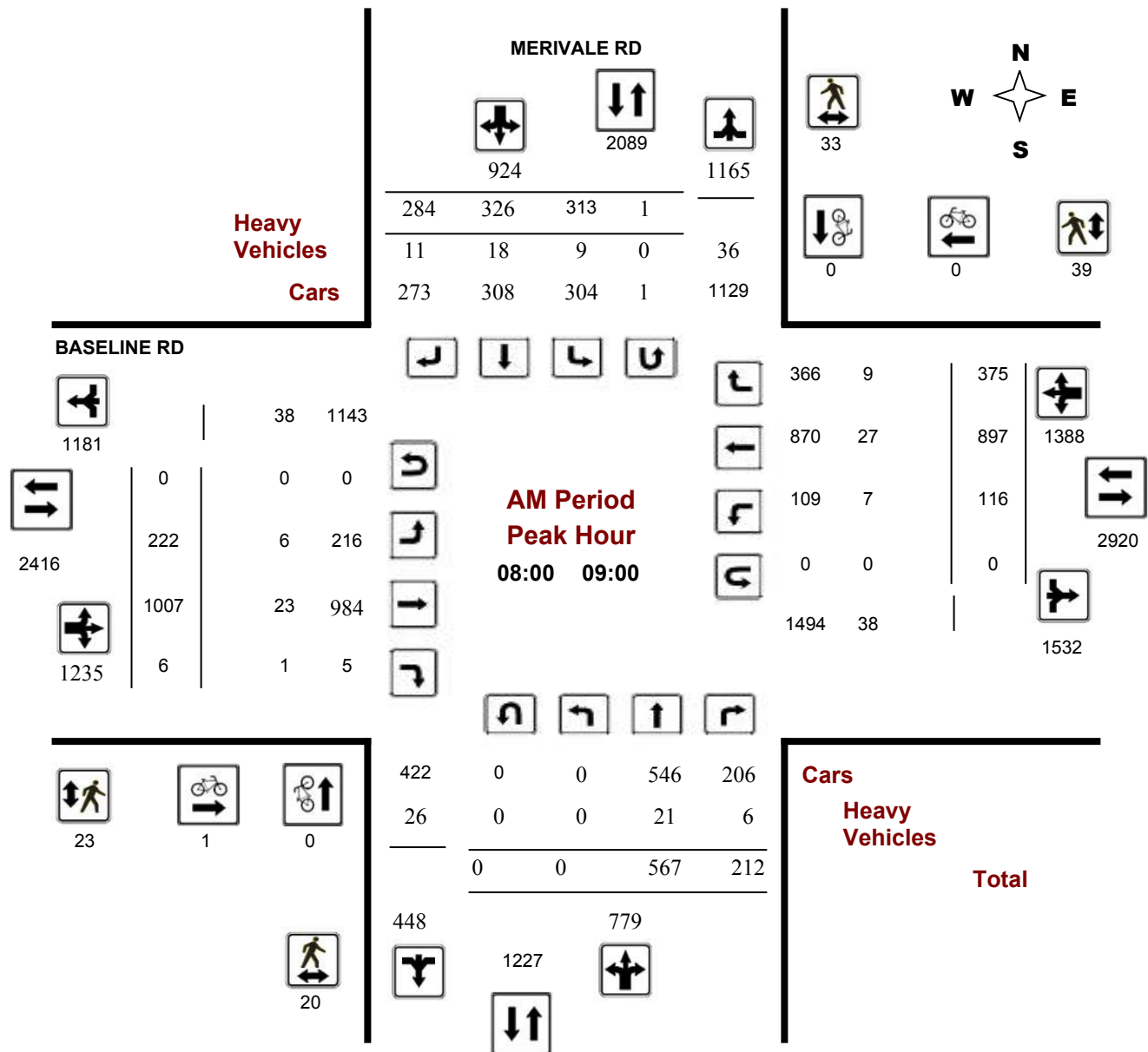
BASELINE RD @ MERIVALE RD

Survey Date: Tuesday, February 09, 2016

Start Time: 07:00

WO No: 35707

Device: Miovision



Comments

Turning Movement Count - Peak Hour Diagram

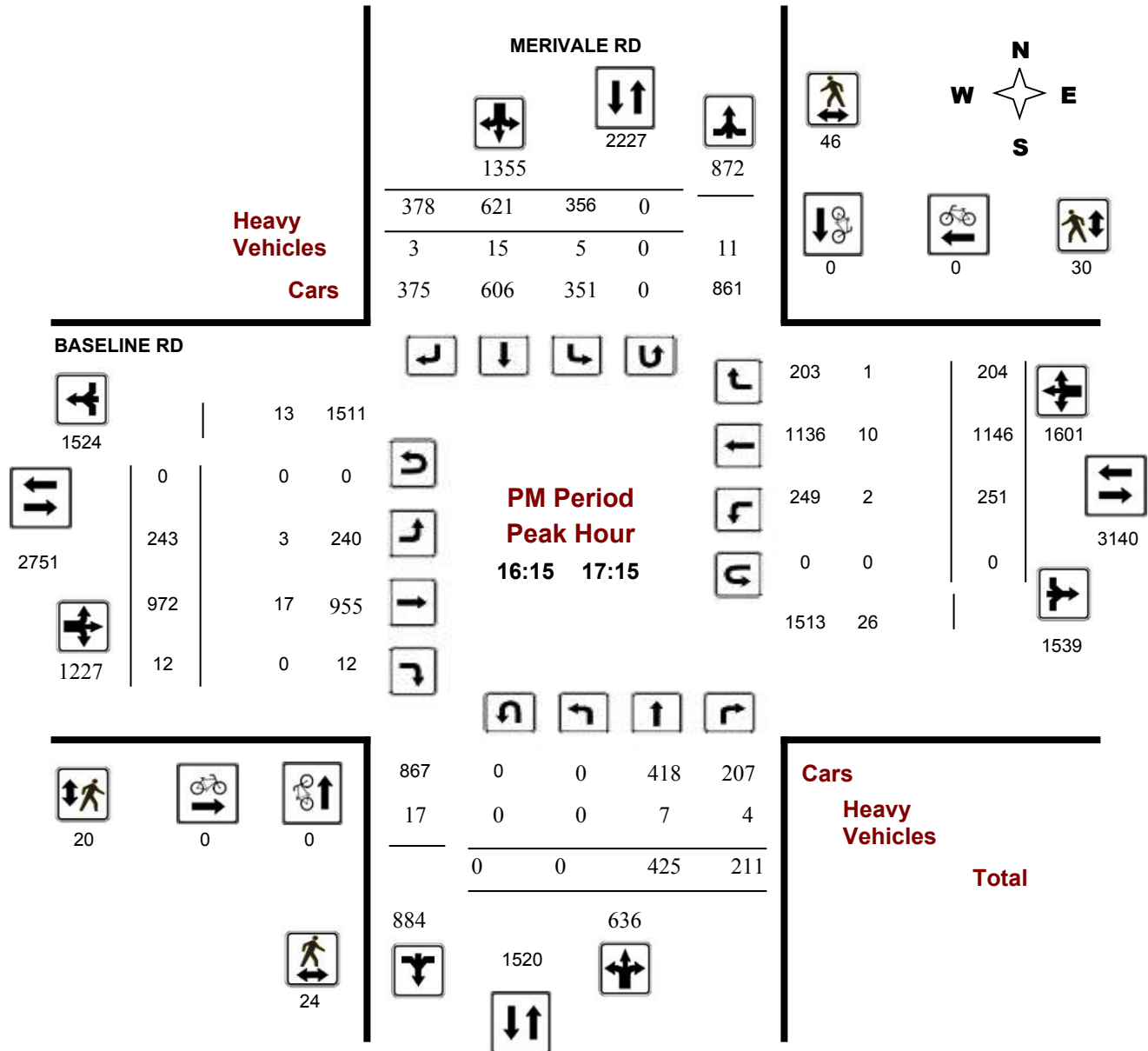
BASELINE RD @ MERIVALE RD

Survey Date: Tuesday, February 09, 2016

Start Time: 07:00

WO No: 35707

Device: Miovision





Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

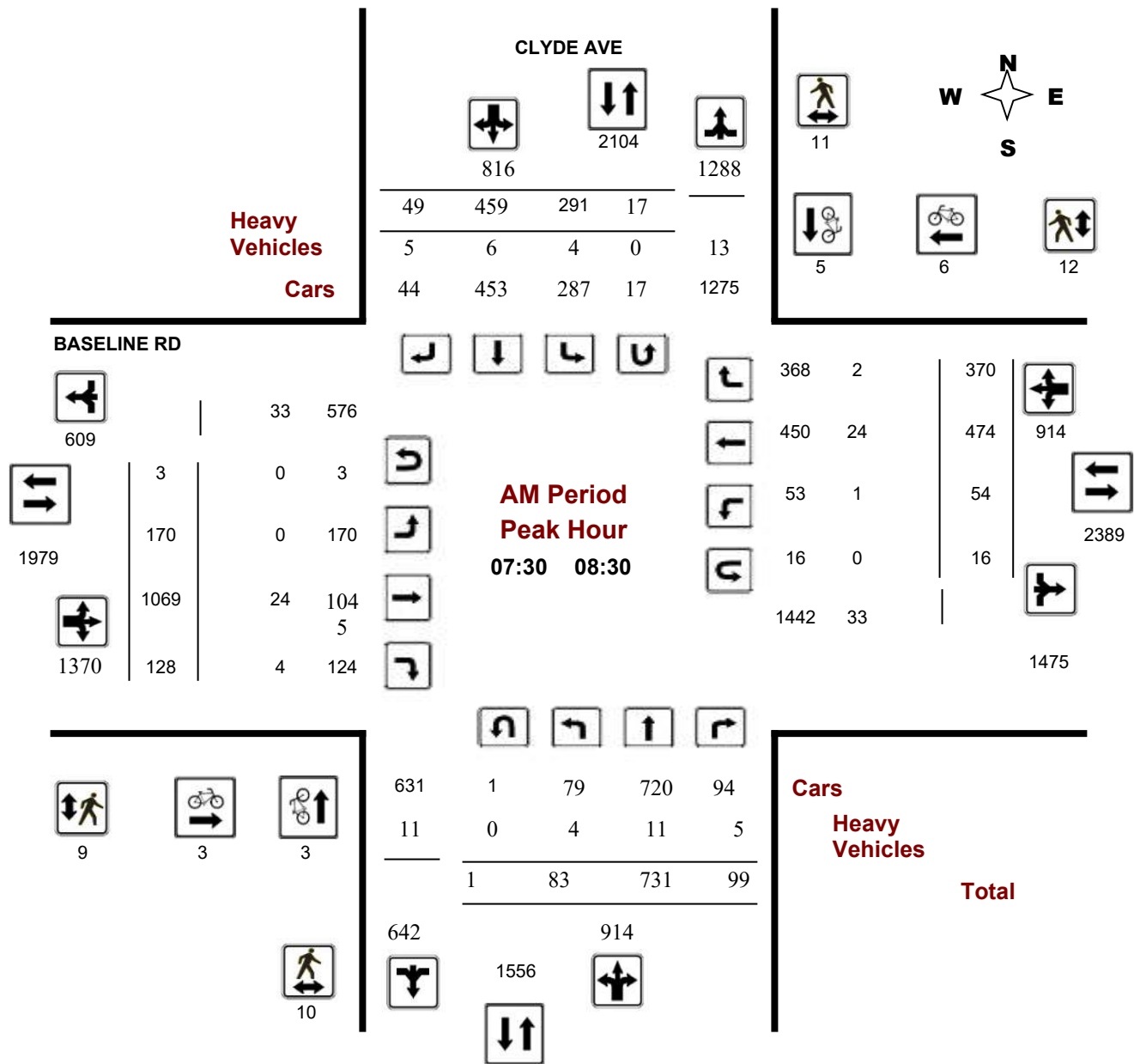
BASELINE RD @ CLYDE AVE

Survey Date: Wednesday, August 21, 2019

Start Time: 07:00

WO No: 38720

Device: Miovision



Comments



Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

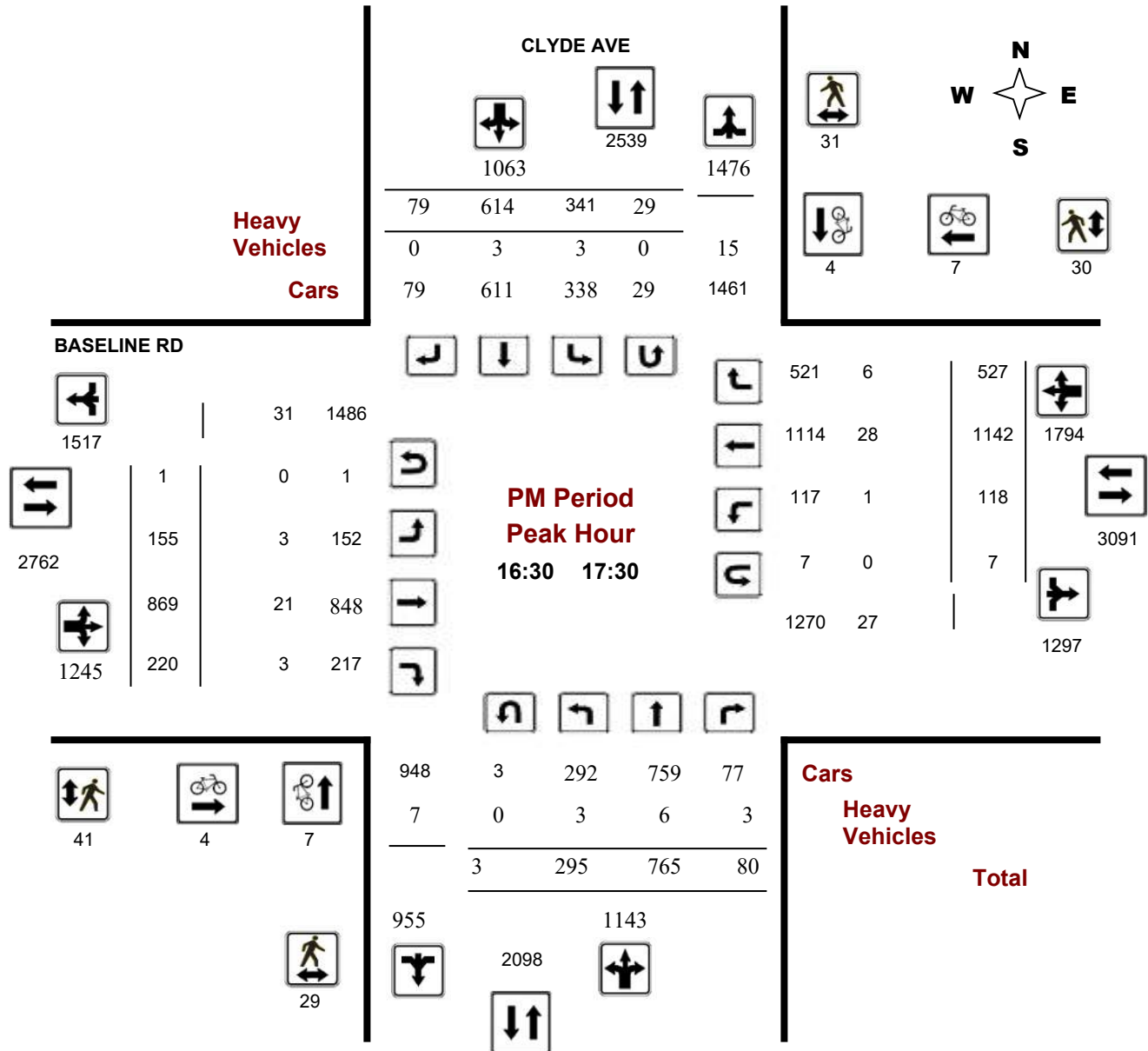
BASELINE RD @ CLYDE AVE

Survey Date: Wednesday, August 21, 2019

Start Time: 07:00

WO No: 38720

Device: Miovision



Comments

Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

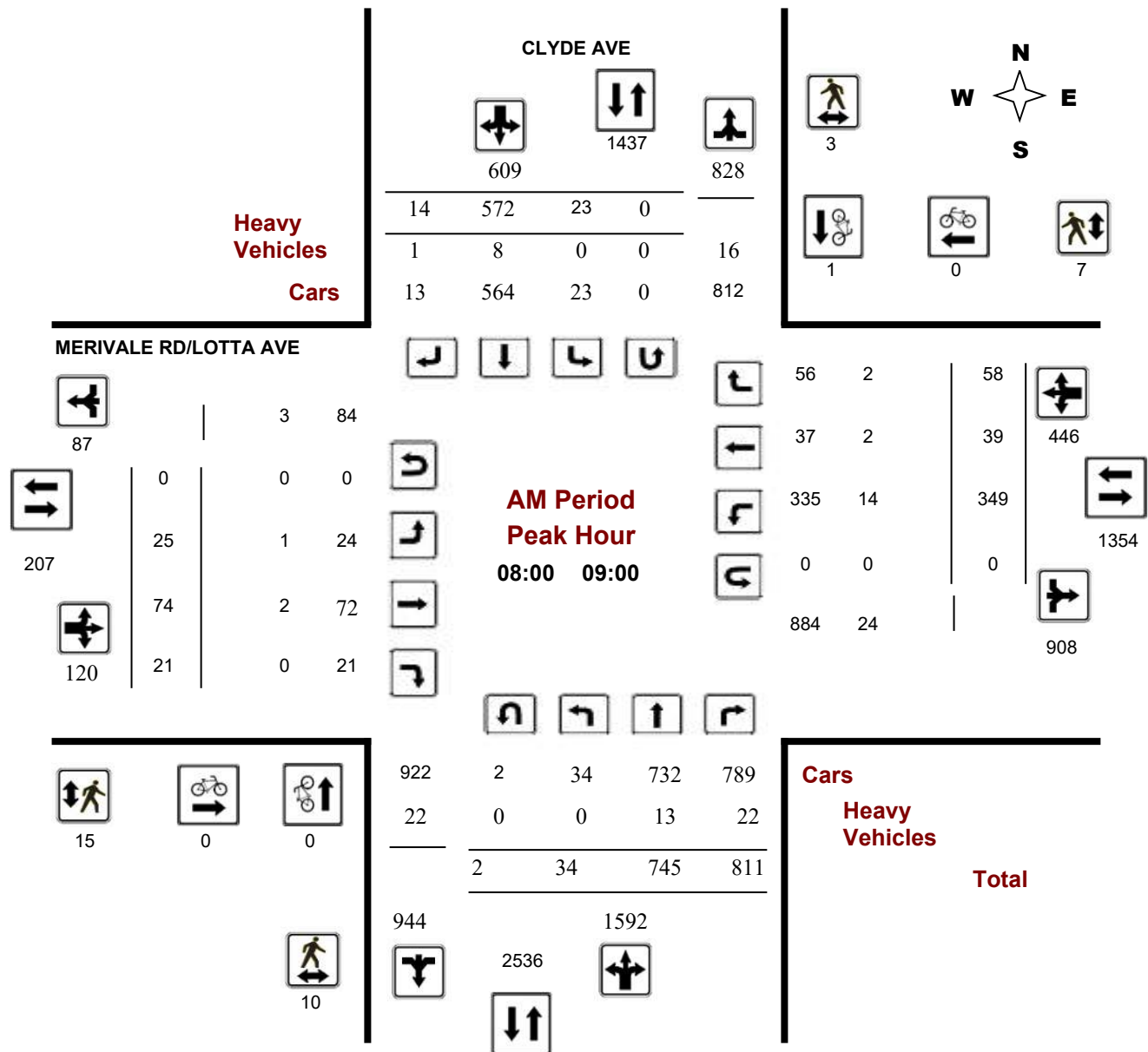
MERIVALE RD/LOTTA AVE @ CLYDE AVE

Survey Date: Monday, February 10, 2020

Start Time: 07:00

WO No: 39436

Device: Miovision



Comments

Turning Movement Count - Peak Hour Diagram

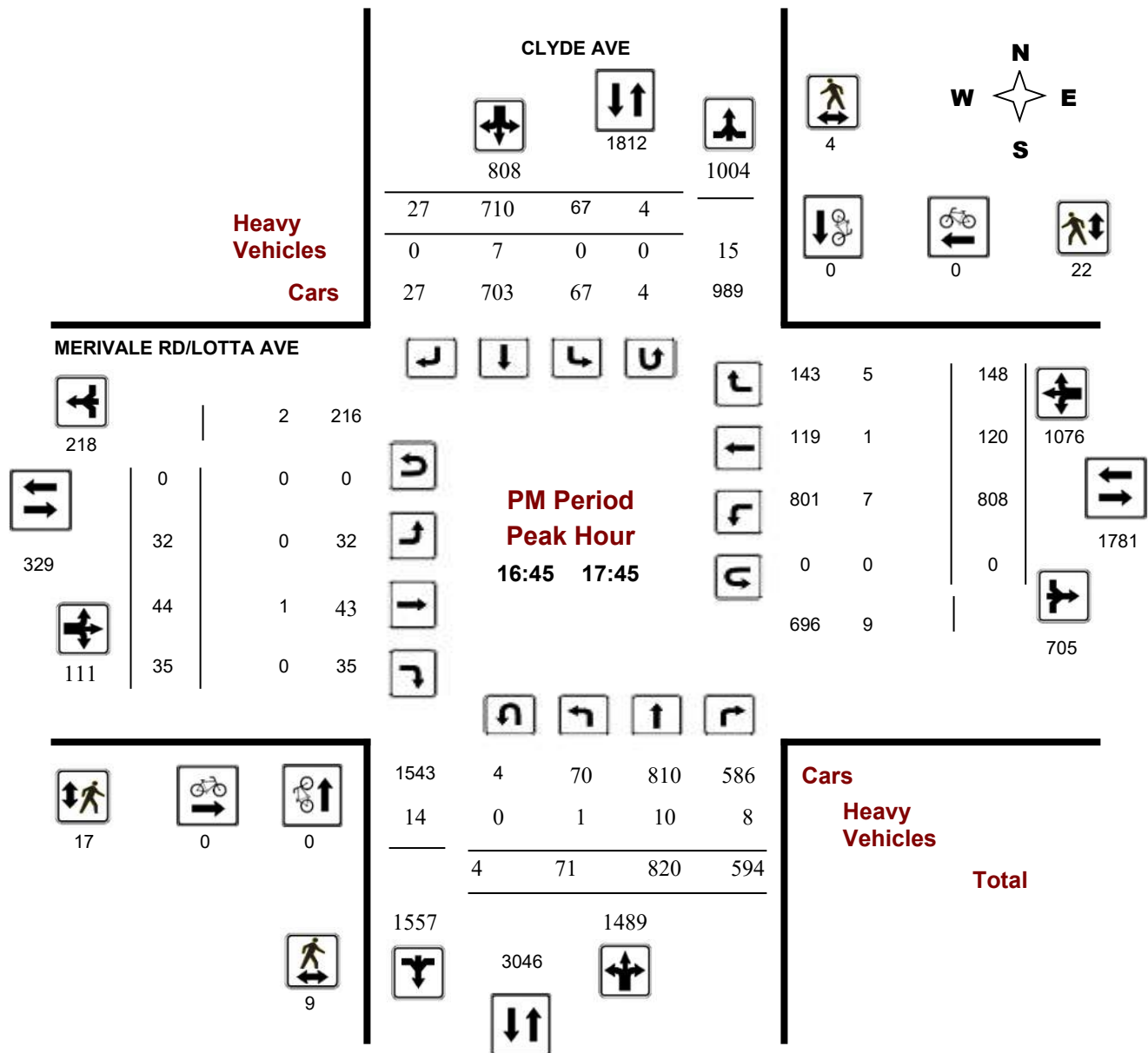
MERIVALE RD/LOTTA AVE @ CLYDE AVE

Survey Date: Monday, February 10, 2020

Start Time: 07:00

WO No: 39436

Device: Miovision



Turning Movement Count - Peak Hour Diagram

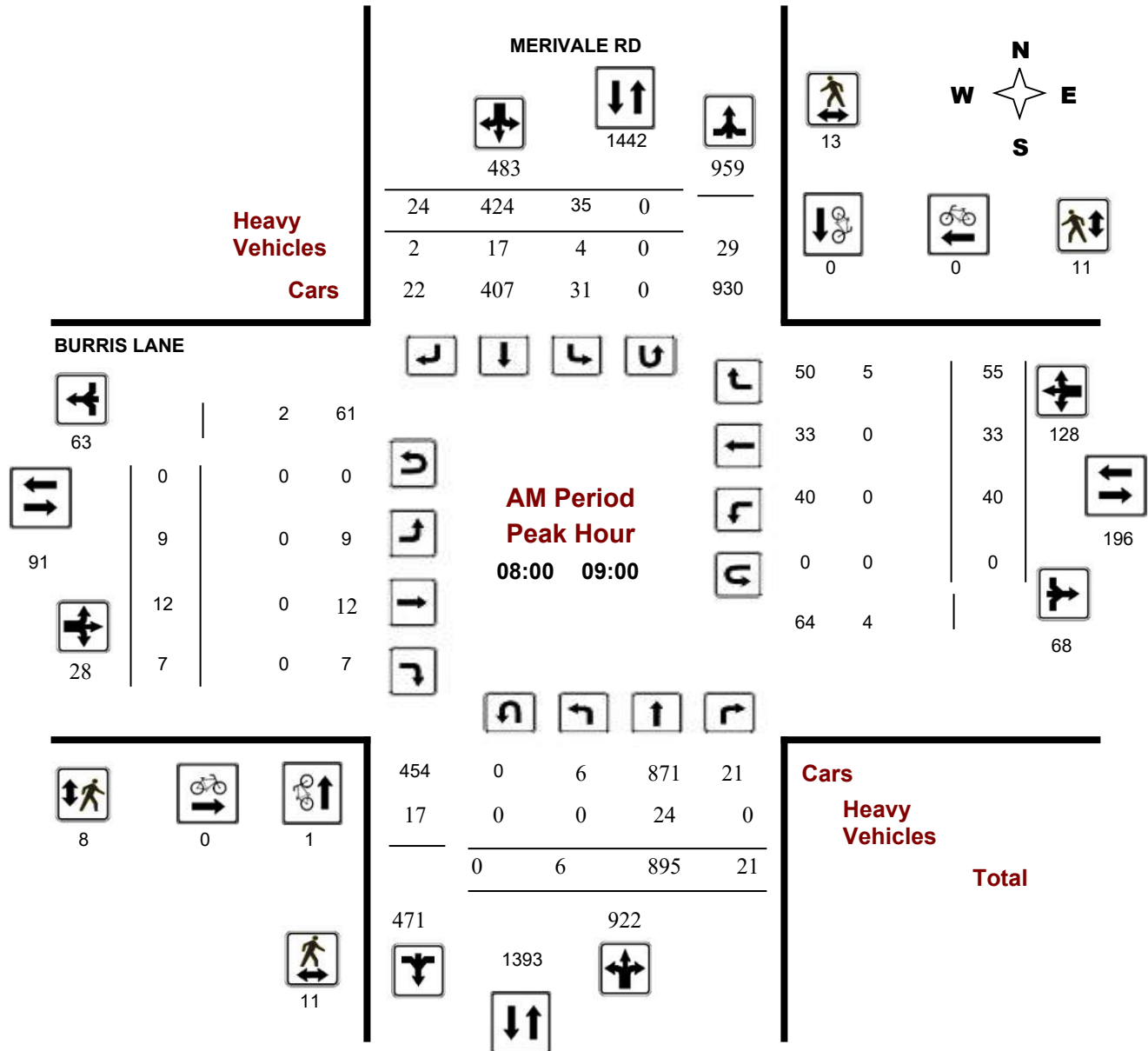
BURRIS LANE @ MERIVALE RD

Survey Date: Tuesday, January 15, 2019

Start Time: 07:00

WO No: 38251

Device: Miovision



Turning Movement Count - Peak Hour Diagram

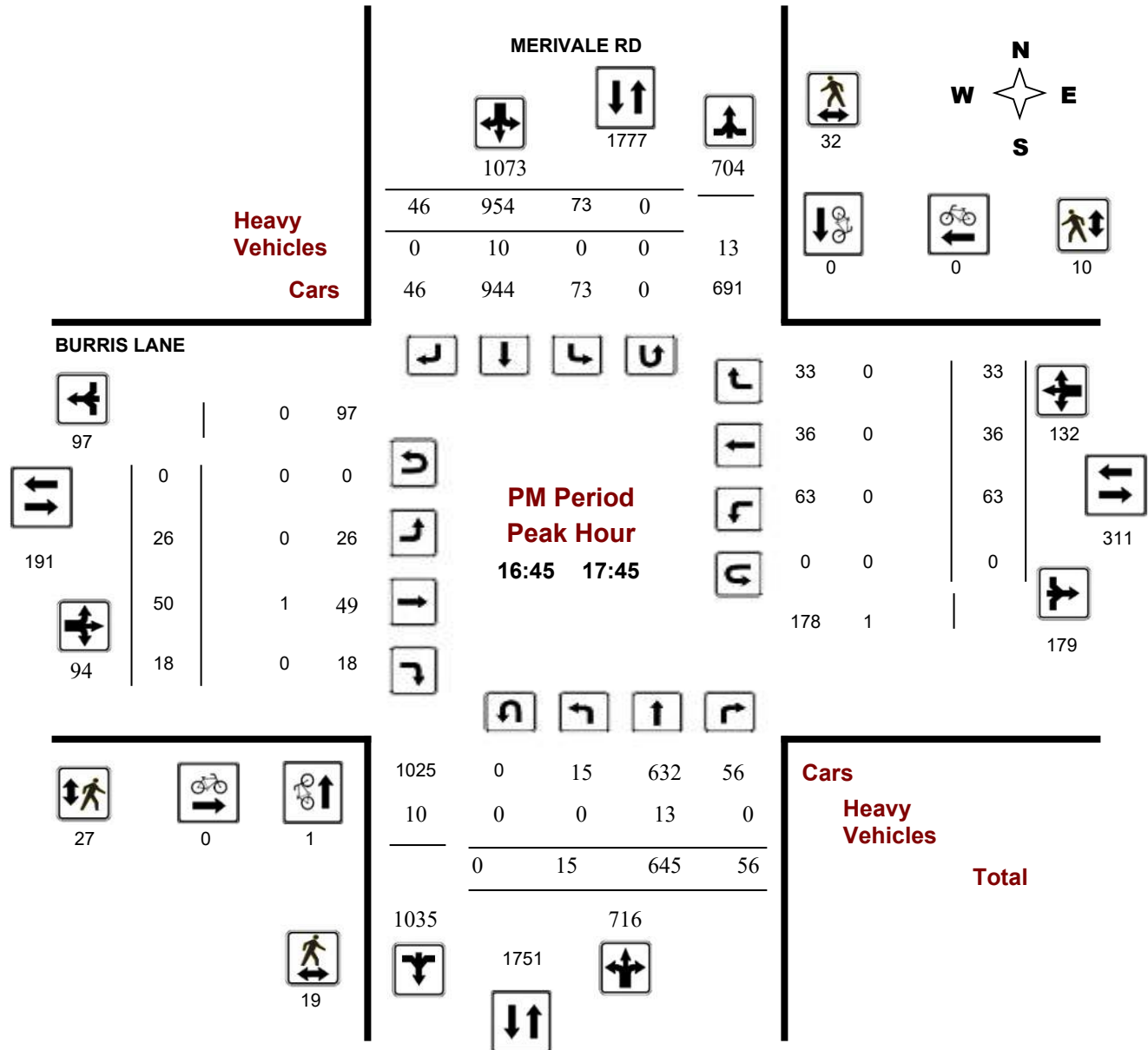
BURRIS LANE @ MERIVALE RD

Survey Date: Tuesday, January 15, 2019

Start Time: 07:00

WO No: 38251

Device: Miovision





Transportation Services - Traffic Services

Turning Movement Count - Peak Hour Diagram

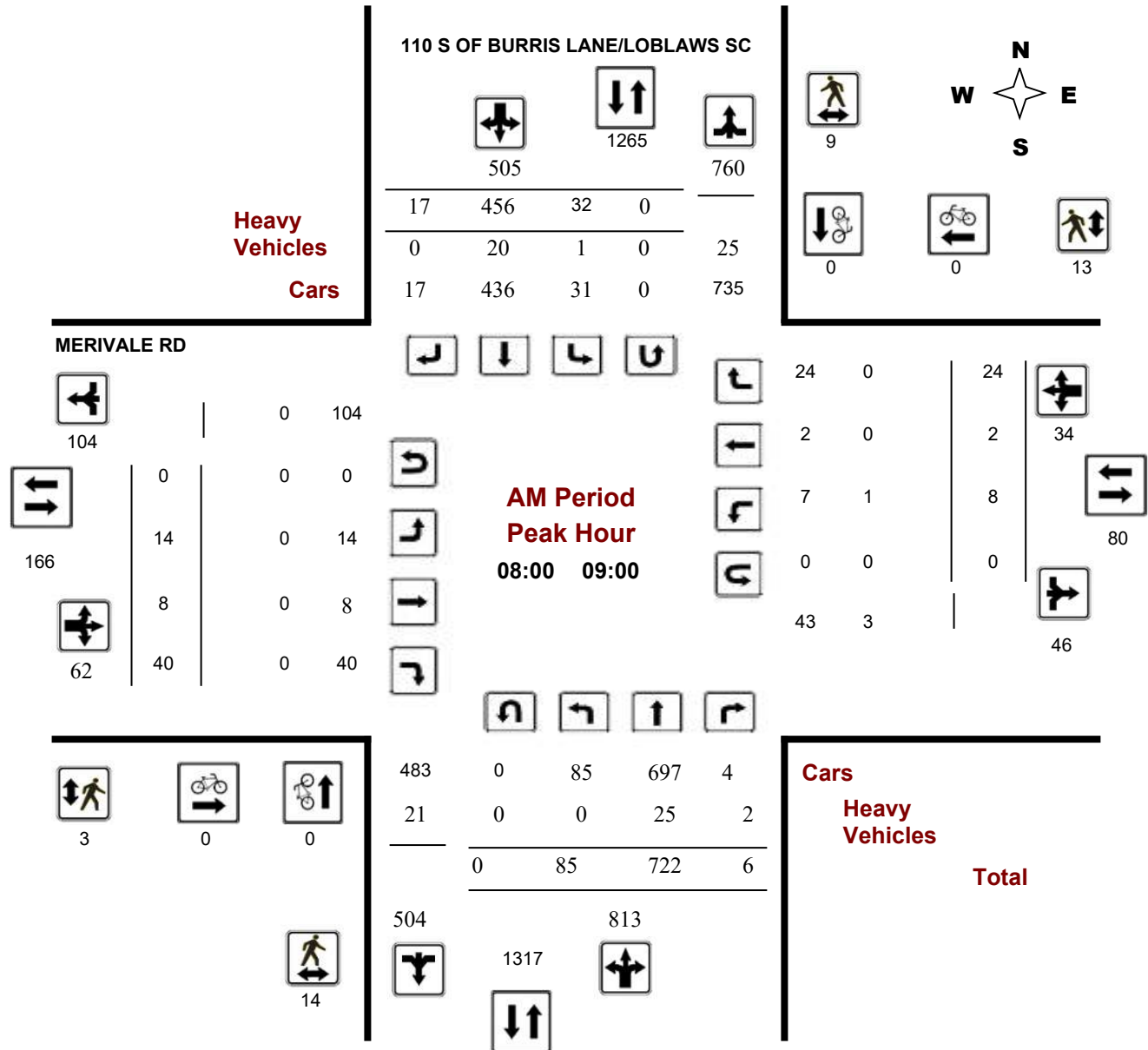
MERIVALE RD @ 110 S OF BURRIS LANE/LOBLAWS SC

Survey Date: Wednesday, February 21, 2018

Start Time: 07:00

WO No: 37557

Device: Miovision



Comments

Turning Movement Count - Peak Hour Diagram

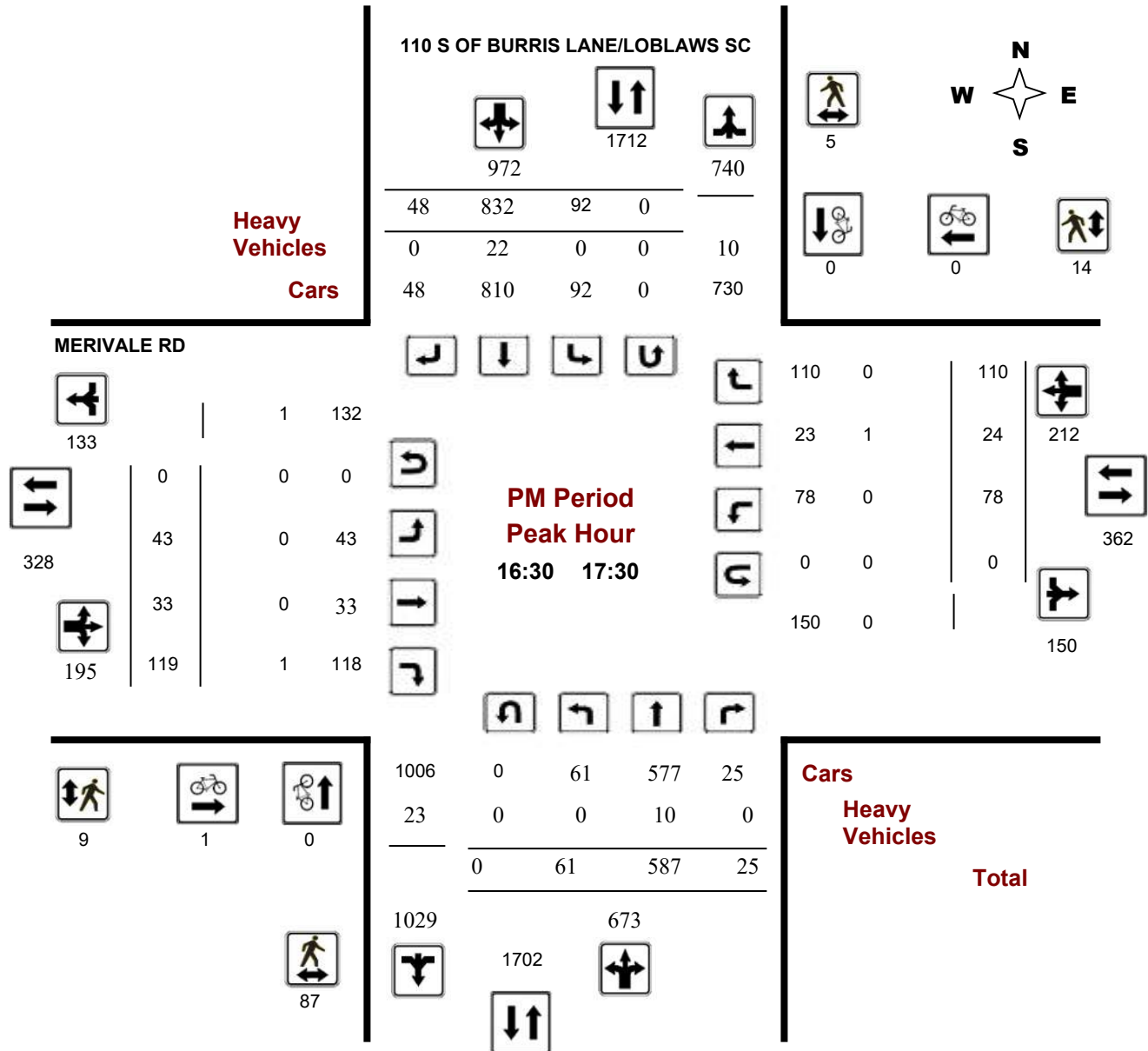
MERIVALE RD @ 110 S OF BURRIS LANE/LOBLAWS SC

Survey Date: Wednesday, February 21, 2018

Start Time: 07:00

WO No: 37557

Device: Miovision



APPENDIX E

Collision Records



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: BASELINE RD @ CLYDE AVE

Traffic Control: Traffic signal

Total Collisions: 126

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Jan-02, Fri,10:30	Clear	Sideswipe	P.D. only	Dry	East	Going ahead	Pick-up truck	Other motor vehicle	0
					East	Turning right	Automobile, station wagon	Other motor vehicle	
2015-Jan-20, Tue,11:00	Clear	Rear end	Non-fatal injury	Ice	North	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Jan-25, Sun,20:25	Clear	Rear end	P.D. only	Ice	South	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					South	Slowing or stopping	Pick-up truck	Other motor vehicle	
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2015-Jan-28, Wed,13:45	Clear	Sideswipe	P.D. only	Dry	West	Overtaking	Unknown	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2015-Feb-06, Fri,09:35	Clear	Angle	P.D. only	Loose snow	West	Slowing or stopping	Passenger van	Other motor vehicle	0
					North	Going ahead	Passenger van	Other motor vehicle	
2015-Feb-08, Sun,13:06	Clear	Rear end	P.D. only	Ice	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2015-Mar-03, Tue,18:27	Snow	Angle	P.D. only	Loose snow	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2015-Mar-11, Wed,00:00	Clear	Rear end	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	
2015-Mar-14, Sat,19:17	Freezing Rain	Sideswipe	P.D. only	Wet	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Pick-up truck	Other motor vehicle	
2015-Mar-17, Tue,17:11	Clear	Sideswipe	P.D. only	Dry	South	Turning left	Pick-up truck	Other motor vehicle	0
					South	Turning left	Pick-up truck	Other motor vehicle	
2015-Mar-20, Fri,09:15	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: BASELINE RD @ CLYDE AVE

Traffic Control: Traffic signal

Total Collisions: 126

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Mar-31, Tue,16:21	Clear	Rear end	P.D. only	Dry	West	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Stopped	Passenger van	Other motor vehicle	
					West	Stopped	Pick-up truck	Other motor vehicle	
2015-Apr-15, Wed,09:58	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2015-May-08, Fri,19:52	Clear	Rear end	Non-fatal injury	Dry	West	Unknown	Unknown	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Jun-08, Mon,17:47	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2015-Jun-20, Sat,15:50	Clear	Turning movement	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Jun-20, Sat,17:55	Clear	Turning movement	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Turning right	Automobile, station wagon	Other motor vehicle	
2015-Jul-03, Fri,16:04	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Pick-up truck	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2015-Aug-31, Mon,12:09	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Passenger van	Other motor vehicle	
2015-Oct-29, Thu,12:54	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Truck - open	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2015-Dec-05, Sat,23:12	Clear	Rear end	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2015-Dec-11, Fri,18:00	Rain	Rear end	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: BASELINE RD @ CLYDE AVE

Traffic Control: Traffic signal

Total Collisions: 126

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2016-Jan-09, Sat,09:45	Rain	Rear end	P.D. only	Wet	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Pick-up truck	Other motor vehicle	
2016-Jan-16, Sat,22:50	Snow	Turning movement	P.D. only	Loose snow	North	Going ahead	Passenger van	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2016-Mar-26, Sat,20:29	Clear	Angle	Non-fatal injury	Dry	West	Going ahead	Passenger van	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
					North	Turning left	Passenger van	Other motor vehicle	
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2016-Mar-26, Sat,21:04	Clear	Rear end	P.D. only	Dry	West	Unknown	Unknown	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2016-Mar-29, Tue,12:53	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Apr-10, Sun,10:40	Clear	Rear end	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Pick-up truck	Other motor vehicle	
2016-Apr-13, Wed,17:19	Clear	Sideswipe	P.D. only	Dry	West	Overtaking	Pick-up truck	Other motor vehicle	0
					West	Stopped	Tow truck	Other motor vehicle	
2016-Apr-25, Mon,17:13	Clear	Rear end	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2016-May-07, Sat,14:45	Clear	Turning movement	P.D. only	Dry	East	Turning right	Pick-up truck	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2016-May-25, Wed,19:33	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: BASELINE RD @ CLYDE AVE

Traffic Control: Traffic signal

Total Collisions: 126

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2016-Jun-30, Thu,15:45	Clear	Rear end	P.D. only	Dry	East	Going ahead	Pick-up truck	Other motor vehicle	0
					East	Stopped	Pick-up truck	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Jun-30, Thu,17:02	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Jul-28, Thu,14:05	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2016-Aug-24, Wed,15:30	Clear	Sideswipe	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2016-Sep-03, Sat,11:50	Clear	Rear end	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Pick-up truck	Other motor vehicle	
2016-Sep-30, Fri,08:20	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2016-Oct-11, Tue,13:00	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2016-Oct-14, Fri,17:30	Clear	Rear end	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Passenger van	Other motor vehicle	
2016-Oct-19, Wed,16:55	Clear	Rear end	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2016-Oct-26, Wed,20:00	Clear	Rear end	P.D. only	Dry	North	Turning right	Police vehicle	Other motor vehicle	0
					North	Turning right	Police vehicle	Other motor vehicle	
2016-Nov-09, Wed,17:55	Clear	Rear end	P.D. only	Dry	South	Going ahead	Pick-up truck	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: BASELINE RD @ CLYDE AVE

Traffic Control: Traffic signal

Total Collisions: 126

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2016-Nov-28, Mon,17:17	Clear	SMV other	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Concrete guide rail	0
2016-Nov-30, Wed,16:22	Rain	Sideswipe	P.D. only	Wet	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Pick-up truck	Other motor vehicle	
2016-Dec-10, Sat,11:35	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Passenger van	Other motor vehicle	0
					North	Stopped	Passenger van	Other motor vehicle	
2016-Dec-11, Sun,16:05	Snow	Rear end	Non-fatal injury	Wet	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2016-Dec-20, Tue,19:35	Clear	Angle	P.D. only	Slush	South	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2017-Feb-10, Fri,08:51	Clear	Rear end	P.D. only	Ice	North	Slowing or stopping	Automobile, station wagon	Skidding/sliding	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Feb-11, Sat,14:30	Clear	Rear end	P.D. only	Packed snow	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Feb-13, Mon,20:44	Clear	Rear end	Non-fatal injury	Wet	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Municipal transit bus	Other motor vehicle	
2017-Feb-16, Thu,07:00	Snow	Sideswipe	P.D. only	Packed snow	West	Changing lanes	Passenger van	Skidding/sliding	0
					West	Slowing or stopping	Pick-up truck	Other motor vehicle	
2017-Feb-16, Thu,08:30	Snow	Rear end	P.D. only	Ice	West	Slowing or stopping	Pick-up truck	Skidding/sliding	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Feb-16, Thu,08:45	Clear	Rear end	P.D. only	Slush	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: BASELINE RD @ CLYDE AVE

Traffic Control: Traffic signal

Total Collisions: 126

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-Feb-16, Thu,16:49	Clear	Rear end	Non-fatal injury	Packed snow	West	Slowing or stopping	Passenger van	Skidding/sliding	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Feb-24, Fri,12:07	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2017-May-05, Fri,09:22	Rain	Angle	P.D. only	Wet	East	Slowing or stopping	Pick-up truck	Skidding/sliding	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-May-22, Mon,14:46	Rain	Rear end	P.D. only	Wet	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2017-May-30, Tue,12:01	Clear	Turning movement	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Pick-up truck	Other motor vehicle	
2017-May-30, Tue,23:52	Clear	SMV other	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Curb	0
2017-Jul-11, Tue,15:20	Rain	Sideswipe	P.D. only	Wet	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2017-Jul-20, Thu,12:40	Clear	Rear end	P.D. only	Dry	North	Going ahead	Passenger van	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Aug-14, Mon,20:00	Clear	Angle	P.D. only	Dry	West	Merging	Automobile, station wagon	Other motor vehicle	0
					South	Making "U" turn	Automobile, station wagon	Other motor vehicle	
2017-Aug-24, Thu,14:02	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2017-Sep-14, Thu,14:22	Clear	Angle	Non-fatal injury	Dry	West	Turning right	Passenger van	Cyclist	0
					South	Going ahead	Bicycle	Other motor vehicle	
2017-Sep-18, Mon,08:55	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: BASELINE RD @ CLYDE AVE

Traffic Control: Traffic signal

Total Collisions: 126

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-Sep-21, Thu,13:45	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Unknown	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Sep-24, Sun,14:04	Clear	Rear end	P.D. only	Dry	East	Merging	Unknown	Other motor vehicle	0
					East	Going ahead	Municipal transit bus	Other motor vehicle	
2017-Nov-08, Wed,23:06	Clear	Turning movement	P.D. only	Dry	South	Going ahead	Unknown	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2017-Nov-17, Fri,13:00	Clear	Angle	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Unknown	Other motor vehicle	
2017-Dec-06, Wed,16:29	Clear	Rear end	P.D. only	Dry	East	Changing lanes	Passenger van	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2017-Dec-10, Sun,01:28	Snow	Sideswipe	P.D. only	Slush	West	Going ahead	Automobile, station wagon	Skidding/sliding	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2017-Dec-11, Mon,15:06	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Dec-11, Mon,17:19	Clear	Rear end	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Dec-23, Sat,22:24	Snow	Turning movement	Non-fatal injury	Packed snow	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2017-Dec-27, Wed,13:20	Clear	Angle	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2018-Jan-18, Thu,19:44	Clear	Sideswipe	Non-fatal injury	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: BASELINE RD @ CLYDE AVE

Traffic Control: Traffic signal

Total Collisions: 126

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2018-Feb-01, Thu,11:08	Clear	Rear end	P.D. only	Wet	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Mar-01, Thu,13:45	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Police vehicle	Other motor vehicle	
2018-Mar-21, Wed,16:21	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Slowing or stopping	School bus	Other motor vehicle	
2018-Mar-25, Sun,12:25	Clear	Angle	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2018-Apr-03, Tue,22:01	Freezing Rain	Rear end	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Apr-16, Mon,09:47	Freezing Rain	Sideswipe	P.D. only	Wet	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-May-13, Sun,11:17	Clear	Rear end	Non-fatal injury	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2018-May-15, Tue,12:25	Clear	Rear end	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2018-Jun-11, Mon,09:30	Clear	Rear end	P.D. only	Dry	North	Going ahead	Motorcycle	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Jun-25, Mon,16:11	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Jul-11, Wed,21:31	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: BASELINE RD @ CLYDE AVE

Traffic Control: Traffic signal

Total Collisions: 126

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2018-Jul-21, Sat,17:59	Clear	Rear end	P.D. only	Dry	South	Going ahead	Pick-up truck	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2018-Aug-03, Fri,15:43	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Aug-31, Fri,12:20	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Sep-28, Fri,13:54	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Oct-29, Mon,11:03	Clear	Sideswipe	P.D. only	Wet	East	Changing lanes	Passenger van	Other motor vehicle	0
					East	Overtaking	Automobile, station wagon	Other motor vehicle	
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Nov-01, Thu,08:05	Rain	Rear end	P.D. only	Wet	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Nov-05, Mon,14:36	Rain	Rear end	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Nov-09, Fri,12:47	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Nov-17, Sat,14:35	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2018-Nov-22, Thu,19:11	Snow	Rear end	P.D. only	Slush	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2018-Dec-12, Wed,15:28	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: BASELINE RD @ CLYDE AVE

Traffic Control: Traffic signal

Total Collisions: 126

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Jan-17, Thu,11:00	Clear	Rear end	P.D. only	Packed snow	South	Slowing or stopping	Passenger van	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jan-20, Sun,20:05	Snow	Rear end	P.D. only	Packed snow	West	Unknown	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Feb-07, Thu,21:05	Freezing Rain	Rear end	Non-fatal injury	Wet	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Feb-11, Mon,07:06	Clear	Other	Non-fatal injury	Dry	South	Reversing	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Feb-15, Fri,21:27	Clear	Angle	P.D. only	Loose snow	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Feb-22, Fri,13:14	Clear	Rear end	P.D. only	Dry	South	Going ahead	Pick-up truck	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Mar-03, Sun,14:35	Clear	Rear end	Non-fatal injury	Dry	South	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-May-21, Tue,01:18	Clear	SMV other	P.D. only	Dry	West	Turning right	Motorcycle	Skidding/sliding	0
2019-May-22, Wed,07:30	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Jun-02, Sun,13:10	Clear	Turning movement	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Jun-19, Wed,17:30	Clear	Rear end	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Jul-04, Thu,14:41	Clear	Angle	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	



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From: January 1, 2015 **To:** December 31, 2019

Location: BASELINE RD @ CLYDE AVE

Traffic Control: Traffic signal

Total Collisions: 126

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Jul-10, Wed,08:30	Clear	Sideswipe	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Truck - closed	Other motor vehicle	
2019-Jul-26, Fri,14:31	Clear	Angle	P.D. only	Dry	West	Turning right	Truck - open	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Aug-01, Thu,00:29	Clear	Other	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Pole (utility, power)	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Aug-16, Fri,07:50	Clear	Turning movement	P.D. only	Dry	West	Turning right	Unknown	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Aug-28, Wed,16:30	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Aug-29, Thu,18:15	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Sep-01, Sun,14:10	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Pick-up truck	Other motor vehicle	
2019-Sep-04, Wed,15:34	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Sep-23, Mon,16:00	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Sep-25, Wed,15:52	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Oct-25, Fri,19:21	Clear	Rear end	Non-fatal injury	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Nov-11, Mon,20:14	Snow	Angle	P.D. only	Loose snow	West	Turning right	Unknown	Other motor vehicle	0
					South	Making "U" turn	Automobile, station wagon	Other motor vehicle	



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Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: BASELINE RD @ CLYDE AVE

Traffic Control: Traffic signal

Total Collisions: 126

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Nov-14, Thu,14:50	Clear	Sideswipe	P.D. only	Wet	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Nov-27, Wed,16:30	Rain	Sideswipe	P.D. only	Wet	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2019-Dec-17, Tue,13:20	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	

Location: BASELINE RD @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 105

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Jan-05, Mon,14:06	Snow	SMV other	P.D. only	Ice	West	Going ahead	Pick-up truck	Skidding/sliding	0
2015-Jan-09, Fri,17:00	Snow	Rear end	P.D. only	Loose snow	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Jan-18, Sun,02:31	Clear	Angle	P.D. only	Dry	North	Going ahead	Passenger van	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Jan-30, Fri,12:52	Clear	Rear end	P.D. only	Slush	West	Going ahead	Truck - closed	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Feb-23, Mon,08:48	Clear	Rear end	P.D. only	Wet	North	Changing lanes	Truck - tank	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2015-Mar-09, Mon,18:01	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2015-Mar-27, Fri,08:15	Freezing Rain	Rear end	P.D. only	Ice	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Pick-up truck	Other motor vehicle	



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Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: BASELINE RD @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 105

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Jun-19, Fri,16:55	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Jul-02, Thu,16:52	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Aug-11, Tue,15:40	Clear	Rear end	P.D. only	Dry	West	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Stopped	Passenger van	Other motor vehicle	
2015-Sep-01, Tue,11:34	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2015-Sep-06, Sun,18:13	Clear	Sideswipe	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Pick-up truck	Other motor vehicle	
2015-Sep-06, Sun,21:10	Clear	Sideswipe	P.D. only	Dry	South	Turning left	Unknown	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2015-Sep-27, Sun,17:24	Clear	Sideswipe	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Pick-up truck	Other motor vehicle	
2015-Oct-03, Sat,17:23	Clear	Rear end	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Pick-up truck	Other motor vehicle	
2015-Oct-04, Sun,12:29	Clear	Angle	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Pick-up truck	Other motor vehicle	
2015-Oct-16, Fri,12:08	Clear	Sideswipe	P.D. only	Dry	North	Unknown	Unknown	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Nov-30, Mon,10:54	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Dec-15, Tue,17:57	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	



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Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: BASELINE RD @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 105

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2016-Jan-04, Mon,16:41	Clear	Rear end	P.D. only	Ice	West	Slowing or stopping	Passenger van	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2016-Feb-13, Sat,16:52	Strong wind	Rear end	P.D. only	Ice	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2016-Feb-17, Wed,16:49	Snow	Rear end	P.D. only	Packed snow	East	Unknown	Unknown	Other motor vehicle	0
					East	Stopped	Pick-up truck	Other motor vehicle	
2016-Mar-06, Sun,09:14	Clear	Rear end	Non-fatal injury	Dry	East	Going ahead	Pick-up truck	Other motor vehicle	0
					East	Stopped	Pick-up truck	Other motor vehicle	
2016-Mar-08, Tue,16:25	Clear	Rear end	Non-fatal injury	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2016-Apr-01, Fri,18:17	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Pick-up truck	Other motor vehicle	
2016-Apr-20, Wed,16:41	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Turning right	Automobile, station wagon	Other motor vehicle	
2016-Apr-21, Thu,13:00	Clear	Rear end	Non-fatal injury	Dry	North	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					North	Slowing or stopping	Pick-up truck	Other motor vehicle	
2016-Jul-09, Sat,10:06	Rain	Rear end	P.D. only	Wet	South	Going ahead	Pick-up truck	Other motor vehicle	0
					South	Slowing or stopping	Passenger van	Other motor vehicle	
2016-Jul-22, Fri,16:39	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Jul-27, Wed,16:55	Clear	Rear end	P.D. only	Dry	West	Going ahead	Unknown	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	



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Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: BASELINE RD @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 105

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2016-Aug-05, Fri,11:36	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Pick-up truck	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Pick-up truck	Other motor vehicle	
2016-Sep-07, Wed,10:03	Rain	Other	P.D. only	Wet	South	Reversing	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2016-Sep-19, Mon,13:43	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Oct-26, Wed,09:16	Clear	Angle	P.D. only	Dry	North	Going ahead	Passenger van	Other motor vehicle	0
					East	Going ahead	Delivery van	Other motor vehicle	
2016-Nov-10, Thu,20:50	Clear	Rear end	P.D. only	Dry	East	Unknown	Unknown	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Dec-02, Fri,14:58	Clear	Angle	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2016-Dec-09, Fri,09:35	Clear	Rear end	P.D. only	Ice	South	Slowing or stopping	Delivery van	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Dec-13, Tue,23:19	Clear	Turning movement	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2017-Jan-04, Wed,17:00	Freezing Rain	Rear end	P.D. only	Ice	East	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2017-Feb-06, Mon,11:19	Clear	Rear end	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2017-Feb-09, Thu,12:12	Clear	Rear end	P.D. only	Dry	West	Going ahead	Unknown	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	



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Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: BASELINE RD @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 105

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-Feb-12, Sun,12:49	Snow	Rear end	P.D. only	Loose snow	East	Slowing or stopping	Automobile, station wagon	Skidding/sliding	0
					East	Stopped	Pick-up truck	Other motor vehicle	
2017-Mar-09, Thu,17:30	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Apr-19, Wed,11:13	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-May-02, Tue,17:38	Clear	Rear end	P.D. only	Dry	West	Going ahead	Passenger van	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2017-May-13, Sat,13:54	Rain	Rear end	P.D. only	Wet	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Passenger van	Other motor vehicle	
2017-May-25, Thu,18:30	Rain	Rear end	Non-fatal injury	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Unknown	Other motor vehicle	
2017-Jun-07, Wed,09:11	Clear	Rear end	P.D. only	Dry	East	Going ahead	Pick-up truck	Other motor vehicle	0
					East	Stopped	Pick-up truck	Other motor vehicle	
2017-Jun-11, Sun,15:00	Clear	Sideswipe	P.D. only	Dry	South	Turning left	Passenger van	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2017-Jun-19, Mon,16:30	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Unknown	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Jun-29, Thu,18:09	Rain	Rear end	P.D. only	Wet	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Jul-23, Sun,13:07	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	



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From: January 1, 2015 **To:** December 31, 2019

Location: BASELINE RD @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 105

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-Jul-29, Sat,12:00	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Sep-09, Sat,17:57	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Passenger van	Other motor vehicle	
2017-Sep-18, Mon,16:30	Clear	Rear end	P.D. only	Dry	East	Turning left	Unknown	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2017-Sep-22, Fri,12:34	Clear	Turning movement	P.D. only	Dry	North	Turning left	Unknown	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Sep-25, Mon,10:00	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					South	Stopped	Passenger van	Other motor vehicle	
2017-Sep-29, Fri,14:21	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Truck - tractor	Other motor vehicle	
2017-Oct-06, Fri,19:49	Clear	Rear end	Non-fatal injury	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2017-Oct-11, Wed,12:17	Clear	SMV other	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Curb	0
2017-Oct-24, Tue,08:43	Rain	Rear end	P.D. only	Wet	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Oct-25, Wed,21:33	Clear	Rear end	Non-fatal injury	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2017-Oct-28, Sat,15:47	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Unknown	Other motor vehicle	0
					West	Stopped	Unknown	Other motor vehicle	
2017-Nov-22, Wed,17:37	Clear	Rear end	Non-fatal injury	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	



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From: January 1, 2015 **To:** December 31, 2019

Location: BASELINE RD @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 105

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-Nov-24, Fri,07:27	Clear	Turning movement	Non-fatal injury	Dry	West	Turning left	Pick-up truck	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Dec-01, Fri,16:57	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Dec-12, Tue,13:00	Snow	Rear end	Non-fatal injury	Slush	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2017-Dec-13, Wed,18:26	Snow	Sideswipe	P.D. only	Slush	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Pick-up truck	Other motor vehicle	
2017-Dec-30, Sat,23:43	Drifting Snow	Rear end	Non-fatal injury	Ice	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Jan-16, Tue,08:12	Snow	Rear end	P.D. only	Slush	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Slowing or stopping	Delivery van	Other motor vehicle	
2018-Mar-06, Tue,17:45	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Mar-29, Thu,15:05	Rain	Rear end	Non-fatal injury	Wet	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2018-May-12, Sat,12:30	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2018-May-30, Wed,11:09	Clear	Sideswipe	Non-fatal injury	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Jul-17, Tue,16:53	Clear	Turning movement	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2018-Aug-14, Tue,23:36	Clear	SMV other	P.D. only	Dry	West	Unknown	Passenger van	Curb	0



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From: January 1, 2015 **To:** December 31, 2019

Location: BASELINE RD @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 105

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2018-Aug-18, Sat,05:38	Clear	Angle	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Aug-26, Sun,20:07	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Unknown	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Sep-10, Mon,17:24	Rain	Rear end	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Slowing or stopping	Passenger van	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Sep-19, Wed,18:58	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Oct-25, Thu,16:20	Clear	Sideswipe	P.D. only	Dry	North	Turning right	Unknown	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2018-Nov-13, Tue,08:07	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2018-Nov-22, Thu,15:56	Clear	Rear end	Non-fatal injury	Dry	South	Turning left	Delivery van	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
					South	Turning left	Passenger van	Other motor vehicle	
2018-Dec-11, Tue,09:43	Snow	Rear end	P.D. only	Loose snow	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2018-Dec-14, Fri,16:40	Rain	Turning movement	P.D. only	Wet	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Dec-21, Fri,18:00	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: BASELINE RD @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 105

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Jan-03, Thu,07:00	Clear	Sideswipe	P.D. only	Slush	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Feb-11, Mon,15:00	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Feb-15, Fri,13:25	Clear	Angle	P.D. only	Wet	North	Going ahead	Unknown	Other motor vehicle	0
					West	Going ahead	Passenger van	Other motor vehicle	
2019-Apr-05, Fri,17:44	Clear	Rear end	P.D. only	Dry	South	Turning right	Unknown	Other motor vehicle	0
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Apr-07, Sun,10:17	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Apr-26, Fri,17:45	Clear	Rear end	P.D. only	Dry	North	Unknown	Unknown	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jun-06, Thu,17:55	Clear	Sideswipe	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jul-04, Thu,12:00	Clear	Rear end	Non-fatal injury	Dry	East	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jul-11, Thu,17:30	Rain	Rear end	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Passenger van	Other motor vehicle	
2019-Jul-13, Sat,15:30	Clear	Rear end	P.D. only	Dry	East	Going ahead	Passenger van	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jul-23, Tue,18:00	Clear	Rear end	P.D. only	Dry	East	Unknown	Unknown	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Aug-15, Thu,13:14	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Pick-up truck	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	



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Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: BASELINE RD @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 105

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Aug-29, Thu,13:30	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Pick-up truck	Other motor vehicle	
2019-Oct-10, Thu,14:44	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Oct-15, Tue,20:24	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Unknown	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Nov-01, Fri,16:45	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Nov-18, Mon,10:28	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Dec-19, Thu,08:00	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Dec-30, Mon,10:55	Freezing Rain	SMV other	P.D. only	Ice	East	Slowing or stopping	Automobile, station wagon	Pole (utility, power)	0

Location: BASELINE RD btwn ST. HELEN'S PL & CLYDE AVE

Traffic Control: No control

Total Collisions: 18

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Jan-04, Sun,13:21	Rain	SMV unattended vehicle	Non-fatal injury	Ice	East	Going ahead	Automobile, station wagon	Unattended vehicle	0
2015-Feb-11, Wed,19:04	Snow	Angle	P.D. only	Slush	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Mar-29, Sun,17:00	Clear	Angle	P.D. only	Dry	South	Turning left	Passenger van	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Jul-22, Wed,06:56	Clear	Angle	Non-fatal injury	Dry	West	Going ahead	Bicycle	Other motor vehicle	0
					North	Turning right	Pick-up truck	Cyclist	



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Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: BASELINE RD btwn ST. HELEN'S PL & CLYDE AVE

Traffic Control: No control

Total Collisions: 18

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Sep-14, Mon,08:30	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Passenger van	Other motor vehicle	0
					West	Slowing or stopping	Pick-up truck	Other motor vehicle	
2015-Sep-21, Mon,06:05	Clear	SMV other	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Curb	0
2015-Sep-29, Tue,18:06	Rain	Rear end	P.D. only	Wet	West	Slowing or stopping	Delivery van	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2016-Apr-08, Fri,16:34	Clear	Sideswipe	P.D. only	Dry	East	Pulling away from shoulder or curb	Municipal transit bus	Other motor vehicle	0
					East	Going ahead	Pick-up truck	Other motor vehicle	
2016-Apr-18, Mon,21:01	Rain	SMV other	P.D. only	Wet	West	Going ahead	Automobile, station wagon	Ran off road	0
2016-Jun-01, Wed,15:16	Clear	Sideswipe	Non-fatal injury	Dry	West	Changing lanes	Pick-up truck	Other motor vehicle	0
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2016-Sep-02, Fri,20:19	Clear	Other	Non-fatal injury	Dry	West	Going ahead	Bicycle	Other motor vehicle	0
					East	Turning right	Passenger van	Cyclist	
2016-Sep-06, Tue,14:10	Clear	Rear end	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
					East	Slowing or stopping	Passenger van	Other motor vehicle	
2016-Oct-30, Sun,19:06	Clear	Turning movement	Fatal injury	Dry	West	Going ahead	Motorcycle	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2016-Dec-21, Wed,09:59	Clear	Sideswipe	P.D. only	Wet	West	Changing lanes	Pick-up truck	Other motor vehicle	0
					West	Going ahead	Truck - closed	Other motor vehicle	
2018-Sep-26, Wed,15:23	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	



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Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: BASELINE RD btwn ST. HELEN'S PL & CLYDE AVE

Traffic Control: No control

Total Collisions: 18

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2018-Oct-27, Sat,14:30	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Nov-27, Wed,17:46	Rain	Rear end	P.D. only	Wet	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Dec-01, Sun,16:49	Clear	Rear end	P.D. only	Dry	East	Stopped	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	

Location: BURRIS LANE @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 20

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2015-Jan-28, Wed,18:49	Clear	Angle	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2015-Apr-20, Mon,14:30	Rain	Rear end	P.D. only	Wet	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Aug-26, Wed,17:22	Rain	Rear end	P.D. only	Wet	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Aug-26, Wed,17:45	Rain	Rear end	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Sep-14, Mon,05:50	Rain	Rear end	Non-fatal injury	Wet	North	Going ahead	Passenger van	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2015-Nov-22, Sun,15:27	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	



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From: January 1, 2015 **To:** December 31, 2019

Location: BURRIS LANE @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 20

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2016-Oct-20, Thu,12:43	Rain	Rear end	Non-fatal injury	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Jan-18, Thu,19:55	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Pick-up truck	Other motor vehicle	0
					West	Going ahead	Delivery van	Other motor vehicle	
2018-Feb-14, Wed,18:54	Clear	SMV other	Non-fatal injury	Wet	East	Turning right	Passenger van	Pedestrian	1
2018-Feb-18, Sun,15:34	Clear	Angle	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Feb-25, Sun,21:07	Clear	Angle	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Mar-15, Thu,14:20	Clear	Sideswipe	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Oct-10, Wed,15:34	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Nov-02, Fri,17:48	Rain	Turning movement	P.D. only	Wet	North	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Feb-18, Mon,13:25	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jun-05, Wed,10:56	Clear	Angle	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Aug-02, Fri,18:27	Clear	SMV other	Non-fatal injury	Dry	West	Turning left	Automobile, station wagon	Pedestrian	1
2019-Sep-26, Thu,09:09	Clear	Rear end	P.D. only	Dry	North	Unknown	Unknown	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Unknown	Unknown	Other motor vehicle	



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Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: BURRIS LANE @ MERIVALE RD

Traffic Control: Traffic signal

Total Collisions: 20

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Oct-08, Tue,12:59	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Nov-29, Fri,10:40	Clear	Angle	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: CLYDE AVE @ STARWOOD RD

Traffic Control: Stop sign

Total Collisions: 10

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2016-Feb-24, Wed,22:51	Freezing Rain	Angle	P.D. only	Wet	East	Turning left	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Passenger van	Other motor vehicle	
2016-Oct-24, Mon,15:43	Clear	Angle	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2016-Oct-26, Wed,21:26	Clear	Angle	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2018-Apr-25, Wed,12:04	Rain	Angle	P.D. only	Wet	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Oct-27, Sat,19:24	Rain	Turning movement	P.D. only	Slush	North	Overtaking	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Passenger van	Other motor vehicle	
2019-Apr-17, Wed,12:30	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Apr-30, Tue,16:35	Clear	Angle	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jun-15, Sat,14:28	Rain	Turning movement	P.D. only	Wet	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	



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Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: CLYDE AVE @ STARWOOD RD

Traffic Control: Stop sign

Total Collisions: 10

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Aug-14, Wed,09:16	Clear	Turning movement	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Dec-31, Tue,13:26	Snow	Angle	P.D. only	Slush	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: CLYDE AVE btwn BASELINE RD & NE/OT BOUNDARY

Traffic Control: No control

Total Collisions: 2

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2016-Feb-09, Tue,09:05	Snow	Rear end	P.D. only	Loose snow	North	Slowing or stopping	Truck - closed	Skidding/sliding	0
					North	Turning right	Pick-up truck	Other motor vehicle	
2016-Jun-04, Sat,19:26	Clear	Angle	P.D. only	Dry	West	Turning right	Pick-up truck	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	

Location: CLYDE AVE btwn CLYDE AVE & STARWOOD RD

Traffic Control: No control

Total Collisions: 23

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Jan-09, Fri,08:20	Clear	Turning movement	P.D. only	Slush	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Jan-16, Fri,12:10	Clear	Angle	P.D. only	Wet	East	Turning left	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2015-Jan-30, Fri,09:55	Snow	SMV other	P.D. only	Loose snow	South	Going ahead	Automobile, station wagon	Ran off road	0
2015-Feb-27, Fri,12:43	Clear	Angle	P.D. only	Dry	West	Turning right	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Mar-31, Tue,14:50	Clear	Other	P.D. only	Dry	South	Reversing	Truck - closed	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: CLYDE AVE btwn CLYDE AVE & STARWOOD RD

Traffic Control: No control

Total Collisions: 23

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Apr-15, Wed,11:31	Clear	Angle	P.D. only	Dry	East	Turning left	Passenger van	Other motor vehicle	0
					South	Going ahead	Passenger van	Other motor vehicle	
2015-Jun-01, Mon,15:18	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Jul-31, Fri,16:00	Clear	Turning movement	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Aug-07, Fri,17:50	Clear	Angle	Non-fatal injury	Dry	North	Going ahead	Bicycle	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Cyclist	
2017-Mar-25, Sat,14:06	Clear	Angle	Non-fatal injury	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Jul-26, Wed,18:37	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Pick-up truck	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2017-Nov-08, Wed,21:30	Clear	Sideswipe	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Nov-13, Mon,13:40	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Changing lanes	Pick-up truck	Other motor vehicle	
2018-Jan-02, Tue,11:32	Snow	Turning movement	P.D. only	Loose snow	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Jan-04, Thu,13:11	Snow	Angle	P.D. only	Slush	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Mar-26, Mon,09:01	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Apr-26, Fri,14:12	Rain	Turning movement	Non-fatal injury	Wet	North	Turning left	Passenger van	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	



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Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: CLYDE AVE btwn CLYDE AVE & STARWOOD RD

Traffic Control: No control

Total Collisions: 23

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Jun-01, Sat,17:41	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jul-09, Tue,22:10	Clear	SMV other	Non-fatal injury	Dry	South	Changing lanes	Automobile, station wagon	Pedestrian	1
2019-Sep-20, Fri,11:25	Clear	SMV other	P.D. only	Dry	East	Turning right	Tow truck	Ran off road	0
2019-Nov-04, Mon,16:40	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Nov-27, Wed,21:04	Rain	Sideswipe	Non-fatal injury	Wet	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Dec-19, Thu,12:30	Clear	Rear end	Non-fatal injury	Slush	South	Going ahead	Pick-up truck	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	

Location: CLYDE AVE btwn MAITLAND AVE & BASELINE RD

Traffic Control: No control

Total Collisions: 12

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Aug-14, Fri,09:45	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2015-Nov-13, Fri,12:29	Rain	Angle	P.D. only	Wet	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2016-Feb-17, Wed,18:08	Snow	Turning movement	P.D. only	Slush	North	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2016-Aug-12, Fri,16:32	Rain	Rear end	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2016-Sep-10, Sat,15:00	Clear	SMV other	P.D. only	Wet	North	Turning right	Automobile, station wagon	Skidding/sliding	0



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From: January 1, 2015 To: December 31, 2019

Location: CLYDE AVE btwn MAITLAND AVE & BASELINE RD

Traffic Control: No control

Total Collisions: 12

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-Sep-24, Sun,01:30	Clear	SMV other	Fatal injury	Dry	South	Going ahead	Automobile, station wagon	Pedestrian	1
2017-Nov-14, Tue,21:25	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Feb-07, Wed,11:18	Snow	Turning movement	P.D. only	Loose snow	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Feb-11, Sun,17:34	Snow	Rear end	P.D. only	Slush	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Oct-04, Thu,19:15	Clear	Sideswipe	P.D. only	Wet	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Sep-25, Wed,14:43	Clear	Sideswipe	P.D. only	Dry	South	Other	Automobile, station wagon	Other motor vehicle	0
					South	Other	Automobile, station wagon	Other motor vehicle	
2019-Nov-26, Tue,19:05	Clear	Angle	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	

Location: CLYDE AVE btwn STARWOOD RD & LOTTA AVE

Traffic Control: No control

Total Collisions: 8

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Feb-14, Sat,14:03	Snow	Rear end	P.D. only	Packed snow	North	Going ahead	Passenger van	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2015-Dec-04, Fri,17:24	Clear	Rear end	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2016-Feb-12, Fri,10:35	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	
					South	Stopped	Pick-up truck	Other motor vehicle	



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Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: CLYDE AVE btwn STARWOOD RD & LOTTA AVE

Traffic Control: No control

Total Collisions: 8

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2018-Jul-08, Sun,18:19	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2018-Jul-25, Wed,08:01	Rain	Sideswipe	P.D. only	Wet	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Oct-28, Sun,12:45	Rain	Turning movement	Non-fatal injury	Wet	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Passenger van	Other motor vehicle	
2019-Apr-24, Wed,14:02	Clear	Angle	P.D. only	Dry	West	Turning left	Passenger van	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Nov-27, Wed,20:45	Clear	SMV unattended vehicle	P.D. only	Dry	South	Reversing	Automobile, station wagon	Unattended vehicle	0

Location: GILBEY DR @ MERIVALE RD

Traffic Control: Stop sign

Total Collisions: 2

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-May-26, Fri,20:47	Clear	Turning movement	Non-fatal injury	Wet	South	Turning left	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Sep-05, Tue,18:15	Clear	Angle	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: MERIVALE RD @ 110 S OF BURRIS LANE/LOBLAWS SC

Traffic Control: Traffic signal

Total Collisions: 9

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Apr-02, Thu,17:01	Clear	Rear end	P.D. only	Dry	West	Unknown	Unknown	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	



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Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: MERIVALE RD @ 110 S OF BURRIS LANE/LOBLAWS SC

Traffic Control: Traffic signal

Total Collisions: 9

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2016-Jan-06, Wed,14:01	Clear	Turning movement	P.D. only	Loose snow	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2016-Mar-19, Sat,17:52	Clear	Angle	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2016-Jul-25, Mon,10:19	Clear	Angle	P.D. only	Dry	South	Going ahead	Pick-up truck	Other motor vehicle	0
					East	Going ahead	Pick-up truck	Other motor vehicle	
2018-Mar-04, Sun,12:34	Clear	Angle	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jan-17, Thu,15:00	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Mar-14, Thu,19:59	Clear	Rear end	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-May-03, Fri,15:44	Rain	Turning movement	P.D. only	Wet	South	Turning left	Unknown	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Dec-20, Fri,14:55	Clear	Turning movement	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Pick-up truck	Other motor vehicle	

Location: MERIVALE RD @ CAPILANO DR/WITHROW AVE

Traffic Control: Traffic signal

Total Collisions: 42

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Feb-04, Wed,16:14	Clear	SMV other	P.D. only	Loose snow	North	Unknown	Unknown	Pole (utility, power)	0
2015-Feb-04, Wed,19:30	Snow	Rear end	P.D. only	Slush	North	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					North	Turning right	Pick-up truck	Other motor vehicle	



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Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: MERIVALE RD @ CAPILANO DR/WITHROW AVE

Traffic Control: Traffic signal

Total Collisions: 42

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Feb-18, Wed,19:00	Clear	Rear end	P.D. only	Dry	South	Turning left	Passenger van	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2015-Feb-26, Thu,16:35	Clear	Rear end	P.D. only	Dry	South	Changing lanes	Pick-up truck	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Mar-15, Sun,16:48	Clear	Rear end	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					South	Slowing or stopping	Pick-up truck	Other motor vehicle	
2015-Mar-21, Sat,16:19	Clear	Angle	P.D. only	Wet	East	Turning right	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Apr-22, Wed,14:39	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Passenger van	Other motor vehicle	
2015-Apr-22, Wed,16:35	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2015-May-08, Fri,19:55	Clear	Rear end	P.D. only	Dry	North	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2015-May-19, Tue,18:09	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Jun-11, Thu,14:41	Clear	Rear end	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Jun-16, Tue,09:00	Rain	Sideswipe	P.D. only	Wet	South	Changing lanes	Delivery van	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	



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From: January 1, 2015 **To:** December 31, 2019

Location: MERIVALE RD @ CAPILANO DR/WITHROW AVE

Traffic Control: Traffic signal

Total Collisions: 42

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Jun-27, Sat,12:50	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Passenger van	Other motor vehicle	
2015-Aug-11, Tue,15:13	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2015-Sep-01, Tue,20:21	Clear	Turning movement	P.D. only	Dry	South	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Sep-07, Mon,20:09	Rain	Rear end	P.D. only	Wet	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Sep-07, Mon,21:09	Rain	Rear end	P.D. only	Wet	North	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Stopped	Tow truck	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Sep-25, Fri,14:30	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Jan-30, Mon,18:20	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Apr-11, Tue,10:11	Rain	Angle	Non-fatal injury	Wet	West	Turning right	Passenger van	Other motor vehicle	0
					North	Going ahead	Passenger van	Other motor vehicle	
2017-Apr-27, Thu,23:03	Clear	Angle	Non-fatal injury	Dry	West	Turning right	Automobile, station wagon	Cyclist	0
					South	Going ahead	Bicycle	Other motor vehicle	
2017-Sep-03, Sun,14:53	Rain	Angle	P.D. only	Wet	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	



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From: January 1, 2015 **To:** December 31, 2019

Location: MERIVALE RD @ CAPILANO DR/WITHROW AVE

Traffic Control: Traffic signal

Total Collisions: 42

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-Oct-07, Sat,11:53	Rain	Rear end	P.D. only	Wet	South	Slowing or stopping	Passenger van	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Dec-21, Thu,12:04	Clear	SMV other	Non-fatal injury	Dry	East	Turning right	Automobile, station wagon	Pedestrian	1
2017-Dec-30, Sat,09:29	Snow	Rear end	P.D. only	Packed snow	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Feb-02, Fri,12:24	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Mar-06, Tue,17:30	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Apr-06, Fri,17:37	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2018-Jun-06, Wed,15:43	Clear	Rear end	P.D. only	Dry	North	Unknown	Unknown	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Jun-08, Fri,12:38	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Jun-15, Fri,11:37	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Sep-02, Sun,14:32	Rain	Rear end	P.D. only	Wet	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jan-20, Sun,17:35	Snow	Angle	P.D. only	Loose snow	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	



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From: January 1, 2015 **To:** December 31, 2019

Location: MERIVALE RD @ CAPILANO DR/WITHROW AVE

Traffic Control: Traffic signal

Total Collisions: 42

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Jan-22, Tue,17:44	Clear	Turning movement	P.D. only	Loose snow	North	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jan-24, Thu,17:19	Clear	Rear end	Non-fatal injury	Slush	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Apr-13, Sat,16:46	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-May-21, Tue,17:50	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Passenger van	Other motor vehicle	
2019-Sep-23, Mon,19:53	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Sep-26, Thu,19:33	Clear	Rear end	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Oct-09, Wed,21:35	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Oct-21, Mon,13:55	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Oct-29, Tue,15:00	Clear	Sideswipe	P.D. only	Dry	South	Unknown	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: MERIVALE RD btwn BURRIS LANE & OT/NE BOUNDARY

Traffic Control: No control

Total Collisions: 11

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Feb-21, Sat,12:31	Snow	Sideswipe	P.D. only	Slush	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	



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Collision Details Report - Public Version

From: January 1, 2015 To: December 31, 2019

Location: MERIVALE RD btwn BURRIS LANE & OT/NE BOUNDARY

Traffic Control: No control

Total Collisions: 11

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2015-Aug-13, Thu,19:40	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Oct-09, Fri,15:09	Rain	Rear end	P.D. only	Wet	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Nov-04, Wed,18:53	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Mar-01, Tue,12:40	Clear	Angle	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Feb-01, Wed,11:49	Clear	Rear end	P.D. only	Dry	South	Going ahead	Passenger van	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Dec-29, Fri,21:40	Clear	Turning movement	P.D. only	Packed snow	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Truck - dump	Other motor vehicle	
2018-Jan-31, Wed,17:32	Freezing Rain	Turning movement	P.D. only	Slush	East	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Sep-05, Wed,11:44	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2018-Oct-04, Thu,15:38	Clear	Angle	P.D. only	Dry	West	Turning left	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Dec-20, Thu,10:17	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	

Location: MERIVALE RD btwn CLYDE AVE & GILBEY DR

Traffic Control: No control

Total Collisions: 22

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
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Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: MERIVALE RD btwn CLYDE AVE & GILBEY DR

Traffic Control: No control

Total Collisions: 22

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Jun-18, Thu,16:11	Clear	Turning movement	P.D. only	Dry	East	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Motorcycle	Other motor vehicle	
2015-Aug-15, Sat,20:12	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Nov-13, Fri,12:24	Rain	Turning movement	P.D. only	Wet	South	Turning left	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Dec-21, Mon,18:46	Rain	SMV other	P.D. only	Wet	East	Going ahead	Pick-up truck	Curb	0
2016-Feb-15, Mon,12:48	Clear	Turning movement	P.D. only	Dry	East	Turning right	Pick-up truck	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2016-May-19, Thu,15:16	Clear	Angle	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Mar-17, Fri,20:04	Clear	Turning movement	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Mar-30, Thu,13:54	Clear	Turning movement	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Apr-11, Tue,14:46	Clear	Rear end	Non-fatal injury	Dry	East	Going ahead	Truck and trailer	Other motor vehicle	0
					East	Stopped	Pick-up truck	Other motor vehicle	
2018-Jan-02, Tue,14:01	Snow	Rear end	P.D. only	Ice	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2018-May-27, Sun,15:15	Clear	Turning movement	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Jun-14, Thu,18:59	Rain	Turning movement	P.D. only	Wet	East	Turning right	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	



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From: January 1, 2015 **To:** December 31, 2019

Location: MERIVALE RD btwn CLYDE AVE & GILBEY DR

Traffic Control: No control

Total Collisions: 22

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2018-Nov-12, Mon,12:30	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Nov-19, Mon,18:54	Snow	Rear end	P.D. only	Loose snow	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Apr-05, Fri,10:35	Clear	Angle	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jul-03, Wed,14:46	Clear	Angle	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Jul-09, Tue,12:37	Clear	Angle	Non-fatal injury	Dry	South	Going ahead	Bicycle	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Cyclist	
2019-Jul-21, Sun,12:10	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jul-21, Sun,17:27	Clear	Turning movement	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Aug-18, Sun,13:00	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Changing lanes	Automobile, station wagon	Other motor vehicle	
2019-Nov-16, Sat,17:24	Clear	Rear end	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Unknown	Other motor vehicle	
2019-Dec-22, Sun,14:17	Clear	Rear end	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	

Location: MERIVALE RD btwn CLYDE AVE & RITA AVE

Traffic Control: No control

Total Collisions: 27

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
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Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: MERIVALE RD btwn CLYDE AVE & RITA AVE

Traffic Control: No control

Total Collisions: 27

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Jan-16, Fri,12:22	Clear	Rear end	Non-fatal injury	Wet	South	Going ahead	Passenger van	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Jun-19, Fri,15:17	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	
2015-Jun-24, Wed,18:58	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2015-Aug-28, Fri,14:21	Clear	Rear end	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	
2016-Feb-12, Fri,16:36	Clear	Angle	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2016-Sep-01, Thu,18:03	Clear	Rear end	P.D. only	Dry	South	Going ahead	Pick-up truck	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2016-Dec-21, Wed,19:51	Clear	Rear end	P.D. only	Wet	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Mar-03, Fri,14:30	Clear	Sideswipe	P.D. only	Dry	North	Unknown	Unknown	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Apr-04, Tue,13:46	Rain	Turning movement	P.D. only	Wet	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Jul-07, Fri,16:30	Rain	Sideswipe	P.D. only	Wet	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	



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From: January 1, 2015 **To:** December 31, 2019

Location: MERIVALE RD btwn CLYDE AVE & RITA AVE

Traffic Control: No control

Total Collisions: 27

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-Sep-07, Thu,14:02	Rain	Rear end	P.D. only	Wet	South	Going ahead	Passenger van	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Sep-08, Fri,11:45	Rain	Rear end	Non-fatal injury	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Mar-12, Mon,12:59	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Mar-13, Tue,13:15	Clear	Angle	P.D. only	Loose snow	East	Reversing	Snow plow	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2018-May-05, Sat,12:36	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Unknown	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2018-May-30, Wed,15:20	Clear	Rear end	P.D. only	Dry	North	Going ahead	Passenger van	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Jul-30, Mon,11:52	Clear	Rear end	Non-fatal injury	Dry	South	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Oct-10, Wed,12:15	Clear	Rear end	P.D. only	Dry	North	Going ahead	Passenger van	Other motor vehicle	0
					North	Stopped	Passenger van	Other motor vehicle	
2018-Nov-21, Wed,13:55	Rain	Sideswipe	P.D. only	Wet	North	Changing lanes	Automobile, station wagon	Skidding/sliding	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
					North	Going ahead	Automobile, station wagon	Other motor vehicle	



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From: January 1, 2015 **To:** December 31, 2019

Location: MERIVALE RD btwn CLYDE AVE & RITA AVE

Traffic Control: No control

Total Collisions: 27

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2018-Dec-31, Mon,19:36	Clear	Rear end	Non-fatal injury	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Municipal transit bus	Other motor vehicle	
2019-Jan-30, Wed,19:50	Clear	Angle	P.D. only	Loose snow	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2019-May-30, Thu,12:00	Clear	Rear end	Non-fatal injury	Dry	South	Going ahead	Pick-up truck	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jun-11, Tue,08:53	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Aug-21, Wed,09:44	Rain	Rear end	Non-fatal injury	Wet	South	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Oct-03, Thu,09:39	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Nov-28, Thu,11:57	Clear	Rear end	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Dec-04, Wed,18:00	Rain	Rear end	P.D. only	Wet	North	Going ahead	Pick-up truck	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	

Location: MERIVALE RD btwn GILBEY DR & KIMWAY CRES

Traffic Control: No control

Total Collisions: 3

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
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Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: MERIVALE RD btwn GILBEY DR & KIMWAY CRES

Traffic Control: No control

Total Collisions: 3

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Apr-13, Mon,15:03	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Pick-up truck	Other motor vehicle	0
					West	Stopped	Municipal transit bus	Other motor vehicle	
2016-Dec-07, Wed,19:25	Clear	Sideswipe	P.D. only	Dry	West	Turning left	Truck and trailer	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Aug-20, Tue,16:05	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: MERIVALE RD btwn KIMWAY CRES & LOBLAWS SC

Traffic Control: No control

Total Collisions: 2

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Feb-21, Sat,13:39	Snow	Rear end	P.D. only	Loose snow	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Sep-03, Thu,12:46	Clear	Turning movement	Non-fatal injury	Dry	East	Overtaking	Motorcycle	Other motor vehicle	0
					East	Turning left	Delivery van	Other motor vehicle	

Location: MERIVALE RD btwn LOBLAWS SC & BURRIS LANE

Traffic Control: No control

Total Collisions: 2

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2018-Feb-07, Wed,16:04	Snow	Rear end	P.D. only	Packed snow	South	Slowing or stopping	Automobile, station wagon	Skidding/sliding	0
					South	Stopped	Municipal transit bus	Other motor vehicle	
2018-May-17, Thu,10:13	Clear	Rear end	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Passenger van	Other motor vehicle	



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From: January 1, 2015 **To:** December 31, 2019

Location: MERIVALE RD btwn OT/NE BOUNDARY & MERIVALE RD

Traffic Control: No control

Total Collisions: 7

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Jan-03, Sat,20:10	Snow	Sideswipe	P.D. only	Loose snow	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2015-Jun-11, Thu,19:26	Clear	Sideswipe	P.D. only	Dry	South	Unknown	Unknown	Other motor vehicle	0
					South	Going ahead	Motorcycle	Other motor vehicle	
2015-Jul-28, Tue,14:35	Clear	Sideswipe	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Overtaking	Pick-up truck	Other motor vehicle	
2016-Oct-25, Tue,16:03	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Pick-up truck	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Nov-24, Thu,09:13	Snow	Rear end	P.D. only	Loose snow	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2018-Jan-02, Tue,13:25	Snow	Rear end	P.D. only	Loose snow	South	Slowing or stopping	Passenger van	Curb	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Pick-up truck	Other motor vehicle	
2019-Oct-10, Thu,08:01	Clear	Turning movement	Non-fatal injury	Dry	North	Turning right	Truck - open	Cyclist	0
					North	Going ahead	Bicycle	Other motor vehicle	

Location: MERIVALE RD btwn WITHROW AVE & RITA AVE

Traffic Control: No control

Total Collisions: 5

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Apr-10, Fri,16:24	Clear	Rear end	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Nov-24, Sat,13:07	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	



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From: January 1, 2015 **To:** December 31, 2019

Location: MERIVALE RD btwn WITHROW AVE & RITA AVE

Traffic Control: No control

Total Collisions: 5

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Apr-12, Fri,15:26	Clear	SMV other	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Pedestrian	1
2019-Apr-30, Tue,11:13	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Sep-06, Fri,15:47	Rain	Rear end	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Passenger van	Other motor vehicle	
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
					North	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: MERIVALE RD/LOTTA AVE @ CLYDE AVE

Traffic Control: Traffic signal

Total Collisions: 111

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Jan-09, Fri,08:00	Clear	Turning movement	P.D. only	Slush	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Jan-15, Thu,15:30	Clear	Turning movement	P.D. only	Slush	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Jan-21, Wed,14:47	Clear	Rear end	Non-fatal injury	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Pick-up truck	Other motor vehicle	
2015-Jan-23, Fri,16:58	Clear	Angle	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Passenger van	Other motor vehicle	
2015-Jan-23, Fri,17:13	Clear	Rear end	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Feb-01, Sun,21:15	Clear	SMV other	P.D. only	Packed snow	North	Going ahead	Pick-up truck	Debris on road	0



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From: January 1, 2015 **To:** December 31, 2019

Location: MERIVALE RD/LOTTA AVE @ CLYDE AVE

Traffic Control: Traffic signal

Total Collisions: 111

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Feb-13, Fri,14:29	Clear	Turning movement	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2015-Apr-30, Thu,09:45	Clear	Rear end	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2015-Apr-30, Thu,12:59	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Pick-up truck	Other motor vehicle	
2015-May-05, Tue,12:50	Clear	Rear end	P.D. only	Dry	South	Going ahead	Police vehicle	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2015-May-05, Tue,19:01	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2015-Jun-29, Mon,18:06	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Jul-11, Sat,16:01	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Passenger van	Other motor vehicle	0
					West	Going ahead	Pick-up truck	Other motor vehicle	
2015-Jul-19, Sun,13:39	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Passenger van	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Jul-31, Fri,12:25	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	
					South	Stopped	Pick-up truck	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Aug-18, Tue,17:26	Clear	Rear end	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	



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From: January 1, 2015 **To:** December 31, 2019

Location: MERIVALE RD/LOTTA AVE @ CLYDE AVE

Traffic Control: Traffic signal

Total Collisions: 111

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Aug-19, Wed,18:12	Clear	Rear end	Non-fatal injury	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2015-Oct-16, Fri,09:07	Clear	Rear end	P.D. only	Dry	North	Turning right	Pick-up truck	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2015-Oct-19, Mon,17:07	Rain	Rear end	P.D. only	Wet	North	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Oct-21, Wed,18:34	Rain	Rear end	P.D. only	Wet	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Oct-28, Wed,21:24	Rain	SMV other	P.D. only	Wet	West	Turning left	Automobile, station wagon	Skidding/sliding	0
2015-Nov-01, Sun,11:36	Clear	Rear end	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Turning left	Pick-up truck	Other motor vehicle	
2015-Nov-09, Mon,18:55	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2016-Jan-18, Mon,12:37	Clear	Turning movement	P.D. only	Wet	South	Turning left	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Pick-up truck	Other motor vehicle	
2016-Feb-13, Sat,15:08	Clear	Turning movement	Non-fatal injury	Wet	North	Making "U" turn	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2016-Feb-18, Thu,11:44	Snow	Rear end	P.D. only	Loose snow	North	Turning right	Passenger van	Other motor vehicle	0
					North	Turning right	Pick-up truck	Other motor vehicle	
2016-May-24, Tue,17:59	Clear	Rear end	Non-fatal injury	Dry	North	Turning right	Passenger van	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2016-Jun-30, Thu,15:31	Clear	Other	P.D. only	Dry	West	Reversing	Truck - closed	Other motor vehicle	0
					East	Turning left	Automobile, station wagon	Other motor vehicle	



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Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: MERIVALE RD/LOTTA AVE @ CLYDE AVE

Traffic Control: Traffic signal

Total Collisions: 111

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2016-Jul-13, Wed,15:39	Rain	Rear end	P.D. only	Wet	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Pick-up truck	Other motor vehicle	
2016-Jul-29, Fri,17:29	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Aug-22, Mon,16:44	Clear	Rear end	P.D. only	Dry	South	Going ahead	Passenger van	Other motor vehicle	0
					South	Stopped	Passenger van	Other motor vehicle	
2016-Sep-17, Sat,15:50	Rain	Rear end	P.D. only	Wet	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Sep-27, Tue,12:12	Clear	Rear end	P.D. only	Dry	East	Merging	Automobile, station wagon	Other motor vehicle	0
					East	Merging	Automobile, station wagon	Other motor vehicle	
2016-Oct-21, Fri,16:07	Rain	Rear end	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Nov-18, Fri,10:58	Clear	Angle	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2016-Nov-24, Thu,11:00	Snow	Rear end	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Nov-30, Wed,15:15	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Pick-up truck	Other motor vehicle	0
					North	Going ahead	Passenger van	Other motor vehicle	
2016-Dec-08, Thu,21:52	Snow	SMV other	P.D. only	Ice	West	Going ahead	Passenger van	Curb	0
2016-Dec-19, Mon,13:39	Clear	Rear end	P.D. only	Packed snow	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Dec-21, Wed,16:19	Clear	Rear end	P.D. only	Wet	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	



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From: January 1, 2015 **To:** December 31, 2019

Location: MERIVALE RD/LOTTA AVE @ CLYDE AVE

Traffic Control: Traffic signal

Total Collisions: 111

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-Jan-07, Sat,00:36	Clear	Sideswipe	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Passenger van	Other motor vehicle	
2017-Jan-31, Tue,08:44	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Feb-06, Mon,19:15	Snow	Rear end	P.D. only	Loose snow	East	Going ahead	Automobile, station wagon	Other motor vehicle	0
					East	Going ahead	Passenger van	Other motor vehicle	
2017-Feb-15, Wed,21:00	Snow	Turning movement	P.D. only	Loose snow	South	Turning left	Unknown	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Feb-18, Sat,15:55	Clear	Turning movement	P.D. only	Dry	South	Turning left	Unknown	Other motor vehicle	0
					South	Turning left	Automobile, station wagon	Other motor vehicle	
2017-Apr-21, Fri,21:43	Clear	Rear end	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2017-May-31, Wed,13:35	Clear	Rear end	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Jun-18, Sun,10:46	Clear	Turning movement	P.D. only	Dry	North	Turning left	Pick-up truck	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Jun-26, Mon,12:16	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Pick-up truck	Other motor vehicle	
2017-Jun-30, Fri,15:38	Rain	Rear end	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Jul-11, Tue,16:28	Clear	SMV other	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Curb	0



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From: January 1, 2015 **To:** December 31, 2019

Location: MERIVALE RD/LOTTA AVE @ CLYDE AVE

Traffic Control: Traffic signal

Total Collisions: 111

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-Jul-14, Fri,17:00	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Aug-01, Tue,14:58	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Aug-21, Mon,12:21	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Pick-up truck	Other motor vehicle	
2017-Aug-22, Tue,19:22	Rain	Angle	P.D. only	Wet	West	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Aug-28, Mon,12:43	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Sep-11, Mon,15:13	Clear	Turning movement	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Passenger van	Other motor vehicle	
2017-Sep-24, Sun,15:30	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Changing lanes	Passenger van	Other motor vehicle	
2017-Oct-07, Sat,17:00	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2017-Nov-16, Thu,15:01	Clear	Angle	P.D. only	Dry	West	Unknown	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2017-Dec-06, Wed,10:43	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Passenger van	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2017-Dec-06, Wed,15:20	Clear	Rear end	P.D. only	Dry	East	Turning right	Delivery van	Other motor vehicle	0
					East	Turning right	Automobile, station wagon	Other motor vehicle	
2017-Dec-26, Tue,12:24	Clear	Sideswipe	P.D. only	Slush	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: MERIVALE RD/LOTTA AVE @ CLYDE AVE

Traffic Control: Traffic signal

Total Collisions: 111

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2017-Dec-26, Tue,13:39	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Pick-up truck	Other motor vehicle	
2017-Dec-27, Wed,11:03	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Delivery van	Other motor vehicle	
2018-Jan-05, Fri,17:25	Clear	Rear end	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Jan-22, Mon,13:02	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Feb-08, Thu,13:06	Snow	Sideswipe	P.D. only	Loose snow	North	Merging	Automobile, station wagon	Other motor vehicle	0
					North	Merging	Automobile, station wagon	Other motor vehicle	
2018-Feb-18, Sun,18:00	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Mar-21, Wed,21:09	Clear	Turning movement	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2018-Apr-07, Sat,16:58	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2018-May-01, Tue,09:14	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Pick-up truck	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2018-May-18, Fri,16:44	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Jun-23, Sat,16:49	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2018-Jun-28, Thu,19:47	Clear	Angle	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	



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From: January 1, 2015 **To:** December 31, 2019

Location: MERIVALE RD/LOTTA AVE @ CLYDE AVE

Traffic Control: Traffic signal

Total Collisions: 111

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2018-Jul-12, Thu,17:51	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Jul-14, Sat,13:32	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Jul-23, Mon,18:33	Rain	Angle	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Aug-28, Tue,22:33	Clear	Sideswipe	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Sep-04, Tue,15:55	Clear	Rear end	P.D. only	Dry	South	Going ahead	Pick-up truck	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2018-Oct-18, Thu,11:48	Clear	Other	P.D. only	Dry	West	Reversing	Automobile, station wagon	Other motor vehicle	0
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Oct-20, Sat,11:30	Clear	Rear end	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Pick-up truck	Other motor vehicle	
2018-Oct-26, Fri,14:30	Clear	Rear end	P.D. only	Dry	North	Going ahead	Unknown	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Oct-30, Tue,17:07	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Nov-05, Mon,14:52	Clear	Rear end	Non-fatal injury	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	



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Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: MERIVALE RD/LOTTA AVE @ CLYDE AVE

Traffic Control: Traffic signal

Total Collisions: 111

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2018-Nov-16, Fri,09:01	Snow	Turning movement	P.D. only	Loose snow	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Nov-24, Sat,10:34	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle	0
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Dec-07, Fri,17:19	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Dec-11, Tue,12:04	Snow	Rear end	P.D. only	Slush	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2018-Dec-21, Fri,19:30	Rain	Turning movement	P.D. only	Wet	South	Turning left	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2018-Dec-21, Fri,20:35	Rain	Rear end	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Feb-02, Sat,18:20	Snow	Rear end	P.D. only	Slush	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
					South	Turning left	Unknown	Skidding/sliding	
2019-Feb-20, Wed,12:35	Clear	Rear end	P.D. only	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Mar-24, Sun,15:10	Clear	Turning movement	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Apr-16, Tue,14:15	Clear	Rear end	Non-fatal injury	Dry	West	Turning right	Pick-up truck	Other motor vehicle	0
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Apr-17, Wed,16:56	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	



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Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: MERIVALE RD/LOTTA AVE @ CLYDE AVE

Traffic Control: Traffic signal

Total Collisions: 111

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Apr-26, Fri,18:54	Clear	Rear end	P.D. only	Wet	North	Unknown	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Apr-28, Sun,12:45	Clear	Turning movement	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2019-May-02, Thu,08:00	Clear	Rear end	P.D. only	Wet	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2019-May-17, Fri,12:40	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	0
					South	Stopped	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Pick-up truck	Other motor vehicle	
2019-May-21, Tue,16:53	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Jul-05, Fri,18:12	Rain	Rear end	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jul-20, Sat,13:43	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	0
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2019-Jul-21, Sun,14:50	Clear	SMV other	P.D. only	Dry	West	Slowing or stopping	Automobile, station wagon	Curb	0
2019-Oct-08, Tue,07:45	Clear	Rear end	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle	0
					North	Turning right	Automobile, station wagon	Other motor vehicle	
2019-Oct-12, Sat,12:41	Clear	Rear end	P.D. only	Dry	West	Turning left	Passenger van	Other motor vehicle	0
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2019-Nov-20, Wed,08:24	Clear	Angle	Non-fatal injury	Dry	South	Going ahead	Pick-up truck	Other motor vehicle	0
					East	Going ahead	Automobile, station wagon	Other motor vehicle	



Transportation Services - Traffic Services

Collision Details Report - Public Version

From: January 1, 2015 **To:** December 31, 2019

Location: MERIVALE RD/LOTTA AVE @ CLYDE AVE

Traffic Control: Traffic signal

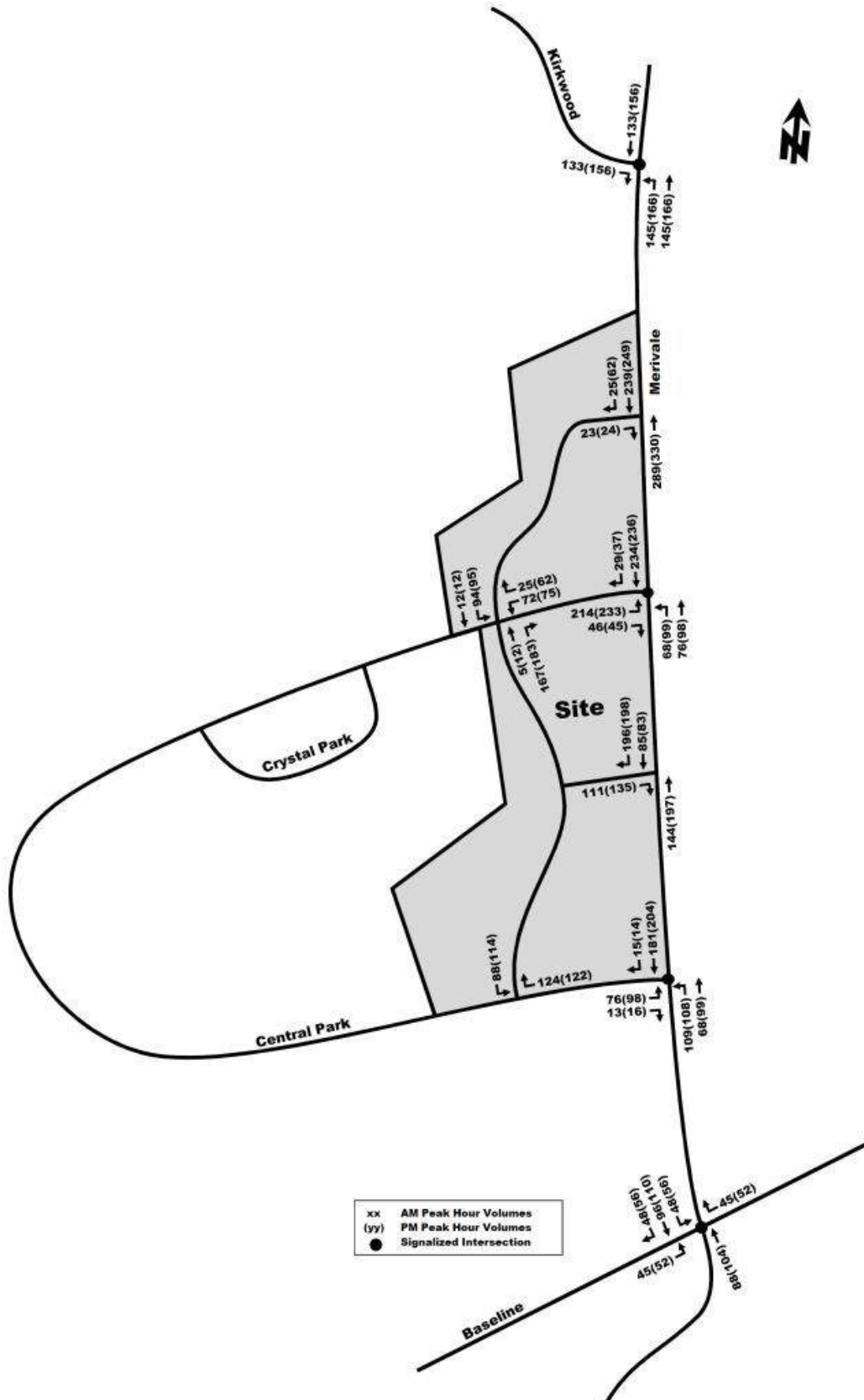
Total Collisions: 111

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2019-Nov-22, Fri,10:33	Clear	Rear end	Non-fatal injury	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	0
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2019-Nov-26, Tue,17:35	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Nov-29, Fri,09:00	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2019-Dec-24, Tue,09:58	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle	0
					North	Going ahead	Automobile, station wagon	Other motor vehicle	

APPENDIX F

Other Area Developments

Figure 6: 'New' Site-Generated Traffic Volumes



proposed development in Table 9 and Table 12. Note that the proposed north and south buildings of the future development are anticipated to be connected for traffic. Furthermore, due to the locations of the underground parking garage ramps, a higher percentage of traffic is expected to utilize the south access on Clyde Ave. In both Phase 1 and Phase 2, site-generated traffic is expected to use all available site accesses.

Figure 9: Phase 1 (2022) Site-Generated Traffic Volumes

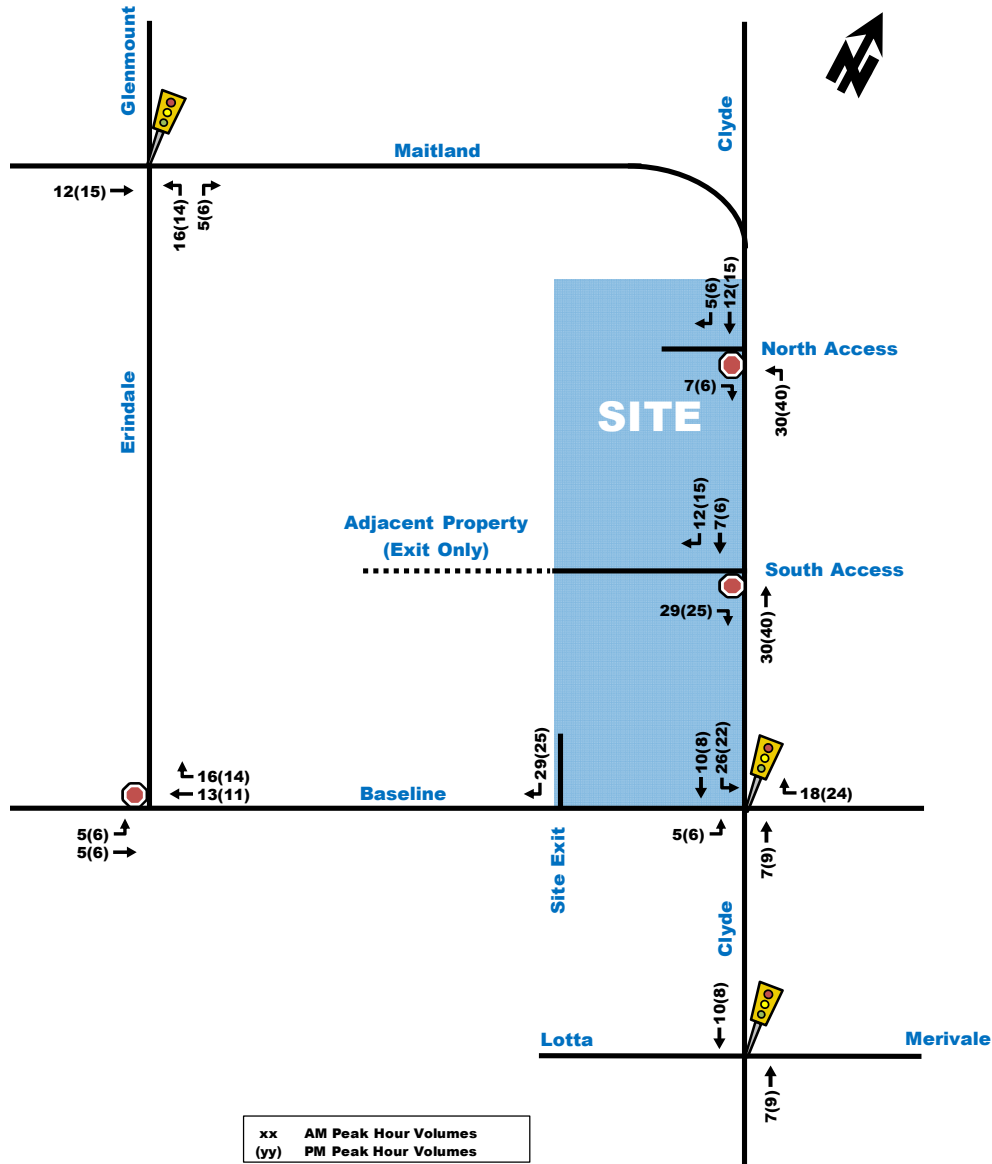
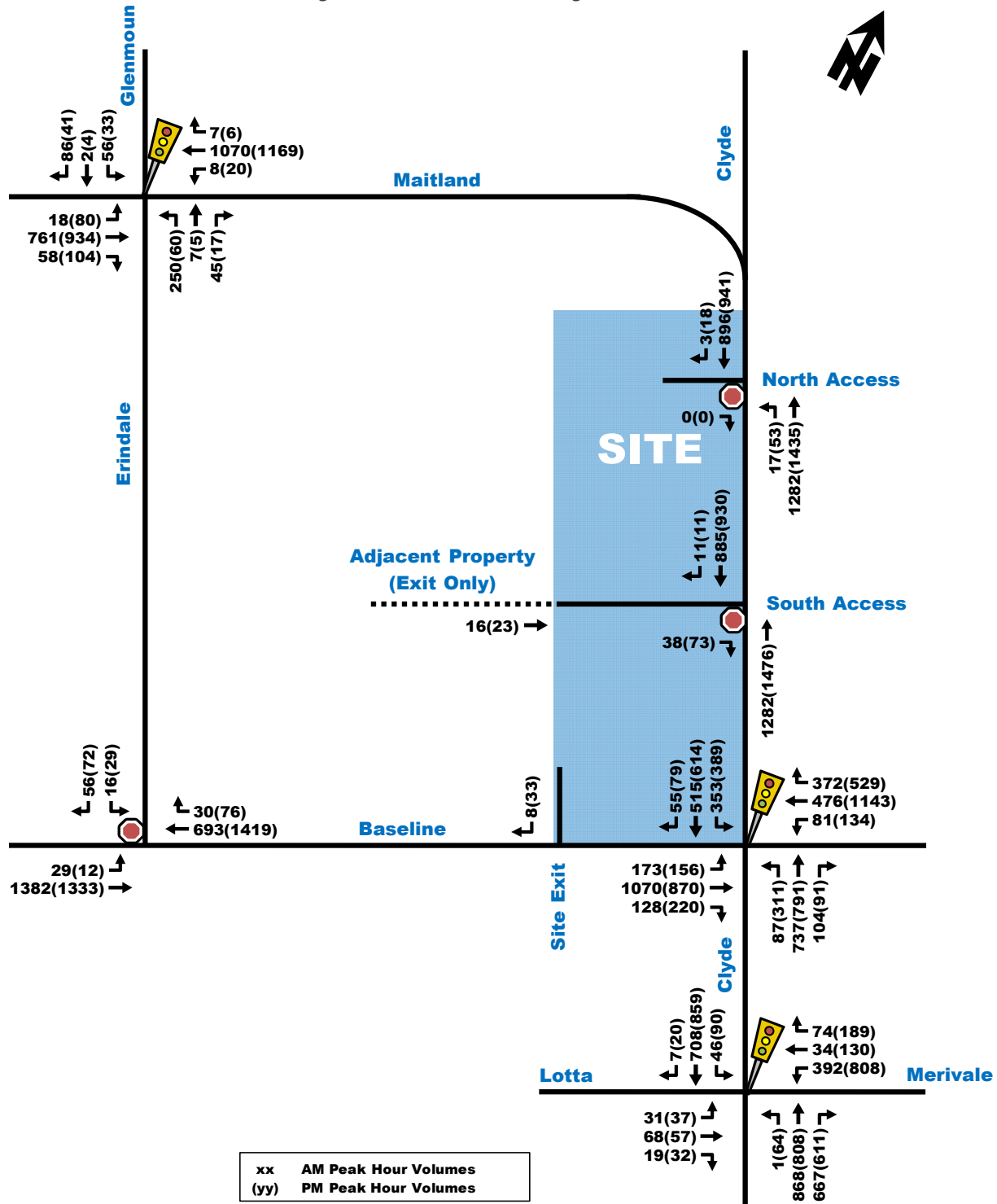
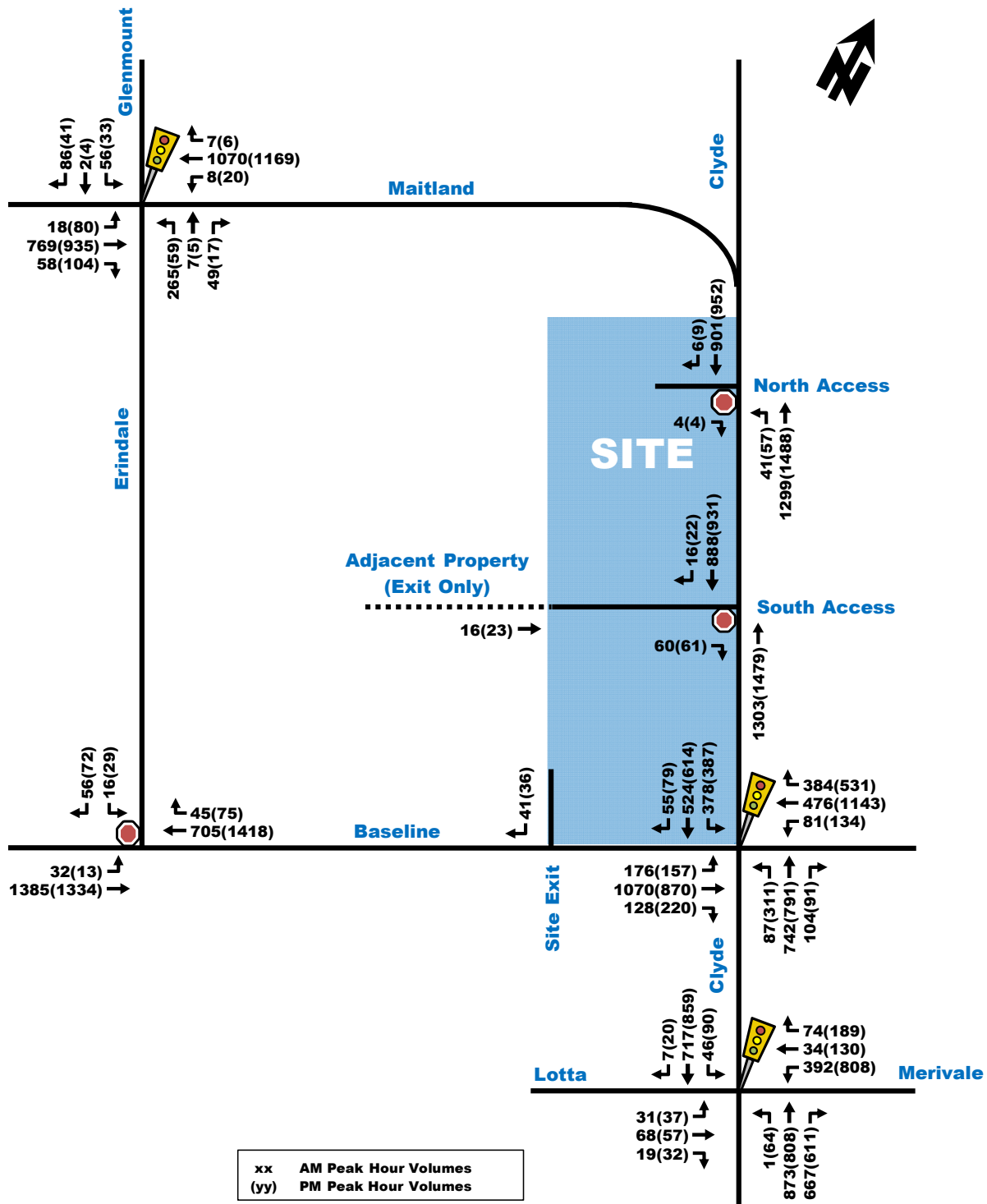


Figure 15: 2026 Phase 2 Future Background Traffic Volumes



Similarly, the total projected 2026 traffic volumes are illustrated in Figure 17 below, where the volumes were derived by superimposing the site-generated traffic volumes projected for horizon year 2026 (Figure 10) onto the future background 2026 traffic volumes (Figure 15).

Figure 17: Total Projected 2026 Traffic Volumes



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Figure 10 - Site Generated Traffic Volumes – Without Baseline BRT

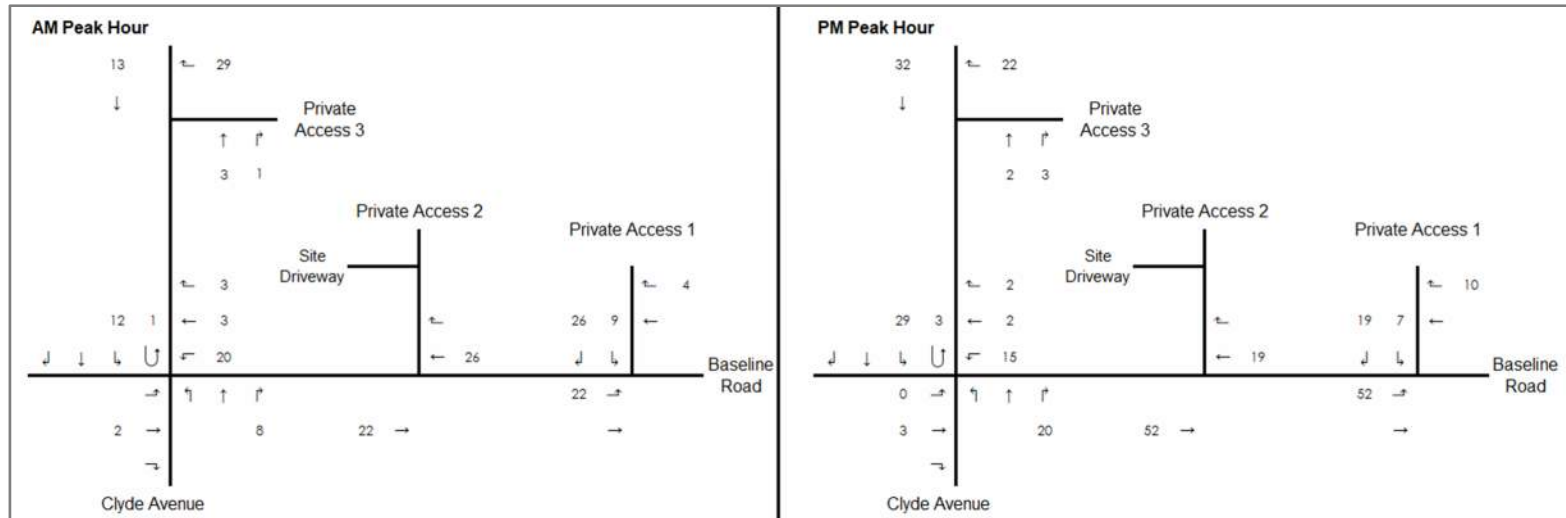


Figure 11 - Site Generated Traffic Volumes - With Baseline BRT

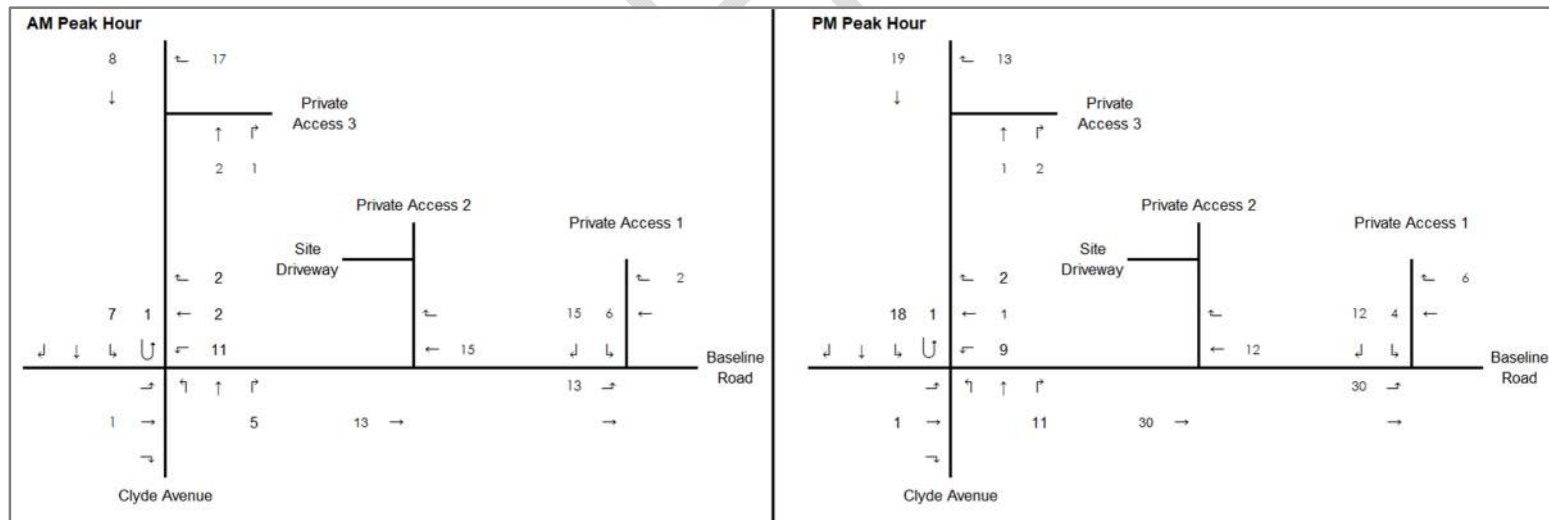
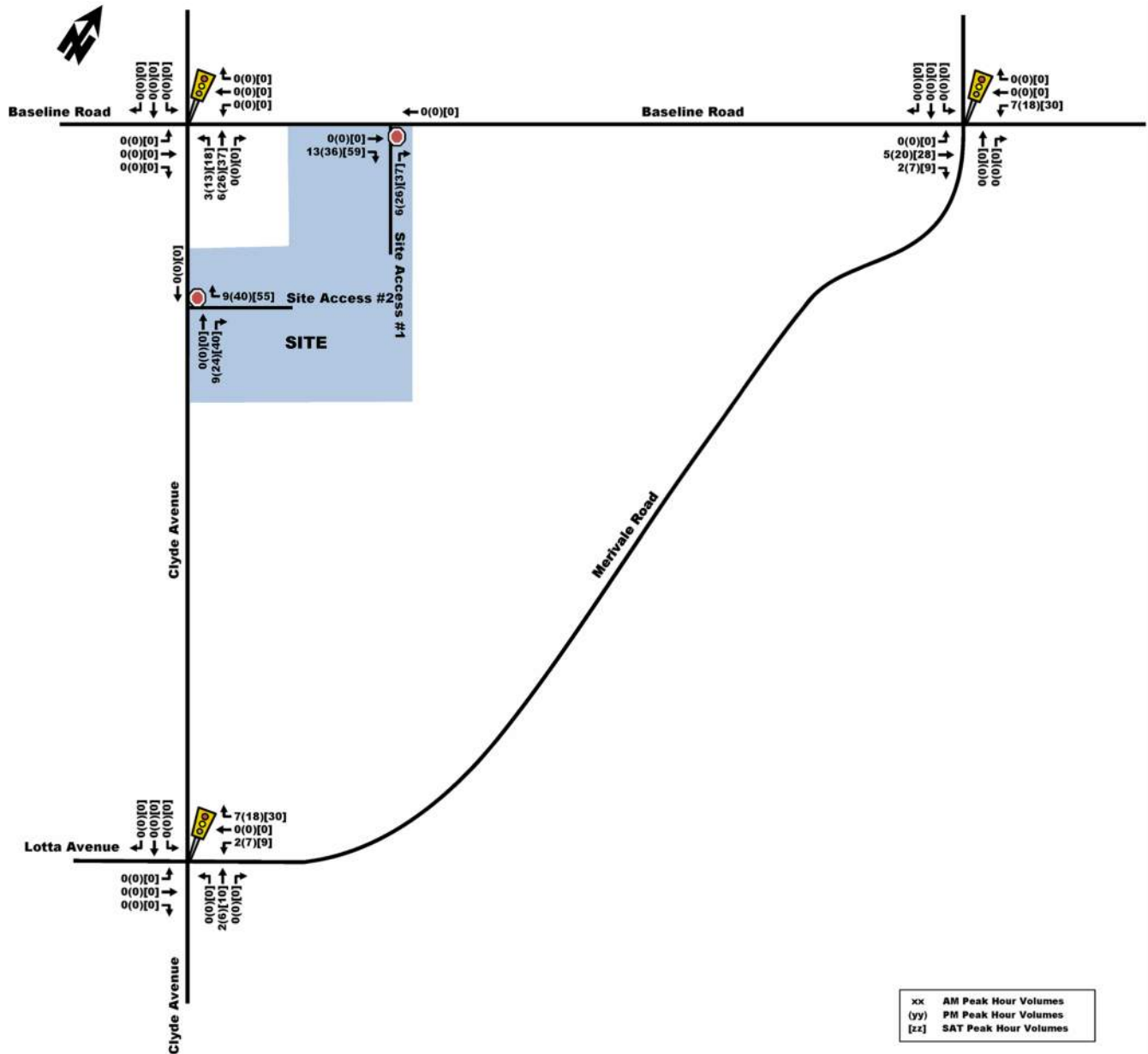


Figure 8: Site Generated Traffic Volumes (Full Build-Out)



3.4. PROJECTED TRAFFIC VOLUMES

The background traffic volumes were combined with the site traffic to determine the weekday AM, PM, and Saturday peak hour total traffic forecasts. The future total traffic volumes for the 2020, and 2025 horizon years are shown in Figure 9, and Figure 10 respectively.

Figure 5: 2031 Proposed Site-Generated Traffic Volumes

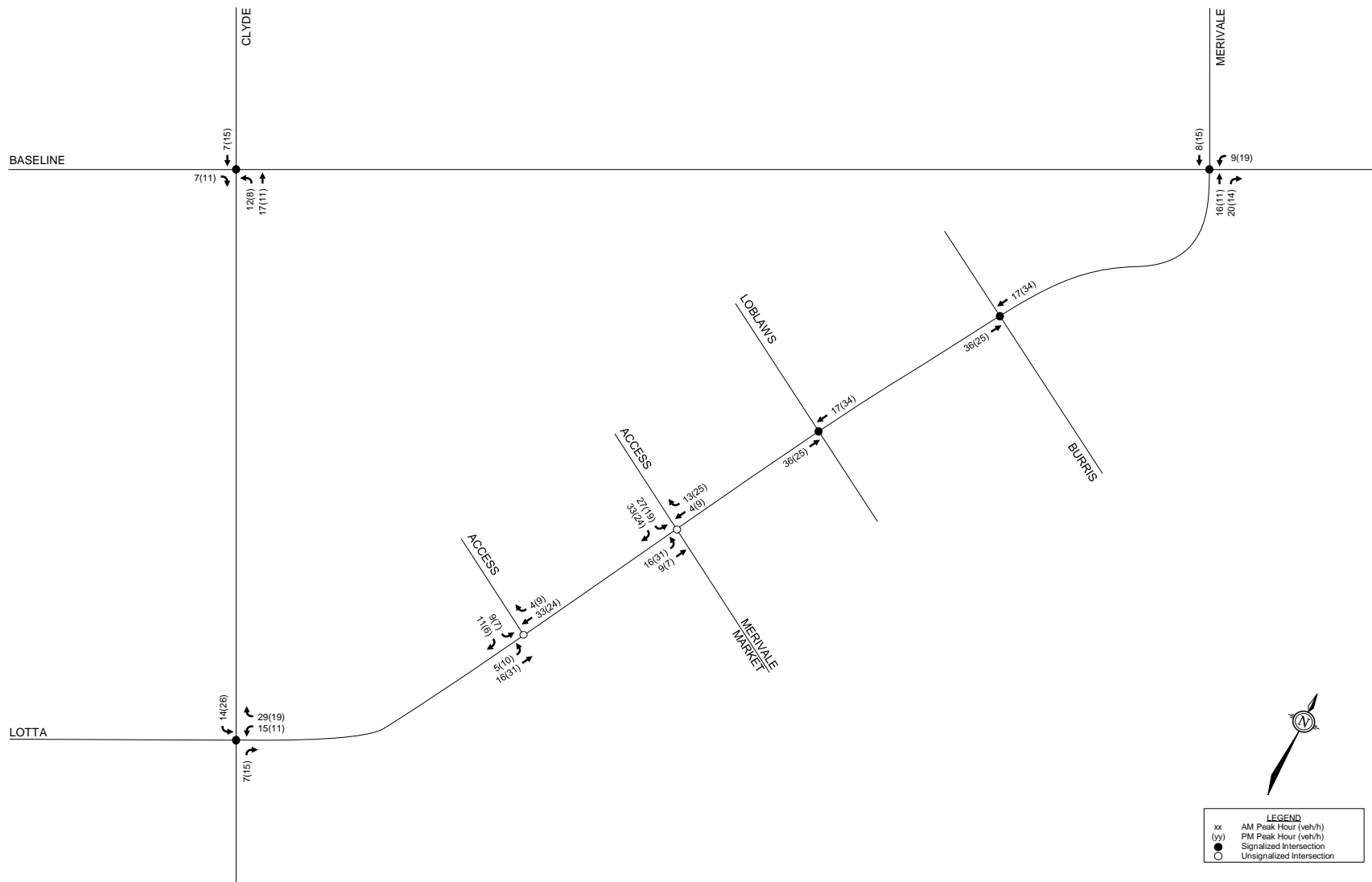


Table 10: Existing Traffic Operations

Intersection	Period	Critical Movements			Intersection		
		Max v/c	LOS	Mvmt	v/c	Delay	LOS
Baseline Road/ Merivale Road	AM	1.08	F	SBL	0.93	53 sec	E
		1.01	F	EBL			
		0.98	E	EBT			
		0.96	E	WBT			
	PM	1.21	F	SBL	0.91	67 sec	E
		1.19	F	EBL			
		1.21	F	WBL			
		0.95	E	WBT			
Baseline Road/ Clyde Avenue	AM	0.96	E	NBT	0.84	58 sec	D
		1.12	F	EBL			
		1.03	F	EBT			
	PM	1.06	F	NBT/R	1.06	69 sec	F
		1.00	E	SBL			
		1.12	F	EBL			
		1.07	F	WBT			
Clyde Avenue/ Merivale Road/Lotta Avenue	AM	0.74	C	WBL	0.70	21 sec	B
	PM	0.91	E	WBL	0.78	42 sec	C
Merivale Road/ Burris Lane	AM	0.44	A	NBT/R	0.41	4 sec	A
	PM	0.48	A	SBT/R	0.44	9 sec	A
Merivale Road/ Loblaws Plaza	AM	0.33	A	NBT/R	0.31	9 sec	A
	PM	0.56	A	SBT/R	0.50	10 sec	A

Table 11: Existing Queues

Intersection	Mvmt	Storage/ Spacing ⁽¹⁾	AM Peak			PM Peak		
			v/c [LOS]	50 th % Queue (m)	95 th % Queue (m)	v/c [LOS]	50 th % Queue (m)	95 th % Queue (m)
Baseline Road/ Merivale Road	SBL	125m	1.08 [F]	~43	#70	1.21 [F]	~63	#93
	EBL	110m	1.01 [F]	~58	m#61	1.19 [F]	~82	#134
	EBT	330m	0.98 [E]	98	m#137	0.82 [D]	130	155
	WBL	200m	0.67 [B]	27	45	1.21 [F]	~87	#139
	WBT	320m	0.96 [E]	112	#151	0.95 [E]	165	#208
	WBR	270m	0.64 [B]	62	m74	0.85 [D]	71	#134
Baseline Road/ Clyde Avenue	NBL	75m	0.38 [A]	10	17	0.87 [D]	35	#64
	NBT/R	230m	0.96 [E]	103	#142	1.06 [F]	~129	#160
	SBL	100m	0.81 [D]	36	#54	1.00 [E]	47	#77
	SBT/R	480m	0.51 [A]	51	69	0.87 [D]	91	#119
	EBL	115m	1.12 [F]	~47	#89	1.12 [F]	~46	#88
	EBT	260m	1.03 [F]	~155	#201	0.81 [D]	109	133
	WBL	75m	0.45 [A]	10	m13	0.85 [D]	31	#63
	WBT	270m	0.54 [A]	62	m68	1.07 [F]	~174	#213
	WBR	270m	0.64 [B]	62	m74	0.85 [D]	71	#134
Clyde Avenue/ Merivale Road/ Lotta Avenue	NBT	275m	0.41 [A]	51	90	0.73 [C]	98	#154
	SBT/R	140m	0.32 [A]	37	68	0.65 [B]	105	m#130
	WBL	95m	0.74 [C]	46	59	0.91 [E]	115	#132

1. Indicates the storage length for auxiliary lanes or the spacing to the nearest upstream intersection for through lanes

m: volume for the 95th percentile queue is metered by an upstream signal

#: volume for the 95th percentile cycle exceeds capacity

~: approach is above capacity

From the previous tables, multiple movements at Baseline Road/Merivale Road and Baseline Road/Clyde Avenue do not meet the target Auto LOS D during both peak hours, and the westbound left turn movement at Clyde Avenue/Merivale Road/Lotta Avenue does not meet the target during the PM peak hour.

During the AM peak hour, the Synchro analysis does not identify any average (50th-percentile) or maximum (95th-percentile) queue lengths for turning movements that exceed the storage length provided for those movements, and does not identify any queue lengths for any movements that extend through upstream intersections.

During the PM peak hour, the average and maximum queue lengths for the westbound left turn movement at Clyde Avenue/Merivale Road/Lotta Avenue exceed the storage length of the auxiliary left turn lane. This queueing is not anticipated to interfere with the ability of westbound through or right turning vehicles to complete their manoeuvres, as the dual westbound left turn lanes include one auxiliary lane and one continuous lane on Merivale Road.

The approximate required reduction in volumes to meet the target Auto LOS for each over-capacity movement is included below.

AM Peak Hour

- Baseline Road/Merivale Road
 - Southbound left turn (v/c: 1.08): reduction of 60 vehicles required;
 - Eastbound left turn (v/c: 1.01): reduction of 30 vehicles required;
 - Eastbound through (v/c: 0.98): reduction of 90 vehicles required;
 - Westbound through (v/c: 0.96): reduction of 50 vehicles required.
- Baseline Road/Clyde Avenue
 - Northbound through/right turn (v/c: 0.96): reduction of 100 vehicles required;
 - Eastbound left turn (v/c: 1.12): reduction of 20 vehicles required;
 - Eastbound through (v/c: 1.03): reduction of 100 vehicles required.

PM Peak Hour

- Baseline Road/Merivale Road
 - Southbound left turn (v/c: 1.21): reduction of 100 vehicles required;
 - Eastbound left turn (v/c: 1.19): reduction of 70 vehicles required;
 - Westbound left turn (v/c: 1.21): reduction of 70 vehicles required;
 - Westbound through (v/c: 0.95): reduction of 50 vehicles required.
- Baseline Road/Clyde Avenue
 - Northbound through/right turn (v/c: 1.06): reduction of 150 vehicles required;
 - Southbound left turn (v/c: 1.00): reduction of 40 vehicles required;
 - Eastbound left turn (v/c: 1.12): reduction of 30 vehicles required;
 - Westbound through (v/c: 1.07): reduction of 180 vehicles required.
- Clyde Avenue/Merivale Road/Lotta Avenue
 - Westbound left turn (v/c: 0.91): reduction of 30 vehicles required.

3.4.2 2031/2038 Background Intersection Operations

Intersection capacity analysis has been conducted for the background traffic conditions. Signal timing plans at Baseline Road/Merivale Road and Baseline Road/Clyde Avenue have been optimized to reflect the planned changes on Baseline Road. The results of the analysis are summarized in **Table 12** and **Table 13** for the weekday AM and PM peak hours. Detailed reports are included in **Appendix L**.

Table 12: 2031/2038 Background – Traffic Operations

Intersection	Period	Critical Movements			Intersection		
		Max v/c	LOS	Mvmt	v/c	Delay	LOS
Baseline Road/ Merivale Road	AM	1.11	F	SBL	1.06	66 sec	F
		1.14	F	EBL			
		1.08	F	WBT/R			
	PM	1.26	F	SBL	1.07	82 sec	F
		1.01	F	SBT/R			
		1.25	F	EBL			
Baseline Road/ Clyde Avenue	AM	1.10	F	WBT/R	0.88	54 sec	D
		0.96	E	NBT/R			
		1.02	F	NBL			
	PM	1.08	F	NBT/R	1.20	110 sec	F
		1.19	F	SBL			
		1.19	F	EBL			
Clyde Avenue/ Merivale Road/Lotta Avenue	AM	0.78	C	WBL	0.72	22 sec	C
	PM	0.92	E	WBL	0.79	37 sec	C
Merivale Road/ Burris Lane	AM	0.44	A	NBT/R	0.41	5 sec	A
	PM	0.49	A	SBT/R	0.46	9 sec	A
Merivale Road/ Loblaws Plaza	AM	0.33	A	NBT/R	0.31	7 sec	A
	PM	0.51	A	SBT/R	0.46	9 sec	A

Table 13: 2031/2038 Background – Queues

Intersection	Mvmt	Storage/ Spacing ⁽¹⁾	AM Peak			PM Peak		
			v/c [LOS]	50 th % Queue (m)	95 th % Queue (m)	v/c [LOS]	50 th % Queue (m)	95 th % Queue (m)
Baseline Road/ Merivale Road	SBL	125m	1.11 [F]	~54	#83	1.26 [F]	~68	#98
	SBT/R	250m	0.65 [B]	68	89	1.01 [F]	~148	#194
	EBL	50m	1.14 [F]	~78	m#93	1.25 [F]	~92	m#102
	WBL	115m	0.78 [C]	31	#58	0.97 [E]	69	#120
	WBT/R	320m	1.08 [F]	~194	#233	1.11 [F]	~214	#254
Baseline Road/ Clyde Avenue	NBL	75m	0.51 [A]	11	20	1.02 [F]	~42	#70
	NBT/R	230m	0.96 [E]	111	#149	1.08 [F]	~131	#169
	SBL	100m	0.88 [D]	43	#66	1.19 [F]	~57	#86
	SBT/R	480m	0.48 [A]	55	71	0.85 [D]	88	#111
	EBL	85m	0.90 [D]	44	#83	1.19 [F]	~48	#89
	EBT/R	260m	0.91 [E]	156	#195	0.87 [D]	139	167
	WBL	165m	0.77 [C]	16	m17	0.78 [C]	29	m30
Clyde Avenue/ Merivale Road/ Lotta Avenue	WBT/R	270m	0.80 [C]	100	m102	1.27 [F]	~291	m#267
	NBT	275m	0.38 [A]	47	83	0.63 [B]	89	#134
	SBT/R	140m	0.30 [A]	35	64	0.56 [A]	76	108
	WBL	95m	0.78 [C]	52	66	0.92 [E]	119	#139

1. Indicates the storage length for auxiliary lanes or the spacing to the nearest upstream intersection for through lanes

From the previous tables, multiple movements at Baseline Road/Merivale Road do not meet the target Auto LOS E during both peak hours, and multiple movements at Baseline Road/Clyde Avenue does not meet the target during the PM peak hour.

During the AM peak hour, the average and maximum queue lengths of the eastbound left turn movement at Baseline Road/Merivale Road exceed the storage length provided for this movement. Based on the Baseline Road BRT roadway modifications shown in **Figure 4**, this is a result of the eastbound left turn lane being shortened from approximately 110m to approximately 50m.

During the PM peak hour, the average and maximum queue lengths of the eastbound left turn movement at Baseline Road/Merivale Road and the westbound left turn movement at Clyde Avenue/Merivale Road/Lotta Avenue exceed their respective storage lengths. Additionally, the maximum queue lengths of the westbound left turn movement at Baseline Road/Merivale Road and the eastbound left turn movement at Baseline Road/Clyde Avenue also exceed their respective storage lengths, but are anticipated to be contained within the taper of those auxiliary lanes. The average and maximum queue lengths of the westbound through/right turn movement at Baseline Road/Clyde Avenue extends to the upstream signalized access to the Laurentian Place shopping centre.

The approximate required reduction in volumes to meet the target Auto LOS for each over-capacity movement is included below.

AM Peak Hour

- Baseline Road/Merivale Road
 - Southbound left turn (v/c: 1.11): reduction of 40 vehicles required;
 - Eastbound left turn (v/c: 1.14): reduction of 40 vehicles required;
 - Westbound through/right turn (v/c: 1.08): reduction of 100 vehicles required.

PM Peak Hour

- Baseline Road/Merivale Road
 - Southbound left turn (v/c: 1.26): reduction of 90 vehicles required;
 - Southbound through/right turn (v/c: 1.01): reduction of 10 vehicles required;
 - Eastbound left turn (v/c: 1.25): reduction of 60 vehicles required;
 - Westbound through/right turn (v/c: 1.11): reduction of 140 vehicles required.
- Baseline Road/Clyde Avenue
 - Northbound left turn (v/c: 1.02): reduction of 10 vehicles required;
 - Northbound through/right turn (v/c: 1.08): reduction of 70 vehicles required;
 - Southbound left turn (v/c: 1.19): reduction of 60 vehicles required;
 - Eastbound left turn (v/c: 1.19): reduction of 30 vehicles required;
 - Westbound through/right turn (v/c: 1.27): reduction of 360 vehicles required.

Traffic throughout the study area could be displaced or alleviated through a combination of increase use of non-auto modes of transportation, alternate time to travel for drivers using the study area roadways to make use of off-peak capacity, and alternate routes for travel. A further description of each option is summarized as follows.

Increased Use of Non-Auto Modes

It is assumed that the Baseline Road BRT Corridor project will be completed by 2031. These measures will provide more reliable transit between Baseline Station and Heron Station (as outlined in the Affordable Network). This is anticipated to increase the transit modal share and decrease the auto modal share, and could reduce traffic volumes within the study area. As stated in Section 3.2.2, no reduction in east-west traffic volumes on Baseline Road is assumed, in order to maintain a conservative analysis.

Alternate Travel Times

As congestion increases within the study area, some motorists may alter their travel to occur outside of the peak hours. This shift in travel times may result in a reduction of peak hour traffic volumes.

Alternate Routes of Travel

As congestion increases within the study area, some motorists may choose alternate routes of travel outside the study area. Alternative north-south routes outside of the study area include Greenbank Road, Woodroffe Avenue, Fisher Avenue, and Prince of Wales Drive. Alternative east-west routes outside of the study area include Carling Avenue, Highway 417, Meadowlands Drive, and West Hunt Club Road. A review of the alternate routes in proximity of the study area is considered outside the scope of this study.

APPENDIX G

Strategic Long-Range Model and Intersection Growth Rate Figures

TRANS Regional Model

Version 2.15 - Assigned June 16, 2020

AM Peak Hour Total Traffic Volume

Baseline/Merivale/Clyde

2011 Model - Basecase

N/A

User Initials: TIMW

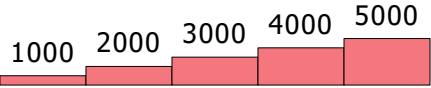
Plot Prepared: Feb 2, 2020

EMME Scenario: 21711

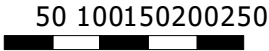


Legend

AM Peak Hour Total Traffic Volume



Distance (m)



The TRANS model is continuously refined & maintained, and all information is provided in good faith. However, model outputs are provided "as is", and no warranty or guarantee is provided as to the accuracy, reliability or reasonableness of the results. In using this data, you agree to accept any and all risks arising from any incorrect, incomplete, or misleading information.

Recipients are required to use caution and professional judgement in using and interpreting model outputs. In particular, caution should be used when focusing on a geographically limited area (such as a single road or intersection), as the model is primarily designed to simulate regional-scale phenomena and has been calibrated at a regional level.

As general good practice, it is recommended that the user confirm the network coding within the area of interest, and compare base year forecasts against traffic count data to assess the extent to which the model may be over- or under-estimating the travel demand.

TRANS Regional Model

Version 2.15 - Assigned June 16, 2020

AM Peak Hour Total Traffic Volume

Baseline/Merivale/Clyde

2031 Model - Basecase

N/A

User Initials: TIMW

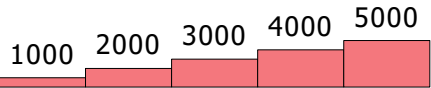
Plot Prepared: Feb 2, 2020

EMME Scenario: 21711

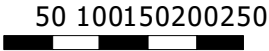


Legend

AM Peak Hour Total Traffic Volume



Distance (m)



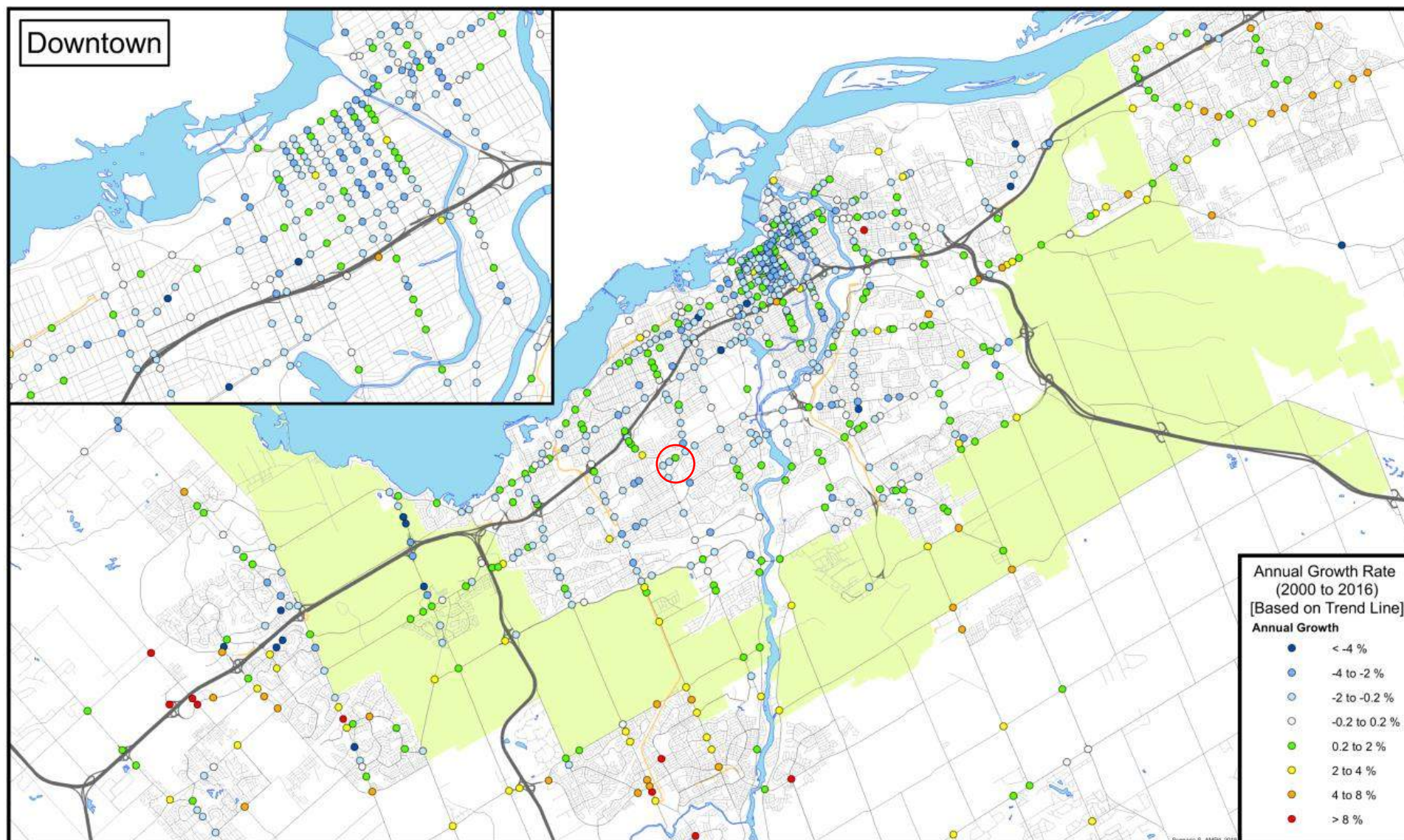
The TRANS model is continuously refined & maintained, and all information is provided in good faith. However, model outputs are provided "as is", and no warranty or guarantee is provided as to the accuracy, reliability or reasonableness of the results. In using this data, you agree to accept any and all risks arising from any incorrect, incomplete, or misleading information.

Recipients are required to use caution and professional judgement in using and interpreting model outputs. In particular, caution should be used when focusing on a geographically limited area (such as a single road or intersection), as the model is primarily designed to simulate regional-scale phenomena and has been calibrated at a regional level.

As a general good practice, it is recommended that the user confirm the network coding within the area of interest, and compare base year forecasts against traffic count data to assess the extent to which the model may be over- or under-estimating the travel demand.

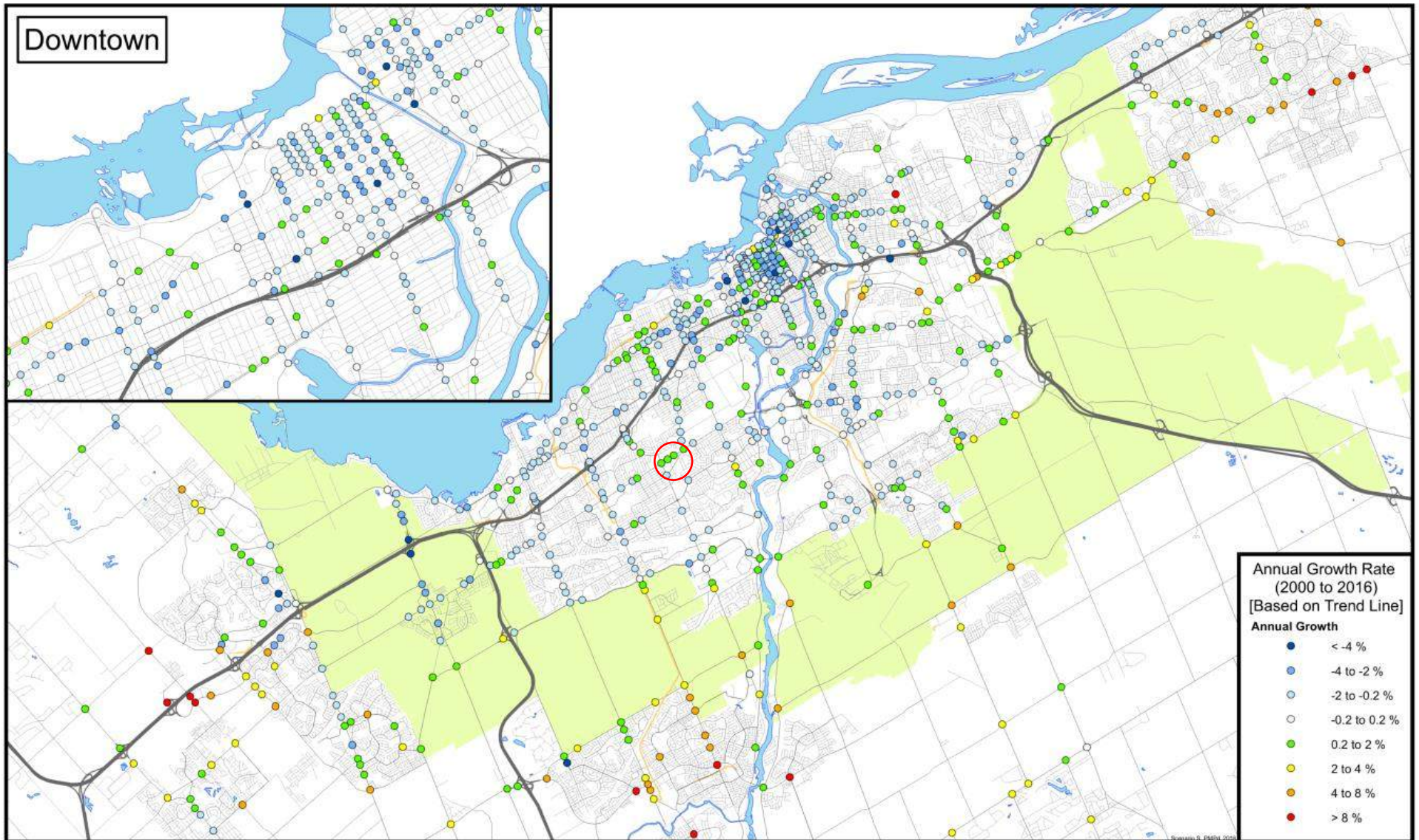
INTERSECTION TRAFFIC GROWTH RATE, AM PEAK PERIOD

Total Vehicular Volume Entering the Intersection, 2000 to 2016



INTERSECTION TRAFFIC GROWTH RATE, PM PEAK PERIOD

Total Vehicular Volume Entering the Intersection, 2000 to 2016



APPENDIX H

Transportation Demand Management

TDM-Supportive Development Design and Infrastructure Checklist: *Non-Residential Developments (office, institutional, retail or industrial)*

Legend	
REQUIRED	The Official Plan or Zoning By-law provides related guidance that must be followed
BASIC	The measure is generally feasible and effective, and in most cases would benefit the development and its users
BETTER	The measure could maximize support for users of sustainable modes, and optimize development performance

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
1. WALKING & CYCLING: ROUTES		
1.1 Building location & access points		
BASIC	1.1.1 Locate building close to the street, and do not locate parking areas between the street and building entrances	<input checked="" type="checkbox"/>
BASIC	1.1.2 Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations	<input checked="" type="checkbox"/>
BASIC	1.1.3 Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort	<input checked="" type="checkbox"/>
1.2 Facilities for walking & cycling		
REQUIRED	1.2.1 Provide convenient, direct access to stations or major stops along rapid transit routes within 600 metres; minimize walking distances from buildings to rapid transit; provide pedestrian-friendly, weather-protected (where possible) environment between rapid transit accesses and building entrances; ensure quality linkages from sidewalks through building entrances to integrated stops/stations (<i>see Official Plan policy 4.3.3</i>)	<input checked="" type="checkbox"/>
REQUIRED	1.2.2 Provide safe, direct and attractive pedestrian access from public sidewalks to building entrances through such measures as: reducing distances between public sidewalks and major building entrances; providing walkways from public streets to major building entrances; within a site, providing walkways along the front of adjoining buildings, between adjacent buildings, and connecting areas where people may congregate, such as courtyards and transit stops; and providing weather protection through canopies, colonnades, and other design elements wherever possible (<i>see Official Plan policy 4.3.12</i>)	<input checked="" type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
REQUIRED	1.2.3 Provide sidewalks of smooth, well-drained walking surfaces of contrasting materials or treatments to differentiate pedestrian areas from vehicle areas, and provide marked pedestrian crosswalks at intersection sidewalks (<i>see Official Plan policy 4.3.10</i>)	<input checked="" type="checkbox"/>
REQUIRED	1.2.4 Make sidewalks and open space areas easily accessible through features such as gradual grade transition, depressed curbs at street corners and convenient access to extra-wide parking spaces and ramps (<i>see Official Plan policy 4.3.10</i>)	<input checked="" type="checkbox"/>
REQUIRED	1.2.5 Include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation. Provide links to the existing or planned network of public sidewalks, multi-use pathways and on-road cycle routes. Where public sidewalks and multi-use pathways intersect with roads, consider providing traffic control devices to give priority to cyclists and pedestrians (<i>see Official Plan policy 4.3.11</i>)	<input checked="" type="checkbox"/>
BASIC	1.2.6 Provide safe, direct and attractive walking routes from building entrances to nearby transit stops	<input checked="" type="checkbox"/>
BASIC	1.2.7 Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible	<input type="checkbox"/>
BASIC	1.2.8 Design roads used for access or circulation by cyclists using a target operating speed of no more than 30 km/h, or provide a separated cycling facility	<input type="checkbox"/>
1.3 Amenities for walking & cycling		
BASIC	1.3.1 Provide lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks and trails	<input checked="" type="checkbox"/>
BASIC	1.3.2 Provide wayfinding signage for site access (where required, e.g. when multiple buildings or entrances exist) and egress (where warranted, such as when directions to reach transit stops/stations, trails or other common destinations are not obvious)	<input type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
2. WALKING & CYCLING: END-OF-TRIP FACILITIES		
2.1 Bicycle parking		
REQUIRED	2.1.1 Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible (<i>see Official Plan policy 4.3.6</i>)	<input checked="" type="checkbox"/>
REQUIRED	2.1.2 Provide the number of bicycle parking spaces specified for various land uses in different parts of Ottawa; provide convenient access to main entrances or well-used areas (<i>see Zoning By-law Section 111</i>)	<input checked="" type="checkbox"/>
REQUIRED	2.1.3 Ensure that bicycle parking spaces and access aisles meet minimum dimensions; that no more than 50% of spaces are vertical spaces; and that parking racks are securely anchored (<i>see Zoning By-law Section 111</i>)	<input checked="" type="checkbox"/>
BASIC	2.1.4 Provide bicycle parking spaces equivalent to the expected number of commuter cyclists (assuming the cycling mode share target is met), plus the expected peak number of customer/visitor cyclists	<input type="checkbox"/>
BETTER	2.1.5 Provide bicycle parking spaces equivalent to the expected number of commuter and customer/visitor cyclists, plus an additional buffer (e.g. 25 percent extra) to encourage other cyclists and ensure adequate capacity in peak cycling season	<input type="checkbox"/>
2.2 Secure bicycle parking		
REQUIRED	2.2.1 Where more than 50 bicycle parking spaces are provided for a single office building, locate at least 25% of spaces within a building/structure, a secure area (e.g. supervised parking lot or enclosure) or bicycle lockers (<i>see Zoning By-law Section 111</i>)	<input checked="" type="checkbox"/>
BETTER	2.2.2 Provide secure bicycle parking spaces equivalent to the expected number of commuter cyclists (assuming the cycling mode share target is met)	<input type="checkbox"/>
2.3 Shower & change facilities		
BASIC	2.3.1 Provide shower and change facilities for the use of active commuters	<input type="checkbox"/>
BETTER	2.3.2 In addition to shower and change facilities, provide dedicated lockers, grooming stations, drying racks and laundry facilities for the use of active commuters	<input type="checkbox"/>
2.4 Bicycle repair station		
BETTER	2.4.1 Provide a permanent bike repair station, with commonly used tools and an air pump, adjacent to the main bicycle parking area (or secure bicycle parking area, if provided)	<input checked="" type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
3. TRANSIT		
3.1 Customer amenities		
BASIC	3.1.1 Provide shelters, lighting and benches at any on-site transit stops	<input type="checkbox"/>
BASIC	3.1.2 Where the site abuts an off-site transit stop and insufficient space exists for a transit shelter in the public right-of-way, protect land for a shelter and/or install a shelter	<input type="checkbox"/>
BETTER	3.1.3 Provide a secure and comfortable interior waiting area by integrating any on-site transit stops into the building	<input type="checkbox"/>
4. RIDESHARING		
4.1 Pick-up & drop-off facilities		
BASIC	4.1.1 Provide a designated area for carpool drivers (plus taxis and ride-hailing services) to drop off or pick up passengers without using fire lanes or other no-stopping zones	<input type="checkbox"/>
4.2 Carpool parking		
BASIC	4.2.1 Provide signed parking spaces for carpools in a priority location close to a major building entrance, sufficient in number to accommodate the mode share target for carpools	<input type="checkbox"/>
BETTER	4.2.2 At large developments, provide spaces for carpools in a separate, access-controlled parking area to simplify enforcement	<input type="checkbox"/>
5. CARSHARING & BIKESHARING		
5.1 Carshare parking spaces		
BETTER	5.1.1 Provide carshare parking spaces in permitted non-residential zones, occupying either required or provided parking spaces (<i>see Zoning By-law Section 94</i>)	<input type="checkbox"/>
5.2 Bikeshare station location		
BETTER	5.2.1 Provide a designated bikeshare station area near a major building entrance, preferably lighted and sheltered with a direct walkway connection	<input type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
6. PARKING		
6.1 Number of parking spaces		
REQUIRED	6.1.1 Do not provide more parking than permitted by zoning, nor less than required by zoning, unless a variance is being applied for	<input checked="" type="checkbox"/>
BASIC	6.1.2 Provide parking for long-term and short-term users that is consistent with mode share targets, considering the potential for visitors to use off-site public parking	<input type="checkbox"/>
BASIC	6.1.3 Where a site features more than one use, provide shared parking and reduce the cumulative number of parking spaces accordingly (<i>see Zoning By-law Section 104</i>)	<input type="checkbox"/>
BETTER	6.1.4 Reduce the minimum number of parking spaces required by zoning by one space for each 13 square metres of gross floor area provided as shower rooms, change rooms, locker rooms and other facilities for cyclists in conjunction with bicycle parking (<i>see Zoning By-law Section 111</i>)	<input type="checkbox"/>
6.2 Separate long-term & short-term parking areas		
BETTER	6.2.1 Separate short-term and long-term parking areas using signage or physical barriers, to permit access controls and simplify enforcement (i.e. to discourage employees from parking in visitor spaces, and vice versa)	<input type="checkbox"/>
7. OTHER		
7.1 On-site amenities to minimize off-site trips		
BETTER	7.1.1 Provide on-site amenities to minimize mid-day or mid-commute errands	<input type="checkbox"/>

TDM-Supportive Development Design and Infrastructure Checklist: *Residential Developments (multi-family or condominium)*

Legend	
REQUIRED	The Official Plan or Zoning By-law provides related guidance that must be followed
BASIC	The measure is generally feasible and effective, and in most cases would benefit the development and its users
BETTER	The measure could maximize support for users of sustainable modes, and optimize development performance

TDM-supportive design & infrastructure measures: <i>Residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
1. WALKING & CYCLING: ROUTES		
1.1 Building location & access points		
BASIC	1.1.1 Locate building close to the street, and do not locate parking areas between the street and building entrances	<input checked="" type="checkbox"/>
BASIC	1.1.2 Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations	<input checked="" type="checkbox"/>
BASIC	1.1.3 Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort	<input checked="" type="checkbox"/>
1.2 Facilities for walking & cycling		
REQUIRED	1.2.1 Provide convenient, direct access to stations or major stops along rapid transit routes within 600 metres; minimize walking distances from buildings to rapid transit; provide pedestrian-friendly, weather-protected (where possible) environment between rapid transit accesses and building entrances; ensure quality linkages from sidewalks through building entrances to integrated stops/stations (<i>see Official Plan policy 4.3.3</i>)	<input checked="" type="checkbox"/>
REQUIRED	1.2.2 Provide safe, direct and attractive pedestrian access from public sidewalks to building entrances through such measures as: reducing distances between public sidewalks and major building entrances; providing walkways from public streets to major building entrances; within a site, providing walkways along the front of adjoining buildings, between adjacent buildings, and connecting areas where people may congregate, such as courtyards and transit stops; and providing weather protection through canopies, colonnades, and other design elements wherever possible (<i>see Official Plan policy 4.3.12</i>)	<input checked="" type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
REQUIRED	1.2.3 Provide sidewalks of smooth, well-drained walking surfaces of contrasting materials or treatments to differentiate pedestrian areas from vehicle areas, and provide marked pedestrian crosswalks at intersection sidewalks (<i>see Official Plan policy 4.3.10</i>)	<input checked="" type="checkbox"/>
REQUIRED	1.2.4 Make sidewalks and open space areas easily accessible through features such as gradual grade transition, depressed curbs at street corners and convenient access to extra-wide parking spaces and ramps (<i>see Official Plan policy 4.3.10</i>)	<input checked="" type="checkbox"/>
REQUIRED	1.2.5 Include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation. Provide links to the existing or planned network of public sidewalks, multi-use pathways and on-road cycle routes. Where public sidewalks and multi-use pathways intersect with roads, consider providing traffic control devices to give priority to cyclists and pedestrians (<i>see Official Plan policy 4.3.11</i>)	<input checked="" type="checkbox"/>
BASIC	1.2.6 Provide safe, direct and attractive walking routes from building entrances to nearby transit stops	<input checked="" type="checkbox"/>
BASIC	1.2.7 Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible	<input type="checkbox"/>
BASIC	1.2.8 Design roads used for access or circulation by cyclists using a target operating speed of no more than 30 km/h, or provide a separated cycling facility	<input type="checkbox"/>
1.3 Amenities for walking & cycling		
BASIC	1.3.1 Provide lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks and trails	<input checked="" type="checkbox"/>
BASIC	1.3.2 Provide wayfinding signage for site access (where required, e.g. when multiple buildings or entrances exist) and egress (where warranted, such as when directions to reach transit stops/stations, trails or other common destinations are not obvious)	<input type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
2. WALKING & CYCLING: END-OF-TRIP FACILITIES		
2.1 Bicycle parking		
REQUIRED	2.1.1 Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible (see <i>Official Plan policy 4.3.6</i>)	<input checked="" type="checkbox"/>
REQUIRED	2.1.2 Provide the number of bicycle parking spaces specified for various land uses in different parts of Ottawa; provide convenient access to main entrances or well-used areas (see <i>Zoning By-law Section 111</i>)	<input checked="" type="checkbox"/>
REQUIRED	2.1.3 Ensure that bicycle parking spaces and access aisles meet minimum dimensions; that no more than 50% of spaces are vertical spaces; and that parking racks are securely anchored (see <i>Zoning By-law Section 111</i>)	<input checked="" type="checkbox"/>
BASIC	2.1.4 Provide bicycle parking spaces equivalent to the expected number of resident-owned bicycles, plus the expected peak number of visitor cyclists	<input type="checkbox"/>
2.2 Secure bicycle parking		
REQUIRED	2.2.1 Where more than 50 bicycle parking spaces are provided for a single residential building, locate at least 25% of spaces within a building/structure, a secure area (e.g. supervised parking lot or enclosure) or bicycle lockers (see <i>Zoning By-law Section 111</i>)	<input checked="" type="checkbox"/>
BETTER	2.2.2 Provide secure bicycle parking spaces equivalent to at least the number of units at condominiums or multi-family residential developments	<input type="checkbox"/>
2.3 Bicycle repair station		
BETTER	2.3.1 Provide a permanent bike repair station, with commonly used tools and an air pump, adjacent to the main bicycle parking area (or secure bicycle parking area, if provided)	<input checked="" type="checkbox"/>
3. TRANSIT		
3.1 Customer amenities		
BASIC	3.1.1 Provide shelters, lighting and benches at any on-site transit stops	<input type="checkbox"/>
BASIC	3.1.2 Where the site abuts an off-site transit stop and insufficient space exists for a transit shelter in the public right-of-way, protect land for a shelter and/or install a shelter	<input type="checkbox"/>
BETTER	3.1.3 Provide a secure and comfortable interior waiting area by integrating any on-site transit stops into the building	<input type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
4. RIDESHARING		
4.1 Pick-up & drop-off facilities		
BASIC	4.1.1 Provide a designated area for carpool drivers (plus taxis and ride-hailing services) to drop off or pick up passengers without using fire lanes or other no-stopping zones	<input type="checkbox"/>
5. CARSHARING & BIKESHARING		
5.1 Carshare parking spaces		
BETTER	5.1.1 Provide up to three carshare parking spaces in an R3, R4 or R5 Zone for specified residential uses (see <i>Zoning By-law Section 94</i>)	<input type="checkbox"/>
5.2 Bikeshare station location		
BETTER	5.2.1 Provide a designated bikeshare station area near a major building entrance, preferably lighted and sheltered with a direct walkway connection	<input type="checkbox"/>
6. PARKING		
6.1 Number of parking spaces		
REQUIRED	6.1.1 Do not provide more parking than permitted by zoning, nor less than required by zoning, unless a variance is being applied for	<input checked="" type="checkbox"/>
BASIC	6.1.2 Provide parking for long-term and short-term users that is consistent with mode share targets, considering the potential for visitors to use off-site public parking	<input type="checkbox"/>
BASIC	6.1.3 Where a site features more than one use, provide shared parking and reduce the cumulative number of parking spaces accordingly (see <i>Zoning By-law Section 104</i>)	<input type="checkbox"/>
BETTER	6.1.4 Reduce the minimum number of parking spaces required by zoning by one space for each 13 square metres of gross floor area provided as shower rooms, change rooms, locker rooms and other facilities for cyclists in conjunction with bicycle parking (see <i>Zoning By-law Section 111</i>)	<input type="checkbox"/>
6.2 Separate long-term & short-term parking areas		
BETTER	6.2.1 Provide separate areas for short-term and long-term parking (using signage or physical barriers) to permit access controls and simplify enforcement (i.e. to discourage residents from parking in visitor spaces, and vice versa)	<input type="checkbox"/>

APPENDIX I

MMLOS Analysis

This section provides a review of the boundary street Merivale Road, using complete streets principles. The *Multi-Modal Level of Service (MMLOS) Guidelines*, produced by IBI Group in October 2015, were used to evaluate the levels of service for each alternative mode of transportation on Merivale Road, based on the targets for areas 'within 600m of a rapid transit station.'

Exhibit 4 of the *MMLOS Guidelines* has been used to evaluate the segment pedestrian level of service (PLOS) of Merivale Road. Exhibit 22 suggests a target PLOS A for all roadways within 600m of a rapid transit station. The results of the segment PLOS analysis are summarized in **Table 1**.

Exhibit 11 of the *MMLOS Guidelines* has been used to evaluate the segment bicycle level of service (BLOS) of Merivale Road. Within 600m of a rapid transit station, Exhibit 22 suggests a target BLOS C for arterial roadways with a Spine Cycling Route designation. The results of the segment BLOS analysis are summarized in **Table 2**.

Exhibit 15 of the *MMLOS Guidelines* has been used to evaluate the segment transit level of service (TLOS) of Merivale Road. While Merivale Road does not have a TLOS target along the site's frontage, TLOS has still been evaluated since transit service is currently provided on Merivale Road. The results of the segment TLOS analysis are summarized in **Table 3**.

Exhibit 20 of the *MMLOS Guidelines* has been used to evaluate the segment truck level of service (TkLOS) of Merivale Road. Within 600m of a rapid transit station, Exhibit 22 suggests a target TkLOS D for arterial roadways with a truck route designation. The results of the segment TkLOS analysis are summarized in **Table 4**.

Table 1: PLOS Segment Analysis

Sidewalk Width	Boulevard Width	Avg. Daily Curb Lane Traffic Volume	Presence of On-Street Parking	Operating Speed ⁽¹⁾	PLOS
Merivale Road (north side, Clyde Avenue to Loblaw's Plaza)					
2.0m	0m	> 3,000 vpd	No	70 km/h	F
Merivale Road (south side, Clyde Avenue to Loblaw's Plaza)					
2.0m	0m	> 3,000 vpd	No	70 km/h	F

1. Operating speed taken as the speed limit plus 10 km/h.

Table 2: BLOS Segment Analysis

Road Class	Type of Route	Type of Bikeway	Travel Lanes	Operating Speed	BLOS
Merivale Road (Clyde Avenue to Loblaw's Plaza)					
Arterial	Spine Route	Mixed Traffic	4	70 km/h	F

Table 3: TLOS Segment Analysis

Facility Type	Exposure to Congestion Delay, Friction, and Incidents			TLOS
	Congestion	Friction	Incident Potential	
Merivale Road (Clyde Avenue to Loblaw's Plaza)				
Mixed Traffic – Moderate Parking/Driveway Friction	Yes	Medium	Medium	E

Table 4: TkLOS Segment Analysis

Curb Lane Width	Number of Travel Lanes Per Direction	TkLOS
Merivale Road (Clyde Avenue to Loblaw's Plaza)		
> 3.7m	2	A