

# 770 Brookfield

## TIA Screening and Scoping Report

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November 10, 2017

City of Ottawa 2017 TIA Guidelines

Date

10-Nov-17

## TIA Screening Form

Project

770 Brookfield Road

Project Number

N/A

Results of Screening	Yes/No
Development Satisfies the Trip Generation Trigger	Yes
Development Satisfies the Location Trigger	Yes
Development Satisfies the Safety Trigger	Yes

Module 1.1 - Description of Proposed Development	
Municipal Address	770 Brookfield Road
Description of location	South of Brookfield Road, mid block between Riverside Drive and Flannery Road. The existing site consists of a parking lot.
Land Use	Residential with ground floor retail.
Development Size	544 apartment units with approx. 2,380 m <sup>2</sup> of ground floor retail.
Number of Accesses and Locations	Three unsignalized accesses total. Two full-movement, one right-out only.
Development Phasing	Phase 1 - 272 apartments and 1,820 m <sup>2</sup> of retail Phase 2 - 272 apartments and 560 m <sup>2</sup> of retail
Buildout Year	Phase 1 assume 2019, Phase 2 assume 2022.
Sketch Plan / Site Plan	See attached

Module 1.2 - Trip Generation Trigger		
Land Use Type	Townhomes or Apartments	
Development Size	544	Units
Trip Generation Trigger Met?	Yes	

Module 1.3 - Location Triggers	
Development Proposes a new driveway to a boundary street that is designated as part of the City's Transit Priority, Rapid Transit, or Spine Bicycle Networks (See Sheet 3)	Yes
Development is in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone. (See Sheet 3)	Yes
Location Trigger Met?	Yes

Module 1.4 - Safety Triggers		
Posted Speed Limit on any boundary road	<80	km/h
Horizontal / Vertical Curvature on a boundary street limits sight lines at a proposed driveway	No	
A proposed driveway is 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) or within auxiliary lanes of an intersection;	Yes	
A proposed driveway makes use of an existing median break that serves an existing site	No	
There is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development	No	
The development includes a drive-thru facility	No	
Safety Trigger Met?	Yes	



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# TIA Screening and Scoping Report

## 1. INTRODUCTION

From the information provided, it is our understanding that the proponent is proposing to construct a residential development located at 770 Brookfield Road. The development will be constructed in two phases, Phase 1 consisting of 355 apartments and approximately 13,600 ft<sup>2</sup> of ground floor retail; Phase 2 will consist of approximately 355 apartment units. The Site Plan Application is for Phase 1 only. The western part of the site is currently occupied by a surface pay-and-display parking lot. Surface and underground parking is proposed for the site. The local context of the site is provided as Figure 1 and the proposed Site Plan is provided as Figure 2.

Figure 1: Local Context



As part of the Site Plan Approval process, the City of Ottawa requires a submission of a formal Transportation Impact Assessment (TIA) consistent with their updated 2017 guidelines. With respect to these guidelines, this Scoping Report has been prepared.





## 2. EXISTING CONDITIONS

The TIA and ensuing analysis includes the signalized Brookfield/Riverside, Brookfield/Canada Post East intersections, the Flannery/Brookfield roundabout intersection and the unsignalized Brookfield/Canada Post West intersection.

### 2.1. AREA ROAD NETWORK

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**Brookfield Road** is a major collector roadway with a four-lane cross section east of Riverside Drive which continues west as Hogsback Road with a two-lane cross section. Within the study area, auxiliary turn lanes are provided at major intersections and the posted speed limit is 50 km/h.

**Airport Parkway** is a north-south arterial, which extends from the Ottawa International Airport in the south to Heron Road in the north, where it continues north as Bronson Avenue. The Airport Parkway has a two-lane cross section south of Brookfield Road. North of Brookfield Road, the Airport Parkway transitions into a four-lane cross section, where it continues as Bronson Avenue. Access to/from the Airport Parkway/Brookfield Road interchange is provided by a series of on/off-ramps. The posted speed limit along the Airport Parkway is 80 km/h.

**Riverside Drive** is a north-south arterial which extends from HWY 417 in the north (where it continues north as the Vanier Parkway) to River Road in the south (where it continues south as Limebank Road). North of Heron Road and south of Brookfield Road, Riverside Drive has a four-lane cross section. South of Heron Road and north of Brookfield Road, the cross section of Riverside Drive is six-lanes. Within the study area, auxiliary turn lanes are provided at major intersections and the posted speed limit is 60 km/h.

**Flannery Drive** is a north-south collector roadway with a two-lane cross section and a posted speed limit of 50 km/h.

**Canada Post Access/Egress** is a north-south local roadway with a 2-lane undivided cross-section and a posted speed limit of 35 km/h.

### 2.2. PEDESTRIAN/CYCLING NETWORK

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With respect to pedestrians, sidewalk facilities in the vicinity of the site are provided along both sides of Riverside Drive, Brookfield Road, Canada Post Access/Egress and Flannery Drive.

With respect to cyclists, according to the Ottawa Cycling Plan, Riverside Drive, Brookfield Road and the Airport Parkway are classified as “spine” cycling routes and Flannery Drive is classified as a “local” cycling route. Bicycle lanes are currently provided along both sides of Bronson Avenue/Airport Parkway, north of Brookfield Road and a MUP is currently provided along the east side of Airport Parkway south of Heron Road. Bicycle lanes are also provided along both sides of Riverside Drive from Heron Road to Brookfield Road. Off-road multi-use pathways are currently provided east of the site (under the Airport Parkway) connecting Brookfield Road West to Brookfield Road East and connecting Brookfield Road West to Heron Road (west of the Airport Parkway).

According to the Cycling Plan, cycling facilities (MUP) are planned for Brookfield Road and Hog’s Back Road as part of a Phase 1 (2014-2019) City Project.

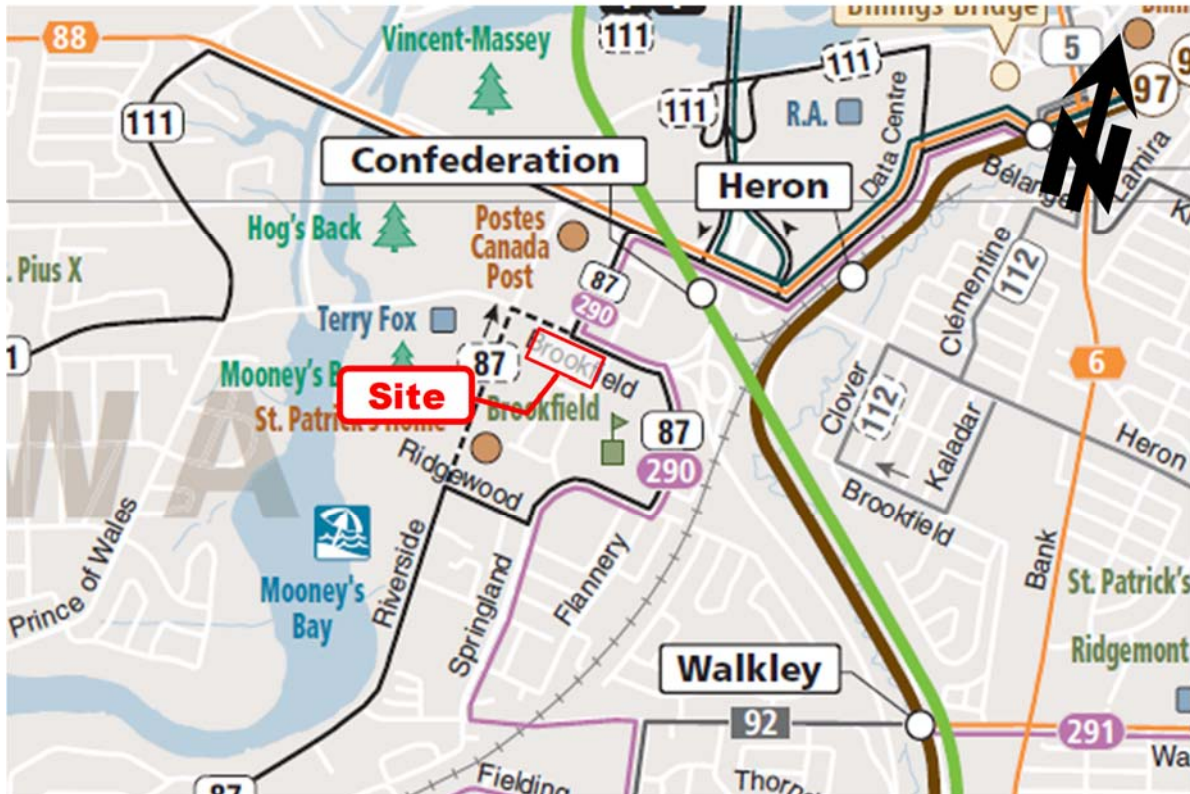
### 2.3. TRANSIT NETWORK

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Transit service within the vicinity of the site is currently provided by OC Transpo Routes #87 and 290. Bus stops for these routes are adjacent to the site along Brookfield Road. Regular Route #87 provides frequent all-day service and Peak Hour Route #290 provides weekday morning and afternoon peak hour service only.

Access to the O-Train is provided by the Confederation O-Train Station located south of Heron Road approximately 500 m northeast of the site. Access to the Transitway is provided by the Heron Station located north of Heron Road, approximately 1.25 km northeast of the site. As the site is located within 600 m radius of the Confederation Station, the development is considered a Transit-Oriented Development (TOD).

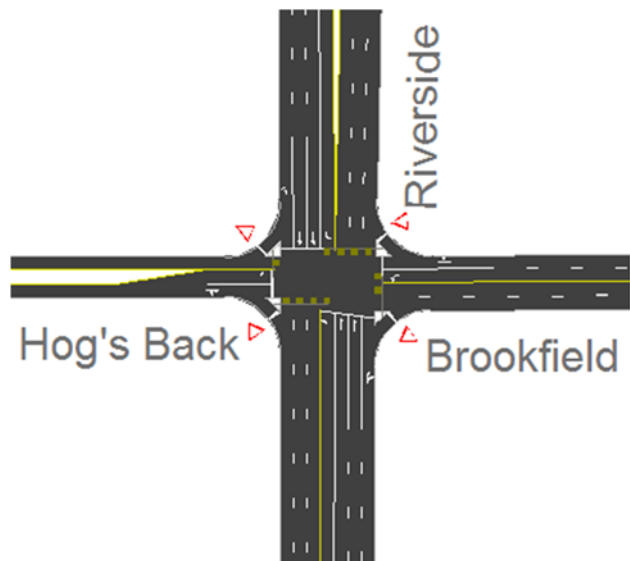
Figure 3: Area Transit Network



## 2.4. EXISTING STUDY AREA INTERSECTION

### Riverside/Brookfield & Hog's Back

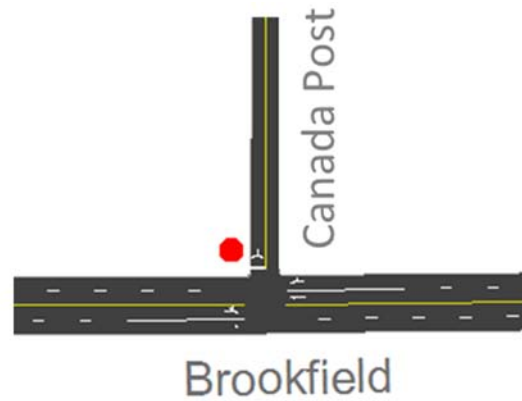
The Riverside/Brookfield & Hog's Back intersection to the west is a signalized four-legged intersection. The east and westbound approaches consist of single left-turn lanes and shared through/channelized right-turn lanes. The north and southbound approaches consist of single left-turn lanes, two through lanes and a shared through/channelized right-turn lane. All movements are permitted at this location.



# PARSONS

## Brookfield W/Canada Post @ 190m east of Riverside

The Brookfield W/Canada Post intersection, located 190 m east of the Riverside intersection, is an unsignalized 'T' intersection with STOP control on the minor southbound approach only. The westbound approach consists of a through lane and a shared through/right-turn lane. The eastbound approach consists of a through lane and a shared through/left-turn lane. The southbound approach consists of a single full movement lane. All movements are permitted at this location.



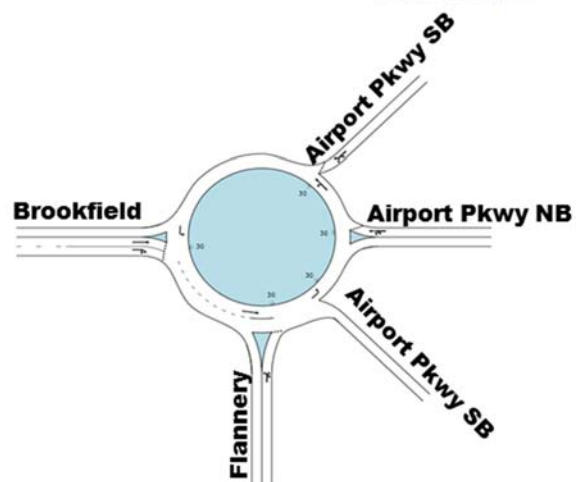
## Brookfield E/Canada Post @ 20m west of Hobson

The Brookfield E/Canada Post intersection, located 20m west of the Hobson intersection is a signalized 'T' intersection. The westbound approach consists of a through lane and a shared through/right-turn lane. The eastbound approach consists of a through lane and a shared through/left-turn lane. The southbound approach consists of a single full movement lane. All movements are permitted at this location.



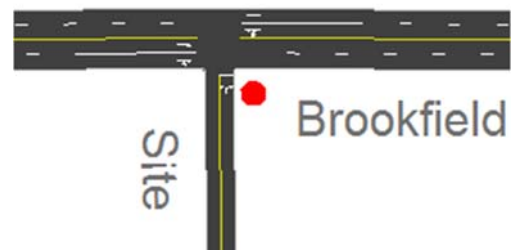
## Brookfield/Airport Parkway/Flannery

The Brookfield/Airport Parkway/Flannery intersection is a five-legged multi-lane roundabout intersection. The eastbound approach consists of a through lane and a right-turn lane. The west, south and northbound approaches consist of single full movement lanes. The southeast leg of the roundabout is an exit lane only and the northeast leg of the roundabout is an approach lane only. All movements are permitted at this location.



## Brookfield/Existing Site Driveway

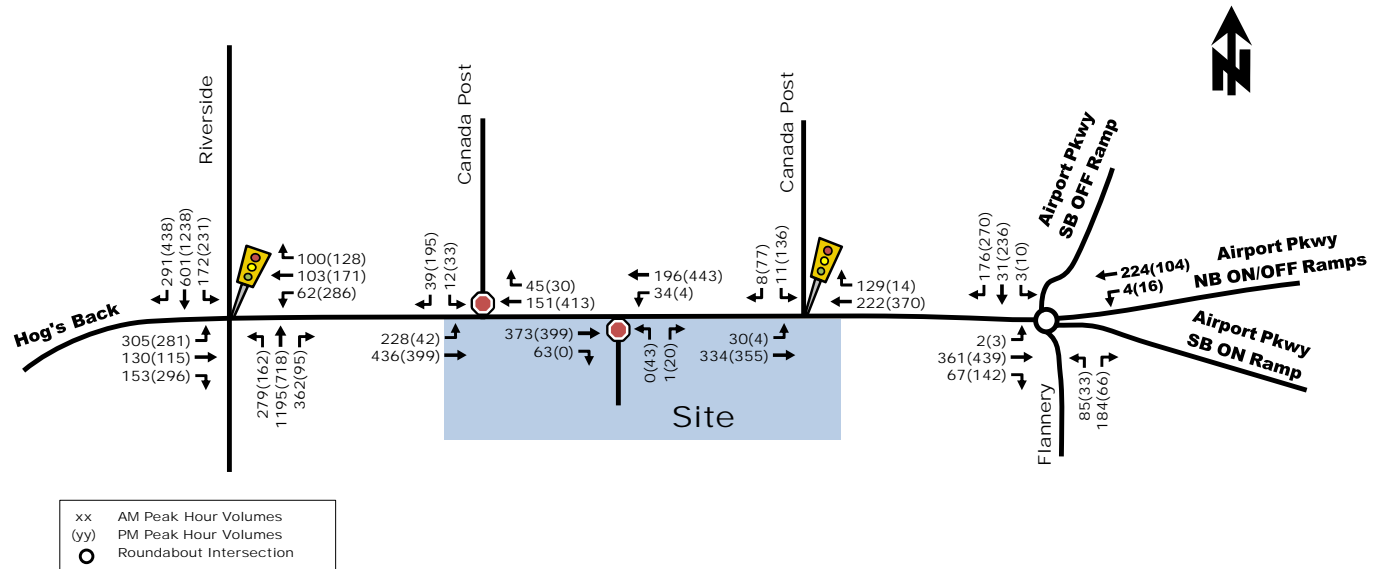
This intersection, which serves the site's 390 surface parking spaces, is located 240 m east of the Riverside intersection. It is an unsignalized 'T' intersection with STOP control on the minor northbound approach only. The westbound approach consists of a through lane and a shared through/left-turn lane. The eastbound approach consists of a through lane and a shared through/right-turn lane. The northbound approach consists of a single full movement lane. All movements are permitted at this location.





Illustrated as Figure 4, are the most recent weekday morning and afternoon peak hour traffic volumes obtained from the City of Ottawa at the study area intersections. These peak hour traffic volumes are included as Appendix A.

Figure 4: Existing Peak Hour Traffic Volumes



## 2.5. EXISTING ROAD SAFETY CONDITIONS

Collision history for the study area intersections (2012 to 2016, inclusive) was obtained from the City of Ottawa and most collisions (79%) involved only property damage, indicating low impact speeds, and 21% involved personal injuries. The primary causes of collisions cited by police include; rear end (46%), turning movement (16%), sideswipe (15%) and angle (12%) type collisions.

A standard unit of measure for assessing collisions at an intersection is based on the number collisions per million entering vehicles (MEV). At intersections within the study area, reported collisions have historically take place at a rate of:

- 0.71/MEV at the Brookfield/Riverside intersection;
- 0.63/MEV at the Brookfield/Flannery intersection; and
- 0.25/MEV at the Brookfield/200m W of Flannery (Canada Post E) intersection.

It is noteworthy that within the 5-years of recorded collision data there were 2 collisions involving pedestrians and 2 collisions involving cyclists. Both collisions involving pedestrians occurred along Brookfield Road, one at the Brookfield/Canada Post E intersection and one along the roadway mid-block. The collisions involving cyclists occurred at the Riverside/Brookfield intersection and at the Airport Parkway/Brookfield/Flannery intersection. All accidents involving pedestrian or cyclists resulted in non-fatal injuries. It is noteworthy that a significant number of pedestrians were observed crossing Brookfield Road during the peak hours (approximately 50 peds/hr). These pedestrians were crossing from the surface parking lot (770 Brookfield) to the Canada Post Complex. With the construction of the proposed development, surface parking will no longer be available at this location and the number of pedestrians crossing Brookfield Road to access parking/Canada Post is expected to be reduced.

The source collision data as provided by the City of Ottawa and related analysis is provided as Appendix B.

## 3. PLANNED CONDITIONS

### 3.1. PLANNED STUDY AREA TRANSPORTATION NETWORK CHANGES

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#### *Transit Priority Projects*

Identified as part of the 2031 Network Concept Plan is a Transit Priority Corridor (isolated measures) along Riverside Drive between Hunt Club Road and Carling/Heron BRT corridor. However, this Transit Priority Corridor is not identified on the 2031 Affordable Network.

#### *Road Projects*

A notable road network change is the Phase 1 widening of the Airport Parkway. The Airport Parkway is planned to be widened from two to four lanes between Brookfield Road and Hunt Club Road. This will accommodate increasing traffic volume and improve connectivity to and from the MacDonald-Cartier International Airport.

### 3.2. OTHER AREA DEVELOPMENT

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According to the City's development application search tool, the following developments are planned within the vicinity of the subject site.

#### *2887 Riverside Drive*

Youth Services Bureau of Ottawa is proposing the construction of a youth housing project at the above-noted address, which is located approximately 400 m southwest of the subject development. The Transportation Brief (prepared by WSP) projected fewer than 75 veh/h during the peak hours, however, a parking review was undertaken.

#### *3071 Riverside Drive*

Canoe Bay Retirement Community is proposing the construction of a retirement residential complex consisting of approximately 600 units, located at the above-noted address, which is located approximately 1 km south of the subject development. The Community Transportation Study/Transportation Impact Study (prepared by Parsons) projected an increase in vehicle traffic of approximately 200 veh/h during the morning and afternoon peak hours.

## 4. STUDY AREA

**Transit** – As mentioned previously, Transit is well served within the area with bus stops for Regular and Peak Hour Routes #87 and 290 located adjacent to the site. In addition, access to the O-Train/Trillium Line is provided by the Confederation Station located south of Heron Road approximately 500 m northeast of the site. Access to the Transitway is provided by the Heron Station located north of Heron Road, approximately 1.25 km northeast of the site.

**Network Concept** – The nearest Screenline is SL20 (Rideau River South). Given the proposed land use is mixed-use, including residential and ground floor retail, the development is understood to fit into the zoning for this area and is not projected to generate 200 person-per-hour trips more than permitted by the established zoning.

**Intersection Design** – The study area is planned to consist of the signalized Brookfield & Hog's Back/Riverside and Brookfield/Canada Post East intersections, the Flannery/Airport Parkway/Brookfield roundabout and the unsignalized Brookfield/Canada Post West intersection.

## 5. TIME PERIODS

Given the majority of trips expected to be generated by this development will be residential trips, the time periods to be assessed are the weekday morning and afternoon commuter peak hours.

## 6. HORIZON YEARS

The expected build-out date for the proposed development is assumed to be 2019 for Phase 1 and 2022 for Phase 2. Depending on the growth rate of the study area, the horizon year 2027 will be assessed for 5-years beyond site build out.

## 7. EXEMPTION REVIEW

Based on the City's TIA guidelines and the subject site, the following sections of the TIA process will be exempt, unless otherwise directed.

Module	Element	Exemption Consideration
4.1 Development Design	4.1.3 New Street Networks	Not required for applications involving site plans.
4.2 Parking	4.2.2 Spillover Parking	The site's residential parking rate is noted to be 0.5 spaces per dwelling unit plus 0.2 for unit for visitor parking, which meets the City's minimum By-Law requirements. As such, parking is not expected to spill out of the site. In addition, there is no on-street parking within the vicinity of the site for spillover parking.
4.6 Neighbourhood Traffic Management	All elements	Access is provided along a major collector roadway in close proximity to Riverside Drive and the Airport Parkway (both arterials). Comment will be provided regarding Flannery Road existing cut-through traffic.
4.8 Review of Network Concept	All elements	This development is not expected to generate 200 person trips more than the permitted zoning for the site.

## 8. NEXT STEPS

After discussion and review of the Screening and Scoping Report with City Staff, the next step is to complete the Forecasting Report.

Prepared By:



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Transportation Analyst

Reviewed By:



André Jane Sponder, B.A.Sc.  
Transportation Analyst

# Appendix A

Traffic Count Data

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## Transportation Services - Traffic Services

### Turning Movement Count - Full Study Peak Hour Diagram

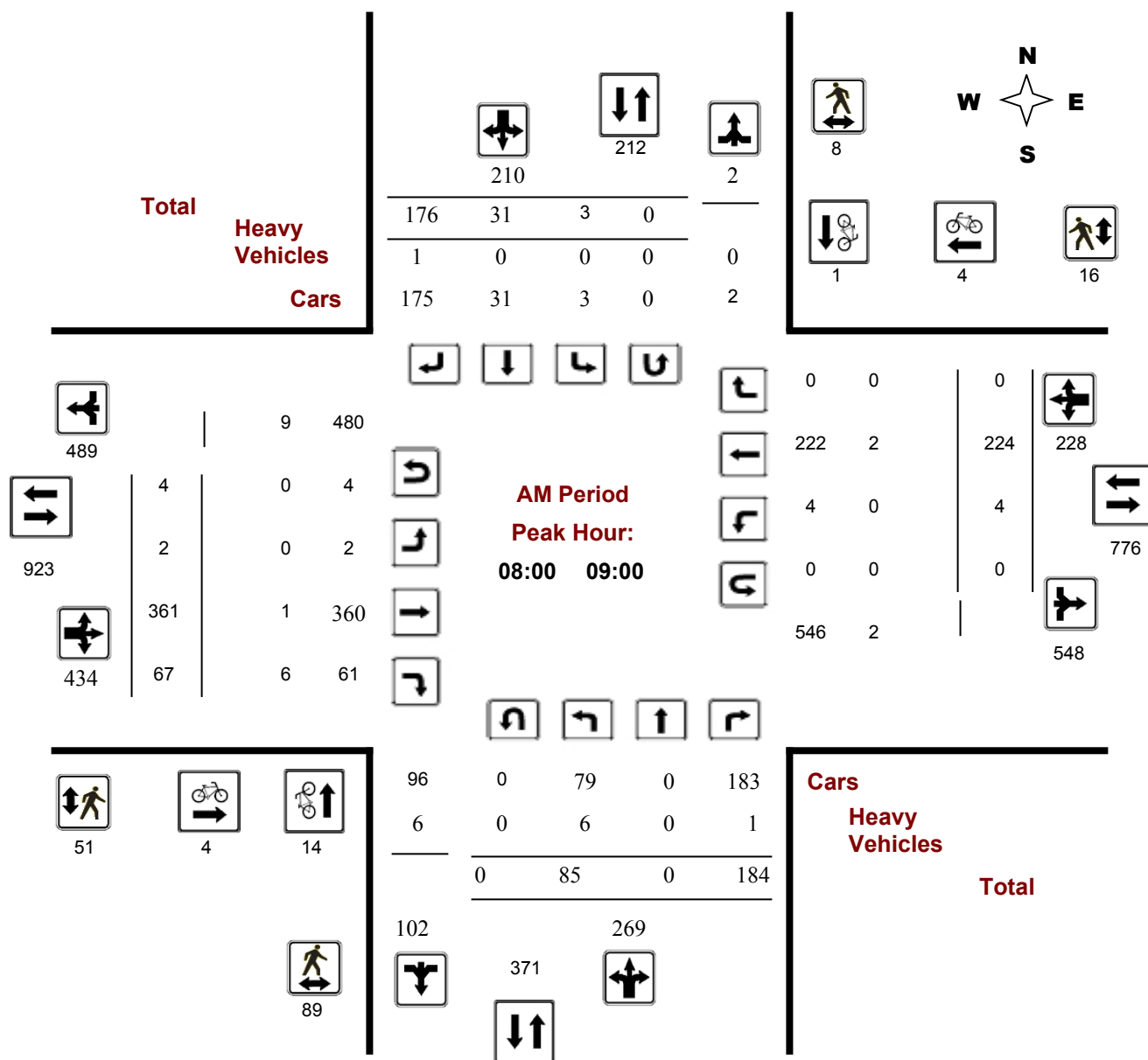
#### AIRPORT PKWY/BROOKFIELD RD @ FLANNERY DR/AIRPORT PKWY RAMPS 52A/53

**Survey Date:** Thursday, September 22, 2016

**Start Time:** 07:00

**WO No:** 36342

**Device:** Miovision



**Comments**



## Turning Movement Count - Full Study Peak Hour Diagram

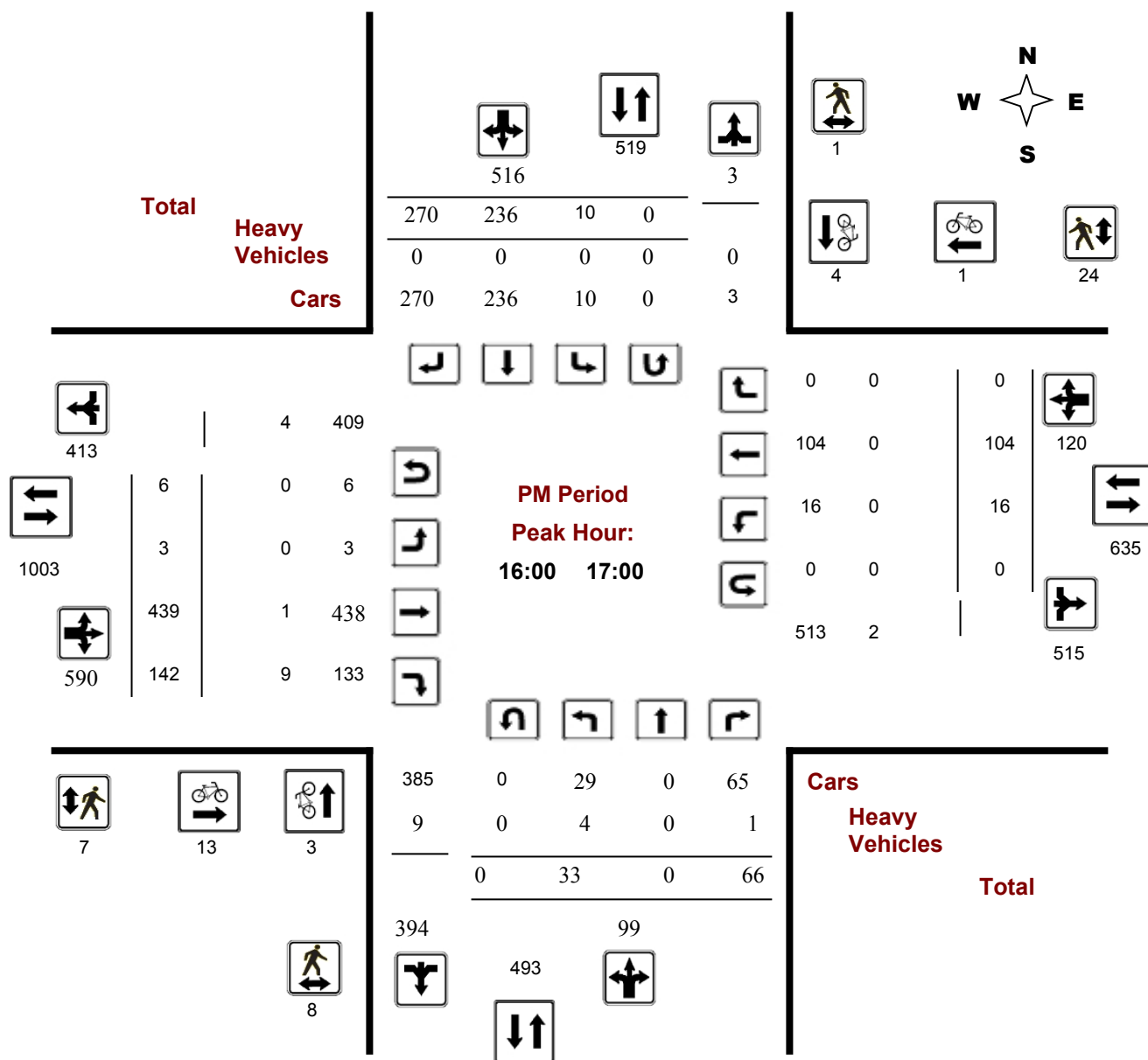
### AIRPORT PKWY/BROOKFIELD RD @ FLANNERY DR/AIRPORT PKWY RAMPS 52A/53

**Survey Date:** Thursday, September 22, 2016

**Start Time:** 07:00

**WO No:** 36342

**Device:** Miovision



**Comments**

### Turning Movement Count - Full Study Peak Hour Diagram

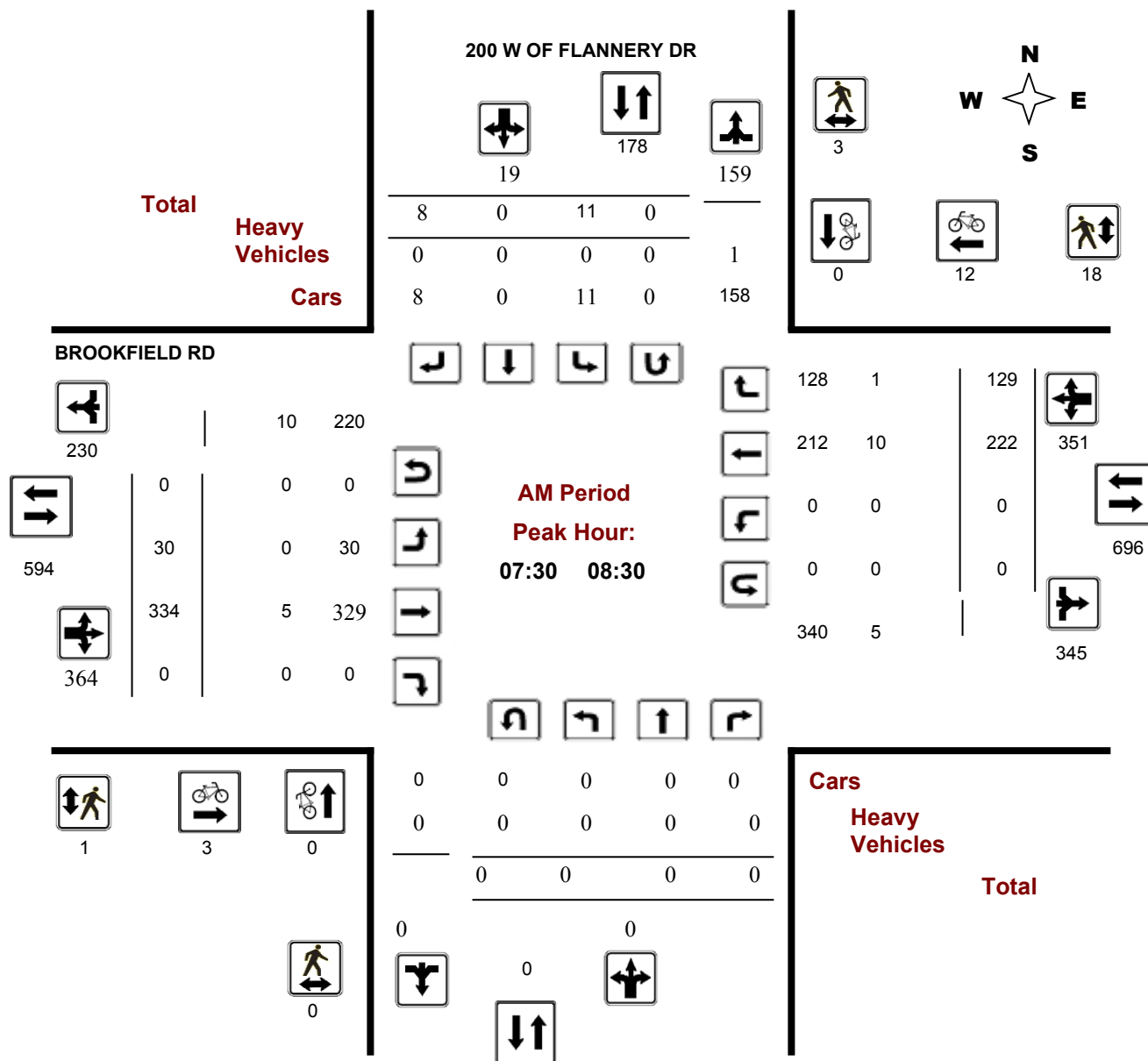
**BROOKFIELD RD @ 200 W OF FLANNERY DR**

**Survey Date:** Thursday, August 06, 2015

**Start Time:** 07:00

**WO No:** 35214

Device: Miovision



## Comments



# Transportation Services - Traffic Services

## Turning Movement Count - Full Study Peak Hour Diagram

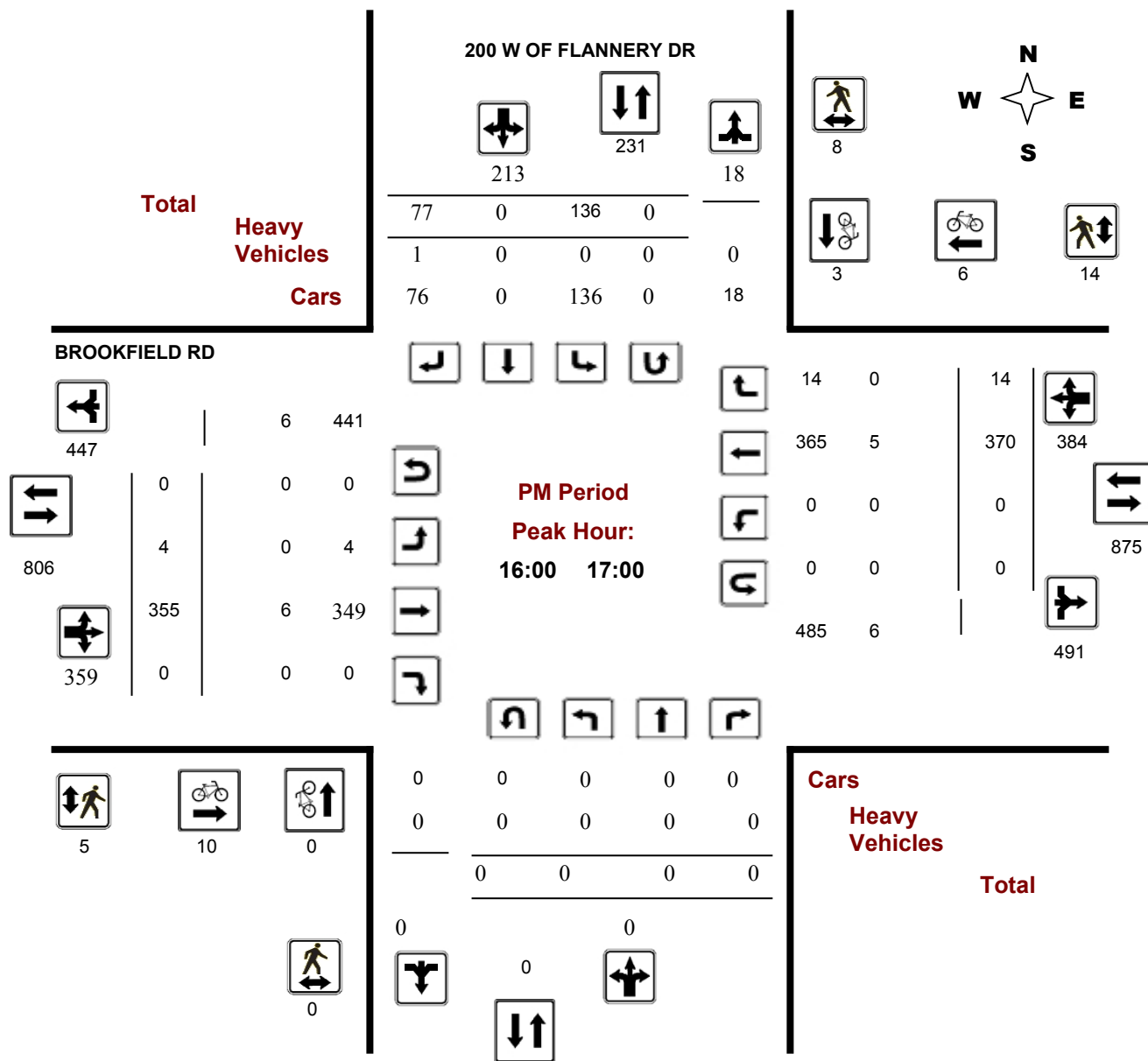
### BROOKFIELD RD @ 200 W OF FLANNERY DR

**Survey Date:** Thursday, August 06, 2015

**Start Time:** 07:00

**WO No:** 35214

**Device:** Miovision





# Transportation Services - Traffic Services

## Turning Movement Count - Full Study Peak Hour Diagram

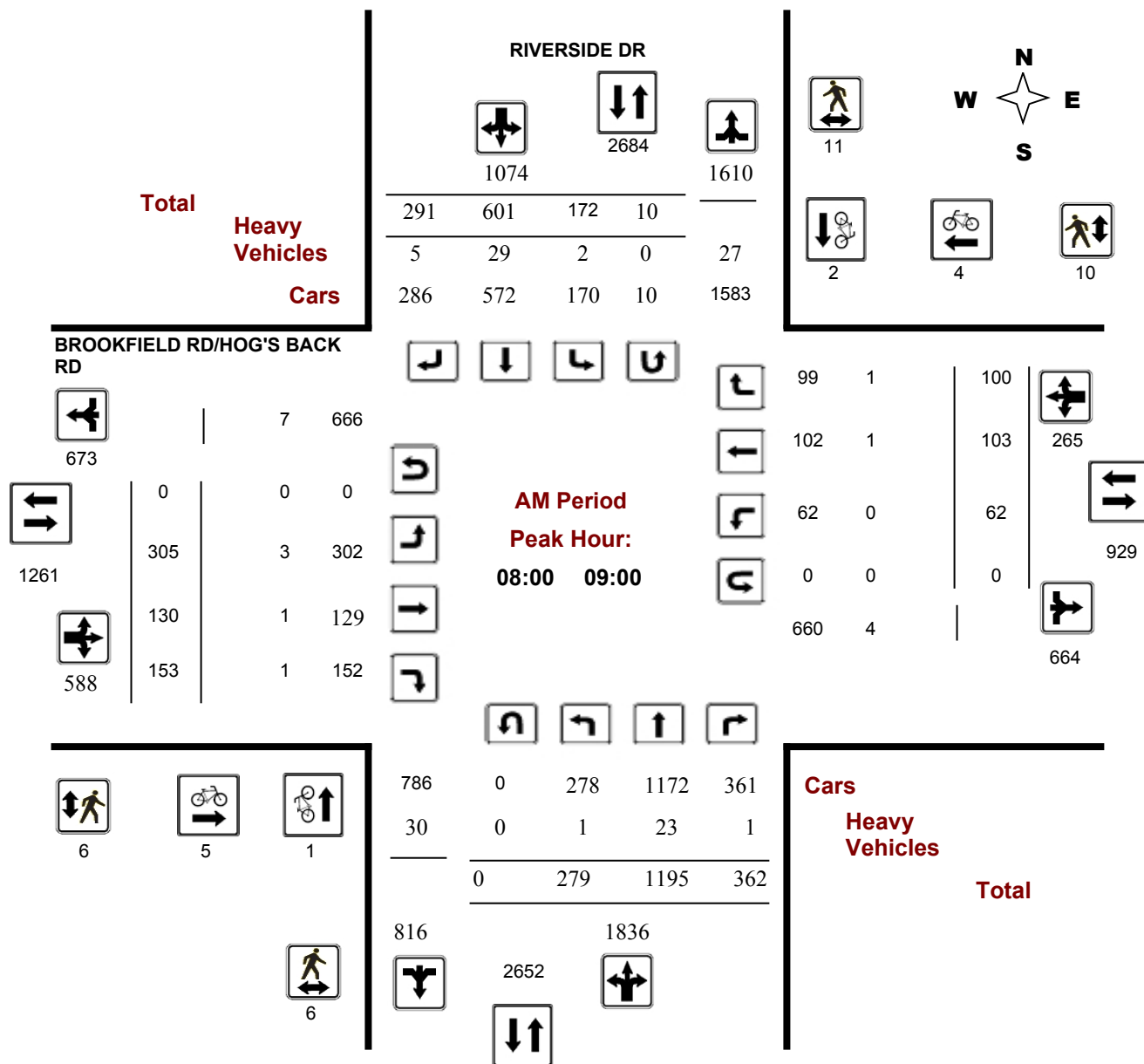
### RIVERSIDE DR @ BROOKFIELD RD/HOG'S BACK RD

**Survey Date:** Wednesday, July 20, 2016

**Start Time:** 07:00

**WO No:** 36056

**Device:** Miovision



### Turning Movement Count - Full Study Peak Hour Diagram

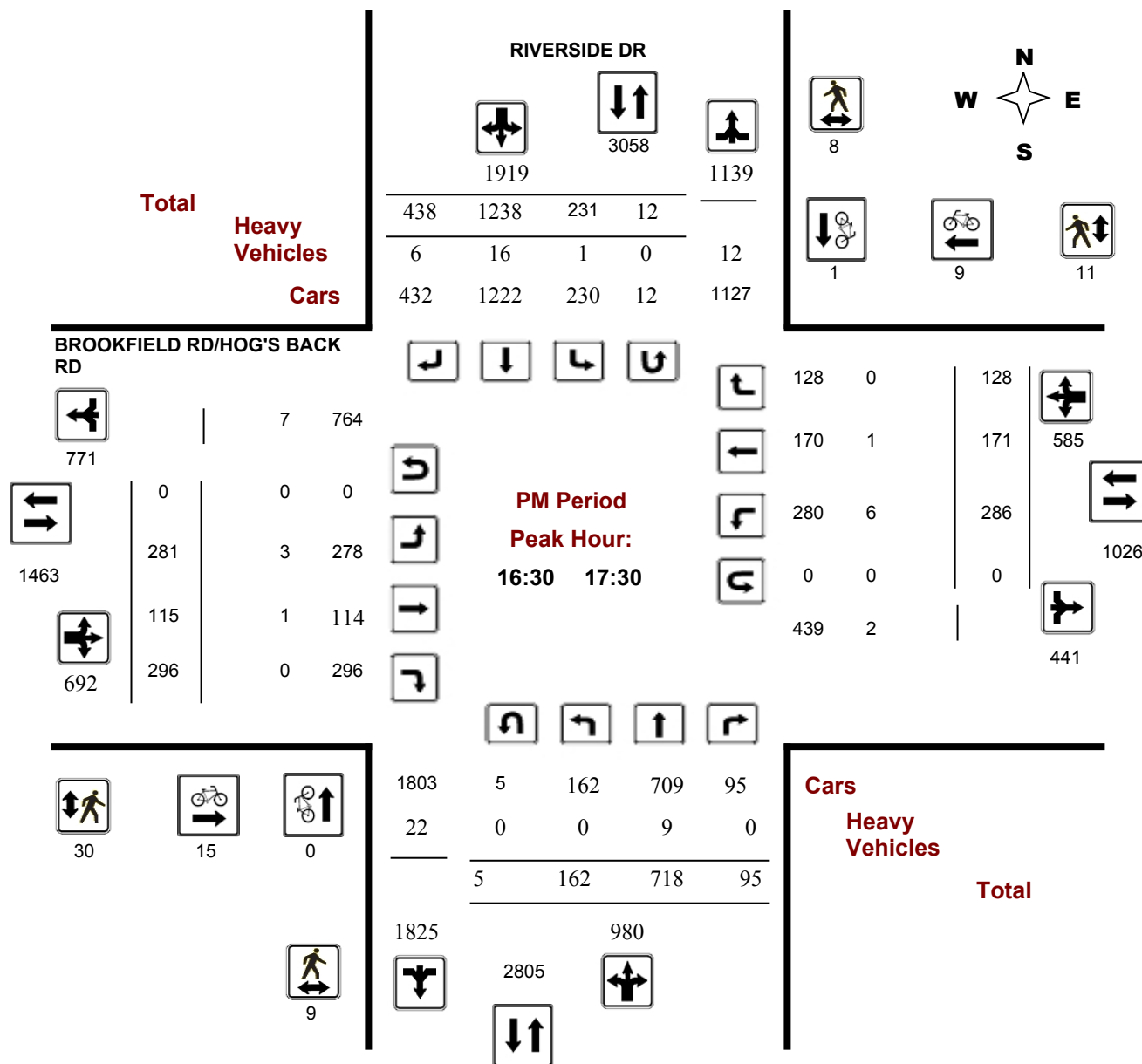
## RIVERSIDE DR @ BROOKFIELD RD/HOG'S BACK RD

**Survey Date:** Wednesday, July 20, 2016

**Start Time:** 07:00

**WO No:** 36056

**Device:** Miovision

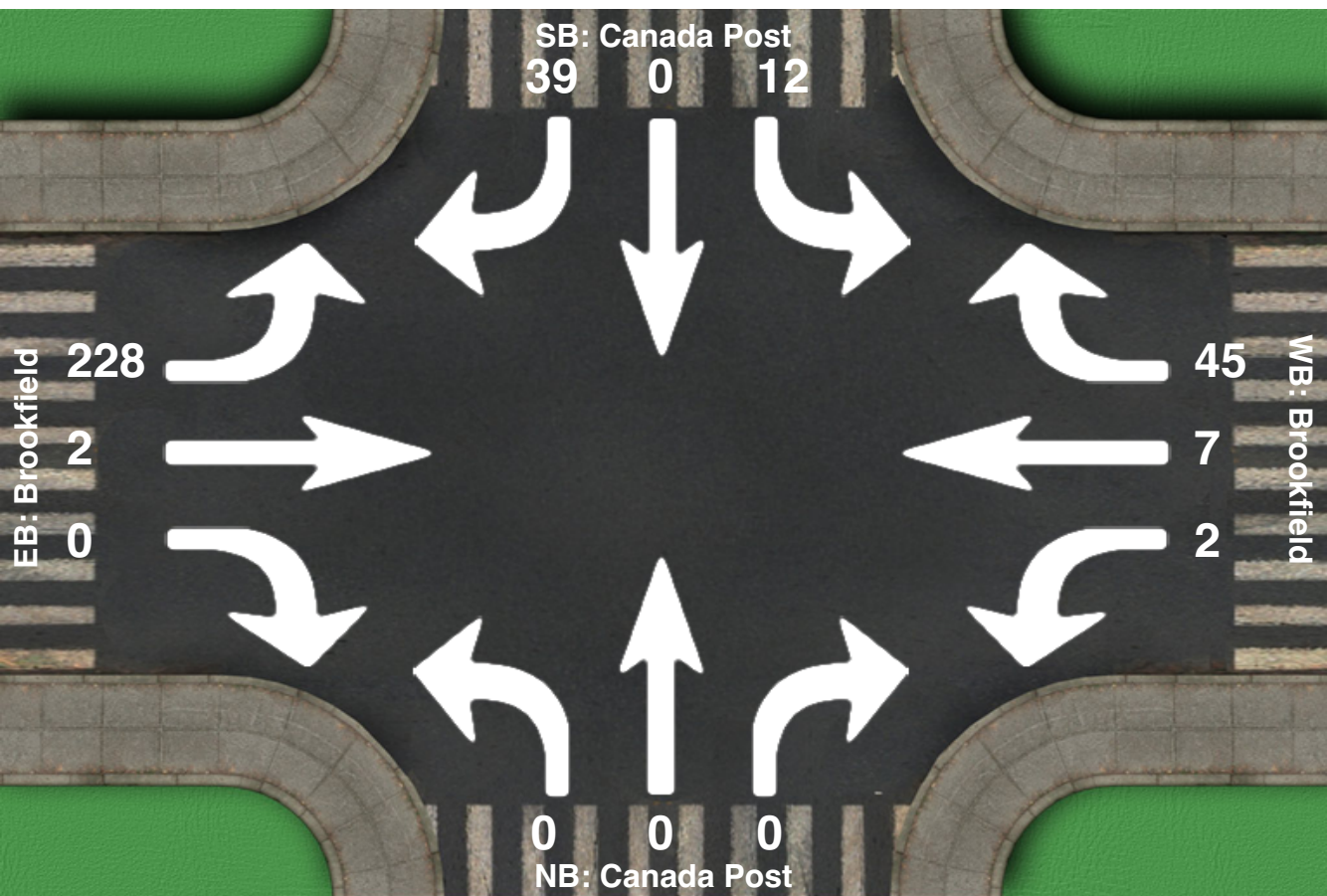


## Comments



# Intersection Peak Hour

Location: Canada Post at Brookfield , Ottawa  
GPS Coordinates:  
Date: 2017-11-08  
Day of week: Wednesday  
Weather: Overcast  
Analyst: Rani Nahas



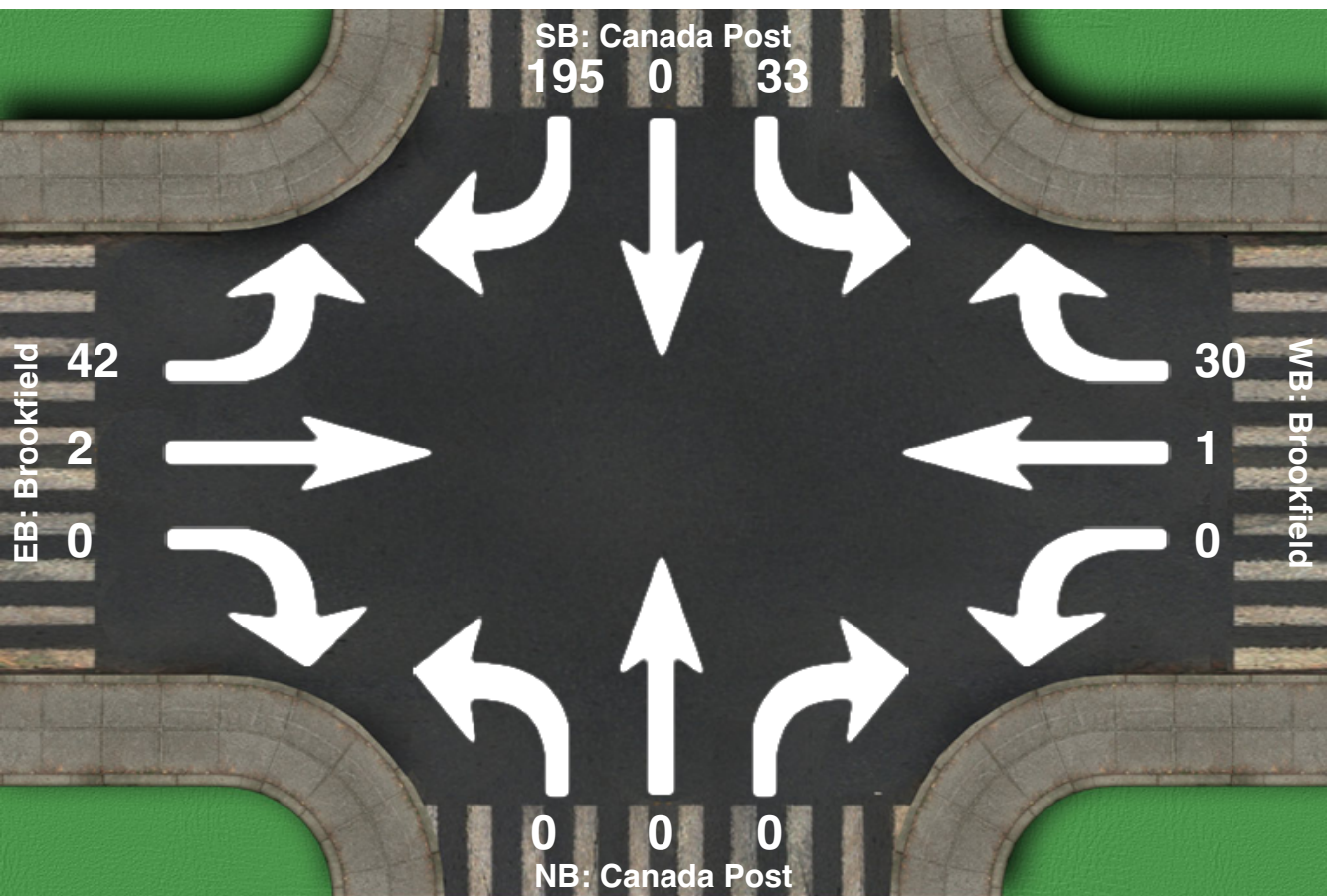
## Intersection Peak Hour

07:30 - 08:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	12	0	39	2	7	45	0	0	0	228	2	0	335
Factor	0.33	0.00	0.46	0.17	0.29	0.62	0.00	0.00	0.00	0.59	0.08	0.00	0.68
Approach Factor	0.61			0.56			0.00			0.60			

# Intersection Peak Hour

Location: Canada Post at Brookfield, Ottawa  
GPS Coordinates:  
Date: 2017-11-07  
Day of week: Tuesday  
Weather: Sunny  
Analyst: Rani Nahas



# Intersection Peak Hour

16:05 - 17:05

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	33	0	195	0	1	30	0	0	0	42	2	0	303
Factor	0.39	0.00	0.60	0.00	0.08	0.42	0.00	0.00	0.00	0.50	0.08	0.00	0.65
Approach Factor	0.63			0.43			0.00			0.52			

# Appendix B

Collision Data and Analysis

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**Total Area**

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	Single Vehicle (other)	Single vehicle (Unattended vehicle)	Other	Total
P.D. only	34	11	11	6	0	5	0	2	69
Non-fatal injury	6	3	2	4	0	3	0	0	18
Non reportable	0	0	0	0	0	0	0	0	0
Total	<b>40</b>	<b>14</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>87</b>
	#1 or 46%	#2 or 16%	#3 or 15%	#4 or 12%	#7 or 0%	#5 or 9%	#7 or 0%	#6 or 2%	

79%  
21%  
0%  
100%

**BROOKFIELD RD/RIVERSIDE DR**

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2012-2016	57	43,852	1825	<b>0.71</b>

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	Single Vehicle (other)	Single vehicle (Unattended vehicle)	Other	Total
P.D. only	28	9	5	0	0	3	0	2	47
Non-fatal injury	5	3	1	1	0	0	0	0	10
Non reportable	0	0	0	0	0	0	0	0	0
Total	<b>33</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>57</b>
	58%	21%	11%	2%	0%	5%	0%	4%	

82%  
18%  
0%  
100%

**AIRPORT PKWY/FLANNERY DR**

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2012-2016	16	13,965	1825	<b>0.63</b>

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	Single Vehicle (other)	Single vehicle (Unattended vehicle)	Other	Total
P.D. only	6	0	4	4	0	1	0	0	15
Non-fatal injury	0	0	0	1	0	0	0	0	1
Non reportable	0	0	0	0	0	0	0	0	0
Total	<b>6</b>	<b>0</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>
	38%	0%	25%	31%	0%	6%	0%	0%	

94%  
6%  
0%  
100%

**BROOKFIELD RD/200 W OF FLANNERY DR**

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2012-2016	4	8,679	1825	<b>0.25</b>

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	Single Vehicle (other)	Single vehicle (Unattended vehicle)	Other	Total
P.D. only	0	0	0	1	0	0	0	0	1
Non-fatal injury	0	0	0	1	0	2	0	0	3
Non reportable	0	0	0	0	0	0	0	0	0
Total	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>
	0%	0%	0%	50%	0%	50%	0%	0%	

25%  
75%  
0%  
100%



# City Operations - Transportation Services

## Collision Details Report - Public Version

**From:** January 1, 2014 **To:** January 1, 2017

**Location:** AIRPORT PKWY/BROOKFIELD RD @ FLANNERY DR/AIRPORT PKWY RAMPS 52A/53

**Traffic Control:** Yield sign

**Total Collisions:** 13

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2014-Jan-26, Sun,14:16	Clear	Angle	P.D. only	Dry	East	Merging	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2014-Mar-31, Mon,10:43	Clear	Rear end	P.D. only	Dry	South	Going ahead	Pick-up truck	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2014-Apr-14, Mon,10:45	Rain	Rear end	P.D. only	Wet	East	Going ahead	Pick-up truck	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2014-May-26, Mon,08:17	Rain	SMV other	P.D. only	Wet	East	Going ahead	Automobile, station wagon	Skidding/sliding	
2014-Sep-15, Mon,08:25	Clear	Sideswipe	P.D. only	Wet	South	Going ahead	Truck and trailer	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2014-Sep-02, Tue,21:33	Clear	Angle	Non-fatal injury	Wet	South	Going ahead	Bicycle	Other motor vehicle	
					East	Going ahead	Automobile, station wagon	Cyclist	



2014-Sep-21, Sun,18:30	Rain	Rear end	P.D. only	Wet	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle
					East	Stopped	Automobile, station wagon	Other motor vehicle
2014-Nov-09, Sun,11:02	Clear	Angle	P.D. only	Dry	East	Merging	Automobile, station wagon	Other motor vehicle
					South	Going ahead	Automobile, station wagon	Other motor vehicle
2015-Feb-23, Mon,15:52	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Pick-up truck	Other motor vehicle
					East	Stopped	Pick-up truck	Other motor vehicle
2016-Oct-22, Sat,19:18	Rain	Rear end	P.D. only	Wet	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle
					East	Stopped	Automobile, station wagon	Other motor vehicle
2016-May-24, Tue,11:29	Clear	Sideswipe	P.D. only	Dry	South	Other	Automobile, station wagon	Other motor vehicle
					South	Going ahead	Automobile, station wagon	Other motor vehicle
2016-Jul-12, Tue,13:07	Clear	Angle	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle
					North	Going ahead	Automobile, station wagon	Other motor vehicle
2016-Dec-09, Fri,07:45	Clear	Sideswipe	P.D. only	Ice	East	Changing lanes	Automobile, station wagon	Other motor vehicle
					East	Going ahead	Pick-up truck	Other motor vehicle

**Location:** BROOKFIELD RD @ 200 W OF FLANNERY DR

**Traffic Control:** Traffic signal

**Total Collisions:** 4

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2014-Nov-03, Mon,13:29	Clear	Angle	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	
					South	Turning left	Pick-up truck	Other motor vehicle	
2015-Apr-10, Fri,01:13	Rain	SMV other	Non-fatal injury	Wet	East	Going ahead	Unknown	Pedestrian	1
2015-Dec-22, Tue,16:21	Rain	SMV other	Non-fatal injury	Wet	South	Turning left	Automobile, station wagon	Pole (utility, power)	
2016-Oct-12, Wed,17:23	Clear	Angle	P.D. only	Dry	South	Turning left	Pick-up truck	Other motor vehicle	
					East	Going ahead	Motorcycle	Other motor vehicle	

**Location:** BROOKFIELD RD btwn RIVERSIDE DR/HOG'S BACK RD & 200 W OF FLANNERY DR

**Traffic Control:** No control

**Total Collisions:** 6

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2014-Oct-01, Wed,16:37	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Jun-29, Mon,17:52	Clear	SMV other	P.D. only	Dry	East	Going ahead	Automobile, station wagon	Pole (utility, power)	
2016-May-05, Thu,12:15	Clear	SMV other	Non-fatal injury	Dry	South	Slowing or stopping	Automobile, station wagon	Pedestrian	1
2015-Oct-22, Thu,07:23	Rain	Sideswipe	Non-fatal injury	Wet	East	Changing lanes	Automobile, station wagon	Other motor vehicle	

					East	Going ahead	Automobile, station wagon	Other motor vehicle
2015-Nov-26, Thu,13:03	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Unknown	Other motor vehicle
					East	Going ahead	Pick-up truck	Other motor vehicle
2016-Jul-13, Wed,06:30	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Pick-up truck	Other motor vehicle
					East	Going ahead	Automobile, station wagon	Other motor vehicle

**Location:** RIVERSIDE DR @ BROOKFIELD RD/HOG'S BACK RD

**Traffic Control:** Traffic signal

**Total Collisions:** 44

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2014-Jan-11, Sat,07:17	Freezing Rain	Rear end	P.D. only	Ice	South	Going ahead	Automobile, station wagon	Skidding/sliding	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2014-Feb-12, Wed,09:32	Clear	Turning movement	P.D. only	Dry	East	Turning left	Passenger van	Other motor vehicle	
					West	Going ahead	Pick-up truck	Other motor vehicle	
2014-Aug-01, Fri,16:00	Clear	Rear end	P.D. only	Dry	West	Going ahead	Pick-up truck	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2014-Jul-02, Wed,15:40	Clear	Rear end	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	
					East	Turning right	Automobile, station wagon	Other motor vehicle	

2014-Sep-01, Mon,15:30	Clear	Other	P.D. only	Dry	West	Reversing	Automobile, station wagon	Other motor vehicle
					East	Stopped	Automobile, station wagon	Other motor vehicle
2014-Jul-28, Mon,21:00	Clear	Other	P.D. only	Dry	North	Reversing	Passenger van	Other motor vehicle
					South	Stopped	Motorcycle	Other motor vehicle
2014-Sep-03, Wed,15:51	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle
					West	Turning right	Truck and trailer	Other motor vehicle
2014-Dec-05, Fri,17:00	Clear	Rear end	P.D. only	Ice	East	Slowing or stopping	Pick-up truck	Other motor vehicle
					East	Stopped	Pick-up truck	Other motor vehicle
2014-Dec-12, Fri,16:35	Clear	Rear end	P.D. only	Wet	West	Going ahead	Pick-up truck	Other motor vehicle
					West	Stopped	Automobile, station wagon	Other motor vehicle
2015-Feb-19, Thu,08:49	Clear	Rear end	P.D. only	Wet	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle
					South	Stopped	Automobile, station wagon	Other motor vehicle
2014-Dec-16, Tue,20:29	Freezing Rain	Turning movement	P.D. only	Ice	South	Turning right	Automobile, station wagon	Other motor vehicle
					South	Turning right	Automobile, station wagon	Other motor vehicle
2014-Sep-07, Sun,12:24	Clear	Rear end	P.D. only	Dry	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
2014-Nov-25, Tue,00:08	Clear	Angle	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle
					East	Going ahead	Pick-up truck	Other motor vehicle
2014-Dec-01, Mon,17:35	Clear	Rear end	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle
					East	Turning right	Automobile, station wagon	Other motor vehicle
2014-Nov-04, Tue,17:30	Rain	Sideswipe	P.D. only	Wet	North	Changing lanes	Automobile, station wagon	Other motor vehicle
					North	Turning left	Automobile, station wagon	Other motor vehicle
2015-Apr-21, Tue,16:16	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle
					West	Stopped	Automobile, station wagon	Other motor vehicle
2015-Jan-18, Sun,00:42	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle
					West	Going ahead	Automobile, station wagon	Other motor vehicle
2015-Mar-22, Sun,15:35	Clear	Rear end	P.D. only	Dry	South	Turning right	Pick-up truck	Other motor vehicle
					South	Turning right	Automobile, station wagon	Other motor vehicle
2015-Feb-04, Wed,13:47	Snow	Rear end	P.D. only	Ice	North	Turning left	Automobile, station wagon	Other motor vehicle



					North	Turning left	Passenger van	Other motor vehicle
2015-Jan-30, Fri,20:20	Clear	Turning movement	P.D. only	Dry	East	Turning left	Unknown	Other motor vehicle
					West	Going ahead	Automobile, station wagon	Other motor vehicle
2015-Jan-22, Thu,08:00	Clear	Rear end	P.D. only	Ice	East	Going ahead	Automobile, station wagon	Other motor vehicle
					East	Stopped	Passenger van	Other motor vehicle
					East	Stopped	Automobile, station wagon	Other motor vehicle
2015-Mar-23, Mon,19:06	Clear	SMV other	P.D. only	Dry	West	Turning right	Automobile, station wagon	Pole (sign, parking meter)
2015-Feb-05, Thu,07:20	Clear	Rear end	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle
					North	Stopped	Delivery van	Other motor vehicle
2015-May-01, Fri,16:11	Clear	Rear end	P.D. only	Dry	North	Turning right	Automobile, station wagon	Other motor vehicle
					North	Turning right	Delivery van	Other motor vehicle
2016-Aug-02, Tue,17:44	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle
					South	Turning right	Automobile, station wagon	Other motor vehicle
2016-Jun-07, Tue,17:15	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Pick-up truck	Other motor vehicle
					East	Changing lanes	Automobile, station wagon	Other motor vehicle

2016-Sep-24, Sat,12:55	Clear	Rear end	Non-fatal injury	Dry	East	Going ahead	Automobile, station wagon	Other motor vehicle
					East	Stopped	Automobile, station wagon	Other motor vehicle
2016-Oct-18, Tue,08:56	Clear	Rear end	P.D. only	Dry	South	Going ahead	Tow truck	Other motor vehicle
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle
2015-Oct-09, Fri,07:28	Rain	Sideswipe	Non-fatal injury	Wet	North	Going ahead	Pick-up truck	Other motor vehicle
					North	Turning left	Pick-up truck	Other motor vehicle
					North	Turning left	Automobile, station wagon	Other motor vehicle
2015-Oct-14, Wed,14:37	Clear	Rear end	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle
					South	Turning right	Pick-up truck	Other motor vehicle
2016-Jan-06, Wed,21:48	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle
					West	Going ahead	Automobile, station wagon	Other motor vehicle
2016-Jan-02, Sat,16:24	Clear	Rear end	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle
					South	Stopped	Pick-up truck	Other motor vehicle
2015-Dec-12, Sat,14:30	Clear	Rear end	Non-fatal injury	Dry	East	Turning right	Passenger van	Other motor vehicle
					East	Turning right	Automobile, station wagon	Other motor vehicle

2016-Mar-30, Wed,21:16	Clear	Turning movement	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle
					South	Turning left	Automobile, station wagon	Other motor vehicle
2016-Mar-30, Wed,15:30	Clear	Rear end	P.D. only	Dry	South	Turning right	Pick-up truck	Other motor vehicle
					South	Turning right	Pick-up truck	Other motor vehicle
2016-Sep-15, Thu,17:58	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Pick-up truck	Other motor vehicle
					West	Going ahead	Pick-up truck	Other motor vehicle
2016-Mar-27, Sun,20:55	Clear	Rear end	P.D. only	Dry	East	Turning right	Pick-up truck	Other motor vehicle
					East	Turning right	Automobile, station wagon	Other motor vehicle
2016-Jul-19, Tue,16:58	Clear	Rear end	Non-fatal injury	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle
					East	Turning right	Automobile, station wagon	Other motor vehicle
2016-May-20, Fri,08:00	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle
					South	Stopped	Pick-up truck	Other motor vehicle
2016-Sep-09, Fri,22:37	Clear	Turning movement	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle
					West	Going ahead	Automobile, station wagon	Other motor vehicle

2016-Jun-17, Fri,21:28	Clear	Turning movement	Non-fatal injury	Dry	East	Turning left	Automobile, station wagon	Cyclist
					West	Going ahead	Bicycle	Other motor vehicle
2016-Sep-29, Thu,16:30	Clear	Rear end	Non-fatal injury	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle
					West	Going ahead	Fire vehicle	Other
2016-Dec-23, Fri,12:40	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Pick-up truck	Other motor vehicle
					South	Going ahead	Automobile, station wagon	Other motor vehicle
2016-Dec-05, Mon,08:52	Clear	SMV other	P.D. only	Packed snow	East	Turning right	Automobile, station wagon	Skidding/sliding

# Collision Main Detail Summary

OnTRAC Reporting System

FROM: 2012-01-01 TO: 2014-01-01

## AIRPORT PKWY & FLANNERY DR

Former Municipality: Ottawa

Traffic Control: Yield sign

Number of Collisions: 3

	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
1	2012-02-19	Sun	16:30	Clear	Daylight	Sideswipe	P.D. only	V1 E V2 E	Dry Dry	Changing lanes Going ahead	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
2	2012-04-26	Thu	20:02	Rain	Dark	Angle	P.D. only	V1 E V2 S	Wet Wet	Merging Going ahead	Pick-up truck Pick-up truck	Other motor vehicle Other motor vehicle	0
3	2012-05-08	Tue	15:46	Rain	Daylight	Rear end	P.D. only	V1 E V2 E	Wet Wet	Going ahead Going ahead	Automobile, station Pick-up truck	Other motor vehicle Other motor vehicle	0

## BROOKFIELD RD, 200 W OF FLANNERY DR to RIVERSIDE DR

Former Municipality: Ottawa

Traffic Control: No control

Number of Collisions: 4

	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
4	2012-05-10	Thu	17:38	Clear	Daylight	Angle	Non-fatal	V1 S V2 W	Dry Dry	Turning left Going ahead	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
5	2012-09-06	Thu	17:06	Clear	Daylight	Angle	P.D. only	V1 S V2 W	Dry Dry	Turning left Going ahead	Automobile, station Pick-up truck	Other motor vehicle Other motor vehicle	0
6	2012-09-10	Mo	06:30	Clear	Dawn	Rear end	Non-fatal	V1 W V2 W	Dry Dry	Going ahead Turning left	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
7	2012-09-27	Thu	16:37	Clear	Daylight	Turning	P.D. only	V1 E V2 W	Dry Dry	Turning left Going ahead	Pick-up truck Pick-up truck	Other motor vehicle Other motor vehicle	0

## BROOKFIELD RD & RIVERSIDE DR

Former Municipality: Ottawa

Traffic Control: Traffic signal

Number of Collisions: 13

	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
8	2012-01-03	Tue	04:05	Snow	Dark	Rear end	P.D. only	V1 S V2 S	Loose snow Loose snow	Turning right Turning right	Automobile, station Pick-up truck	Other motor vehicle Other motor vehicle	0
9	2012-01-20	Fri	15:00	Clear	Daylight	Rear end	P.D. only	V1 S V2 S	Ice Ice	Turning right Turning right	Pick-up truck Automobile, station	Other motor vehicle Other motor vehicle	0

(Note: Time of Day = "00:00" represents unknown collision time)

Friday, November 10, 2017

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## Collision Main Detail Summary

OnTRAC Reporting System

FROM: 2012-01-01 TO: 2014-01-01

10	2012-01-25	We	16:00	Clear	Daylight	Rear end	P.D. only	V1 E	Wet	Turning right	Automobile, station	Other motor vehicle	0
								V2 E	Wet	Turning right	Automobile, station	Other motor vehicle	
								V3 E	Wet	Turning right	Automobile, station	Other motor vehicle	
11	2012-03-03	Sat	04:00	Clear	Dark	Single vehicle	P.D. only	V1 E	Wet	Turning right	Pick-up truck	Skidding/Sliding	0
12	2012-03-04	Sun	16:21	Clear	Daylight	Rear end	P.D. only	V1 S	Spilled liquid	Turning left	Automobile, station	Other motor vehicle	0
								V2 S	Other	Turning left	Automobile, station	Other motor vehicle	
13	2012-04-19	Thu	20:43	Clear	Dark	Turning	Non-fatal	V1 N	Dry	Going ahead	Pick-up truck	Other motor vehicle	0
								V2 S	Dry	Turning left	Pick-up truck	Other motor vehicle	
14	2012-05-08	Tue	11:32	Rain	Daylight	Turning	Non-fatal	V1 E	Wet	Turning left	Passenger van	Other motor vehicle	0
								V2 W	Wet	Going ahead	Automobile, station	Other motor vehicle	
15	2012-07-14	Sat	15:41	Clear	Daylight	Sideswipe	P.D. only	V1 S	Dry	Changing lanes	Pick-up truck	Other motor vehicle	0
								V2 S	Dry	Turning left	Passenger van	Other motor vehicle	
16	2012-08-09	Thu	20:20	Rain	Dusk	Rear end	P.D. only	V1 E	Wet	Turning right	Pick-up truck	Other motor vehicle	0
								V2 E	Wet	Turning right	Automobile, station	Other motor vehicle	
17	2012-09-15	Sat	15:35	Clear	Daylight	Rear end	P.D. only	V1 S	Dry	Turning right	Pick-up truck	Other motor vehicle	0
								V2 S	Dry	Turning right	Automobile, station	Other motor vehicle	
18	2012-09-17	Mo	12:53	Clear	Daylight	Turning	P.D. only	V1 E	Dry	Turning left	Automobile, station	Other motor vehicle	0
								V2 W	Dry	Going ahead	Automobile, station	Other motor vehicle	
19	2012-10-04	Thu	08:30	Clear	Daylight	Rear end	P.D. only	V1 E	Dry	Turning right	Automobile, station	Other motor vehicle	0
								V2 E	Dry	Turning right	Automobile, station	Other motor vehicle	
20	2012-10-13	Sat	22:13	Rain	Dark	Turning	P.D. only	V1 S	Wet	Turning left	Automobile, station	Other motor vehicle	0
								V2 N	Wet	Going ahead	Passenger van	Other motor vehicle	

(Note: Time of Day = "00:00" represents unknown collision time)

Friday, November 10, 2017

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