

552 Booth Street

TIA Screening and Scoping Report

prepared for:
Canada Lands Company
100 Queen Street, Suite 1050
Ottawa, ON K1P 1J9

prepared by:
PARSONS
1223 Michael Street
Suite 100
Ottawa, ON K1J 7T2

March 6, 2018

476632 - 01000

City of Ottawa 2017 TIA Guidelines

Date

Mar-18

TIA Screening Form

Project

552 Booth Street

Project Number

476632 - 01000

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	552 Booth Street
Description of location	South of Oranville, East of Rochester, West of Booth, North of Norman
Land Use	Mixed-use
Development Size	Approximately 1000 residential units and 142,200 ft ² of commercial
Number of Accesses and Locations	Unknown
Development Phasing	Unknown
Buildout Year	Assumed 5 to 10 years
Sketch Plan / Site Plan	See attached

Module 1.2 - Trip Generation Trigger

Land Use Type	Townhomes or Apartments	
Development Size	1000	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	Yes
Development is in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone.	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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Screening and Scoping Report

1. INTRODUCTION

Canada Lands Company (CLC) is seeking Zoning By-Law Amendment and Official Plan Amendment approval from the City of Ottawa for the proposed site located at 552 Booth Street. The development lands are bordered by Orangeville Street to the north, Booth Street to the east, Rochester Street to the west and Normand Street to the south and are currently occupied by a Natural Resources Canada office/research complex. Vehicle access is currently provided via driveway connections to Rochester, Norman and Booth Streets. The site's local context is provided as Figure 1 and the preferred Concept Plan is provided as Figure 2.

Figure 1: Site's Local Context



As part of the 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.

Option 2 - New Construction Area		
	GFA	GFA (SF)

Parcel 1 (24)	28,580	307,600
Parcel 2 (24)	23,020	247,800
Parcel 3 (18)	16,090	173,100
Parcel 4 (10)	8,560	92,100
Parcel 5 (16)	13,150	141,600
Addition 1 (2)	530	5,700
Addition 2 (4)	960	10,400
Addition 3 (1)	540	5,800
	91,430	984,200

Option 2 - Heritage Area		
Building Name	GFA	GFA (SF)

Heritage A	1,640	17,700
Heritage B	630	6,700
Heritage E	1,410	15,200
Heritage F	1,120	12,100
Heritage G H	2,260	24,300
Heritage M	950	10,200
Heritage N1 N3	1,540	16,600
Heritage N2	610	6,600
Heritage Q	1,520	16,400
Heritage R	1,530	16,500
	13,210	142,200

Park Area Schedule		
Area (Ha)	Area (Ac)	Percentage (%)

0.32 hectare	0.79 acres	12.44
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Site Area: 2.60 Ha Site Area: 6.42 Ac
GFA: 104,640 SM GFA: 1,126,400 SF
FSI: 4.03

Booth Street Redevelopment Plan
Canada Lands Company

1:1500
N

Option 2 - Site Plan
January 10th 2018



2. Scoping Report

2.1. EXISTING AND PLANNED CONDITIONS

2.1.1. PROPOSED DEVELOPMENT

The proposed development is located at 552 Booth Street, which is currently zoned as a Mixed-Use Centre Zone. The Concept Plan identifies the plan to construct five new parcels within the existing area and five existing heritage buildings. The new buildings are proposed to be mostly residential, consisting of approximately 1,000 dwelling units in the five buildings. The heritage buildings are proposed to consist of approximately 142,200 ft² of retail/office. Parking is planned to be provided for the proposed residential buildings, however, minimal or no parking is planned for the heritage buildings. The estimated date of occupancy is estimated to be approximately 5-10 years away.

2.1.2. EXISTING CONDITIONS

Area Road Network

Carling Avenue is a six-lane divided arterial and an official truck route. Sidewalks are currently provided along both sides of the roadway and its posted speed limit is 60 km/h. Within the study area, signalized intersections to Carling Avenue are provided at Preston Street, Booth Street and Bronson Avenue, with auxiliary turn lanes provided. All other intersections within the study area are right-in/right-out connections to Carling Avenue given the existing median.

Preston Street is a two-lane arterial and an official truck route. Sidewalks and on-street parking (north of Sidney Street) are currently provided along both sides of the roadway. Within the immediate study area along Preston Street, traffic signal control is provided at Carling Avenue, Pamilla Street, Beech Street and Gladstone Avenue. Its unposted speed limit is understood to be 50 km/h.

Bronson Avenue is a four-lane undivided arterial and an official truck route. Sidewalks are provided on both sides of the roadway and the posted speed limit is 50 km/h. Bronson Avenue provides access to HWY 417 eastbound via Chamberlain Avenue and Isabella Street and egress from HWY 417 eastbound via Catherine Street to Bronson Avenue.

Booth Street is a two-lane major collector roadway and an official truck route. Sidewalks and on-street parking are provided along both sides of the roadway. Auxiliary turn lanes are provided at major intersections and the unposted speed limit is understood to be 50 km/h.

Rochester Street is a major collector roadway and an official truck route. Sidewalks are provided along both sides of the roadways and on-street parking is provided along the east side of the roadway. Rochester Street has a four-lane cross-section north of Beech Street which narrows to two-lanes south of Beech Street. The unposted speed limit is understood to be 50 km/h. Rochester Street provides access to HWY 417 westbound and egress from HWY 417 eastbound.

Norman Street is a two-lane east-west local street with sidewalks along both sides of the roadway. On-street parking is provided along the north side of the street. Between Rochester Street and Preston Street, Norman Street operates as a one-way roadway in the westbound direction. Its intersection with Booth Street is signalized and its intersection with Rochester Street is unsignalized with STOP control on the minor approach only (Norman Street). Within the study area, the unposted speed limit is understood to be 50 km/h.

Orangeville Street is a local roadway that operates as a one-way in the eastbound direction. West of Booth Street, Orangeville Street has a two-lane cross-section and east of Booth Street, Orangeville Street's cross-section narrows to one travel lane and on-street parking provided along the north side of the roadway. Its intersection with Rochester Street is signalized and its intersection with Booth Street is unsignalized with STOP control on all four approaches. Orangeville

Street provides egress from HWY 417 eastbound. Sidewalks are provided along the south side of the roadway and its unposted speed limit is understood to be 50 km/h.

Raymond Street is a local roadway that operates as a one-way in the westbound direction. Raymond Street has a one-lane cross-section with on-street parking provided along the north side of the roadway and auxiliary turn lanes provided at major cross-sections. Raymond Street connects to the HWY 417 westbound on-ramp, west of Rochester Street. The unposted speed limit is understood to be 50 km/h.

Pedestrian/Cycling Network

With respect to pedestrians, sidewalk facilities in the vicinity of the site are provided along both sides of all study area roadways, with the exception of Orangeville Street and Aberdeen Street, which provide sidewalks along the south and north sides, respectively.

With respect to cyclists, according to the Ottawa Cycling Plan, Booth Street and Carling Avenue are classified as “spine” cycling routes and Preston Street is classified as a “local” cycling route. A multi-use pathway (MUP) is currently provided along the east side of the Trillium LRT/O-Train corridor and Booth Street is a ‘suggested route’. South of Carling Avenue a network of MUPs are provided connecting to Dow’s lake and the pathways along both sides of the Rideau Canal. As mentioned in the Preston-Carling Secondary Plan, bicycle lanes or tracks are planned for both sides of Rochester Street and an MUP is planned for the west side of the Trillium LRT Line corridor south of Beech Street. The City’s Cycling Network is provided as Figure 3.

Figure 3: City’s Cycling Network



Source: <http://maps.ottawa.ca/geoOttawa/>

Transit Network

Transit service within the vicinity of the site is currently provided by OC Transpo Routes #56, 85, 101 and 103. Bus stops for Routes #101 and 103 are located along Booth Street at Daniel McCann Street and Orangeville Street, adjacent to the site. Bus stops for Routes #56 and 85 are located along Carling Avenue at Booth Street, approximately 250 to 500 m from

the site. Local Routes #56, 85 and 101 provide frequent all-day service and Peak Hour Route #103 provides weekday morning and afternoon peak hour service only.



Access to the O-Train/future Trillium LRT is provided by the Carling Trillium Line Station located north of Carling Avenue and west of Preston Street. Walking distance from the Booth Street Complex to the Carling Trillium Line Station is approximately 650 to 1 km. As shown in Figure 5, from the City's GeoOttawa Map, the site is within a 600 m radius from the Carling Transit Station, which will have implications on the maximum amount of on-site parking permitted by By-Law.

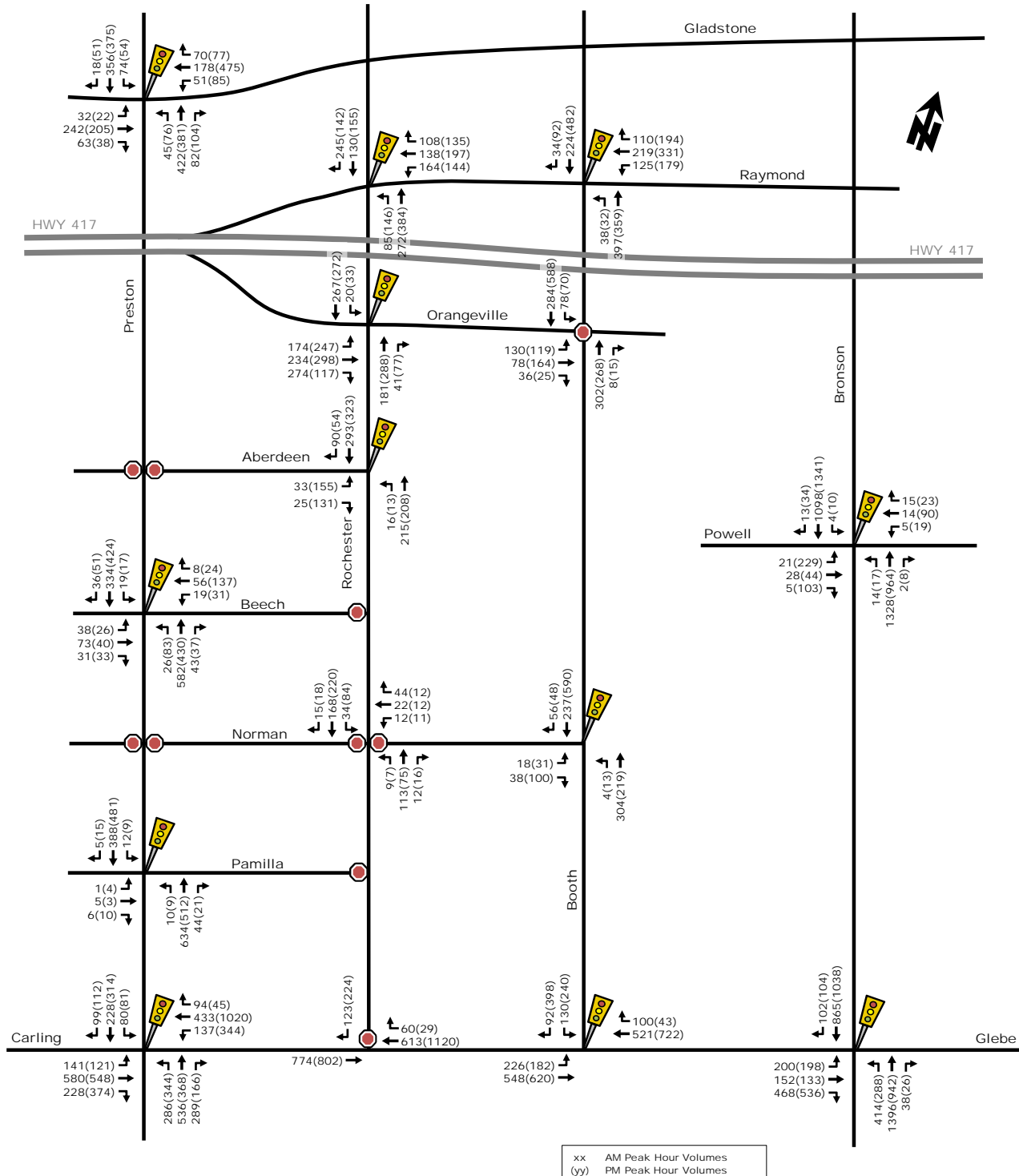
Figure 5: 600 m Radius from Carling Avenue Transit Station



Traffic Volumes

Illustrated as Figure 6, 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 6: Existing Peak Hour Traffic Volumes



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 (72%) involved only property damage, indicating low impact speeds, and 27% involved personal injuries. The remaining 1% were identified as “non-reportable”, indicating the total damage to a vehicle was less than \$1,000. The primary causes of collisions cited by police include; rear end (33%), angle (25%), turning movement (18%), and sideswipe (17%) 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:

- 0.50/MEV at the Carling/Preston intersection;
- 0.30/MEV at the Booth/Raymond intersection;
- 0.45/MEV at the Booth/Orangeville intersection;
- 0.41/MEV at the Booth/Carling intersection;
- 0.08/MEV at the Rochester/Raymond intersection;
- 0.20/MEV at the Rochester/Orangeville intersection;
- 1.32/MEV at the Rochester/Norman intersection;
- 0.20/MEV at the Rochester/Carling intersection;
- 0.13/MEV at the Booth/Norman intersection;
- 0.96/MEV at the Bronson/Powell intersection; and
- 0.72/MEV at the Bronson/Carling intersection.

It is noteworthy that within the 5-years of recorded collision data there were 5 collisions involving pedestrians and 14 collisions involving cyclists. Most accidents involving pedestrian or cyclists resulted in non-fatal injuries. Four of the cycling accidents resulted in property damage only. The pedestrian collisions occurred at the following locations:

- Bronson/Carling intersection (2 collisions);
- Bronson/Powell intersection;
- Booth/Carling intersection; and
- Booth/Orangeville intersection.

Cycling collisions occurred at the following locations:

- Booth/Orangeville intersection (2 collisions);
- Bronson/Powell intersection;
- Booth/Raymond intersection;
- Norman/Rochester intersection;
- Booth/Carling intersection;
- Carling/Preston intersection (**7 collisions**); and
- Along Rochester St between HWY 417 and Aberdeen.

It is noteworthy that there were seven (7) collisions involving cyclists at the Carling/Preston intersection in the most recent 5-year period. Four of the collisions occurred as a vehicle was turning southbound left and the cyclist was travelling through the intersection in the northbound direction. Two collisions occurred with a northbound right-turning vehicle and one involved a cyclist turning southbound left. As part of the Preston-Carling Secondary Plan, improvements to the Preston/Carling intersection are shown to include woonerf-type paving at the intersection and improved multi-model intersection crossings, which will help to minimize the vehicle/cyclist conflicts.

It is also noteworthy that there were eleven (11) collisions recorded at the Norman/Rochester intersection during the past 5-years. Given the total vehicle volumes entering this intersection, the number of collisions per million vehicles ratio is over 1. This intersection is STOP controlled on the minor approach only (Norman Street). The majority of collisions were

angle, sideswipe or turning movement collisions, indicating collisions related to turning movements or through movements from the minor street crossing Rochester Street. Consideration for all-way STOP at this location may be appropriate to reduce the occurrence of vehicle collisions.

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

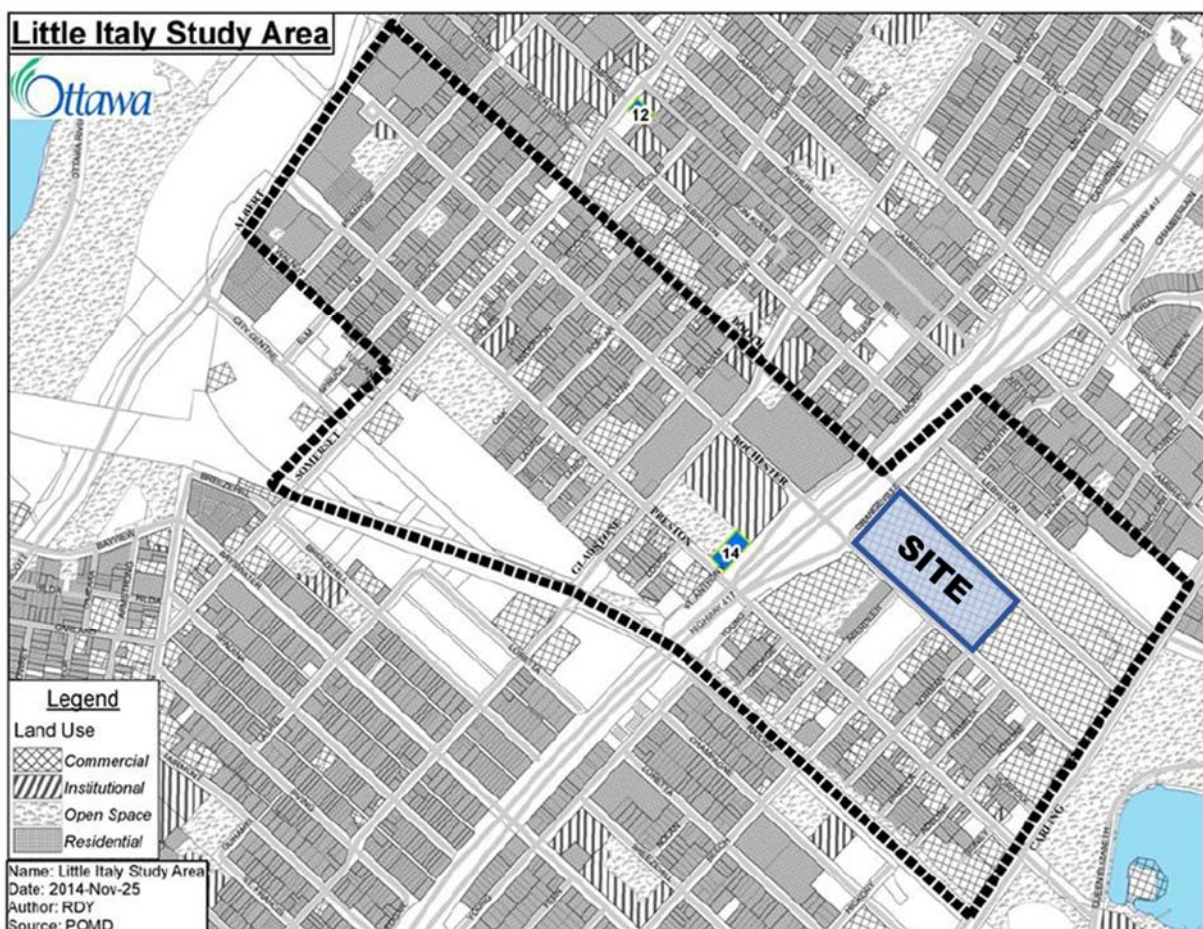
Little Italy Parking Study (2015)

The Little Italy Local Area Parking Study was prepared by the City of Ottawa in 2015. The study has five main objectives, which include:

- Appropriate parking supply;
- Affordable short-term parking and enforcement;
- Promote use of alternative modes (i.e. walking, transit, cycling);
- Residential parking issues and residential intensification; and
- Revenues from parking lots/spaces fund improvements and future maintenance.

The study area for the parking study is included as Figure 7 which includes the area surrounding the subject 552 Booth Street Complex.

Figure 7: Little Italy Parking Study Area



Source: City of Ottawa. *Little Italy Local Area Parking Study*. P 15

The parking study provides an inventory of total amount of parking spaces available in the area directly adjacent to the subject 552 Booth Street complex, and in the areas south of the Queensway/west of Rochester and north of the

Queensway. The occupancy rates for each area are provided and within the Booth Street Complex area the on-street occupancy rate ranged between 17% to 35% occupied. As part of the recommendations, the price of on-street parking in this area was recommended to be reduced from \$3.00 per hour to \$1.50 per hour to encourage parking in the Booth Street Complex area.

Based on the Little Italy Local Area Parking Study, it is understood that the on-street parking in the area surrounding the Booth Street Complex is underutilized. Discussions with the City on the appropriate amount of on-site parking for the development may be required.

2.1.3. PLANNED CONDITIONS

Preston-Carling District Secondary Plan (2016)

The Preston-Carling District Secondary Plan, prepared by the City of Ottawa in 2016, provides policy guidelines for public and private development within the Preston-Carling District. The district includes the lands bounded by Beech Street and HWY 417 to the north, Rochester Street to the east, Carling Avenue and Prince of Wales Drive to the south and Loretta Avenue and O-Train/future Trillium Line to the west, as shown in Figure 8.

Figure 8: Preston-Carling District



An important part of the Preston-Carling District Secondary Plan is a focus on quality facilities for active modes and public spaces. The Public Realm Plan of the Preston-Carling District Secondary Plan is attached as Appendix C and shows the following transportation-related strategies:

- Bicycle lanes/track planned along both sides of Rochester Street with wide sidewalks and on-street parking;

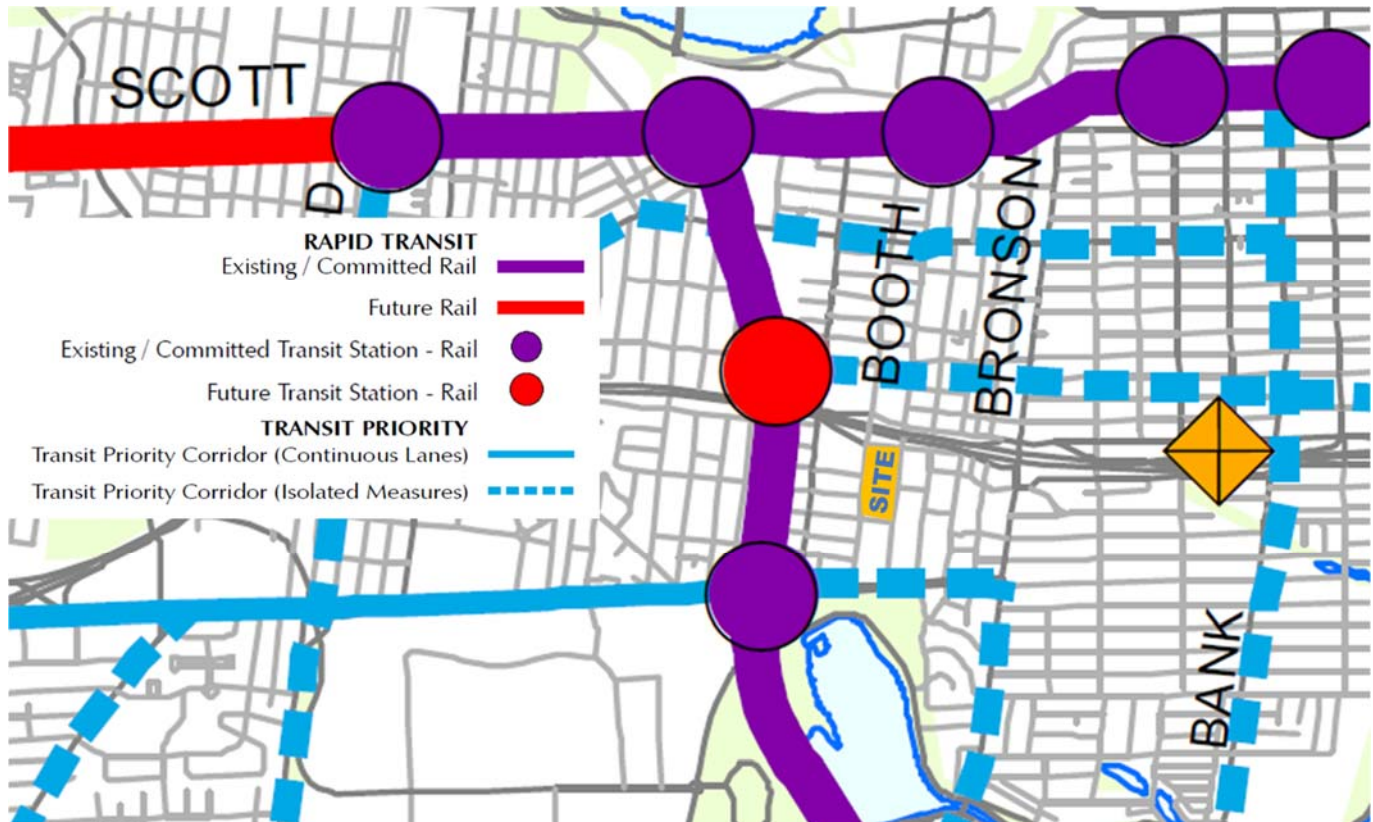
- Improvements to the existing multi-use pathway (MUP) along the east side of the Trillium Line corridor and plans to extend MUP across Carling Avenue [COMPLETED];
- A planned MUP along the west side of the Trillium Line corridor between Beech Street, Carling Avenue and Prince of Wales Drive [PARTIALLY COMPLETED];
- Bicycle lanes/tracks planned along both sides of Carling Avenue; and
- Improvements to Preston Street and Beech Street as active Mainstreets.

The Secondary Plan promotes a focus on “pedestrian-first” development with accessible sidewalks and pedestrian paths connecting neighbourhood amenities. Cycling will be promoted by the implementation of the City’s cycling plan and some additional east-west connections as well as the Rochester Street bike lanes/tracks. Improving connections to the Carling Avenue O-Train/future Trillium LRT station and focusing on a quality transit station area will help promote transit in the area. The Secondary Plan aims to reduce passenger vehicle dependence while maintaining appropriate vehicle connections for business and residential streets, and it aims to provide the appropriate amount of on-street/public parking spaces to serve the area’s local commercial businesses.

Transportation Master Plan

Notable transportation network changes within the study area are included in the City’s 2013 Transportation Master Plan. Identified as part of the 2031 Affordable Network is a Transit Priority Corridor (continuous lanes) along Carling Avenue between the Carling O-Train/Trillium Line Station and the Lincoln Fields Transit Station Transit Priority (isolated measures) are planned along Bronson Avenue from Heron Road to Carling Avenue and along Carling Avenue between Bronson Avenue and the Carling O-Train/Trillium Line Station. There are existing transit priority lanes along Carling Avenue between Bronson Avenue and Booth Street. A future transit station is planned along the Trillium Line at Gladstone Avenue as part of Stage 2 LRT (expected to be completed in 2021). These plans are outlined in Figure 9 below from the TMP’s Affordable Network Plan.

Figure 9: Affordable Network Plan



Carling Transit Priority Study

The Carling Avenue Transit Priority Study is currently underway to provide a Recommended Functional Design Plan. The current plan within the vicinity of the site is shown as Figure 10. The timing of the planned modifications are unknown at this time, however, it is understood that implementation would ideally occur in the next five years.

Figure 10: Carling Avenue Transit Priority Plan



Source: <https://ottawa.ca/en/carling-avenue-transit-priority-measures>

Other Area Development

According to the City's development application search tool, the following developments are planned within the vicinity of the subject site. Figure 11 provides a summary of the planned developments and identifies their location within the study area.

Figure 11: Local Area Developments



1- 17 Aberdeen Street

SaKTO Corporation is proposing the expansion of an existing apartment building located at the above-noted address. The expansion will include an increase of 197 residential units. The Transportation Brief (prepared by IBI Group) projected an increase in vehicle trips of approximately 39 to 49 veh/h during the morning and afternoon peak hours.

2 - 93-105 Norman Street

A residential development is being proposed at the above-noted address, consisting of approximately 117 residential units. The Transportation Study (prepared by Delcan/Parsons) projected an increase in vehicle traffic of approximately 70 to 80 veh/h during the morning and afternoon peak hours.

3 - 514 Rochester Street

Domicile is proposing the construction of a residential development at the above-noted address consisting of approximately 117 residential units and 5,000 ft² of ground floor retail. The Transportation Brief and subsequent Addendum Letter (prepared by Delcan/Parsons) projected approximately 53 and 58 veh/h during the weekday morning and afternoon peak hours, respectively.

4 - 490-500 Preston Street

Starwood Group Inc. is proposing the construction of a residential development at the above-noted address, consisting of approximately 280 residential units and 10,000 ft² of ground floor retail. The Community Transportation Study and subsequent Addendum Letters (prepared by Delcan/Parsons) projected an increase in vehicle traffic of approximately 105 to 120 veh/h during the morning and afternoon peak hours.

5 - 845 Carling Avenue

Richcraft Group of Companies is proposing the construction of a three-tower residential development at the above-noted address, consisting of approximately 486 residential units and 16,000 ft² of ground floor retail. The Community Transportation Study (prepared by Delcan/Parsons) projected an increase in vehicle traffic of approximately 150 to 175 veh/h during the morning and afternoon peak hours.

6 - 505 Preston Street

Claridge Homes is proposing the construction of a mixed-use development at the above-noted address, consisting of approximately 262 residential units, 5,000 ft² of ground floor retail and 17,550 ft² of office use. The Community Transportation Study Update (prepared by IBI Group) projected an increase in vehicle traffic of approximately 60 to 70 veh/h during the morning and afternoon peak hours.

7 - 265 Carling Avenue

Taggart is proposing the construction of a senior's residential development at the above-noted address, consisting of approximately 164 senior residential units. The Transportation Study and subsequent Addendum Letters (prepared by Delcan/Parsons) projected an increase in vehicle traffic of approximately 35 to 50 veh/h during the morning and afternoon peak hours.

8 - 770 Bronson Avenue

A residential building is planned to be constructed at the above-noted address, consisting of approximately 82 residential units. The Transportation Brief (prepared by Parsons) projected an increase in vehicle traffic of approximately 15 to 25 veh/h during the morning and afternoon peak hours.

9 - 774 Bronson Avenue

A student residential building is planned to be constructed at the above-noted address, consisting of approximately 176 residential units (345 beds). The Parking Justification and Traffic Operations Study (prepared by Cole Engineering Group) projected an increase in vehicle traffic of approximately 6 to 12 veh/h during the morning and afternoon peak hours.

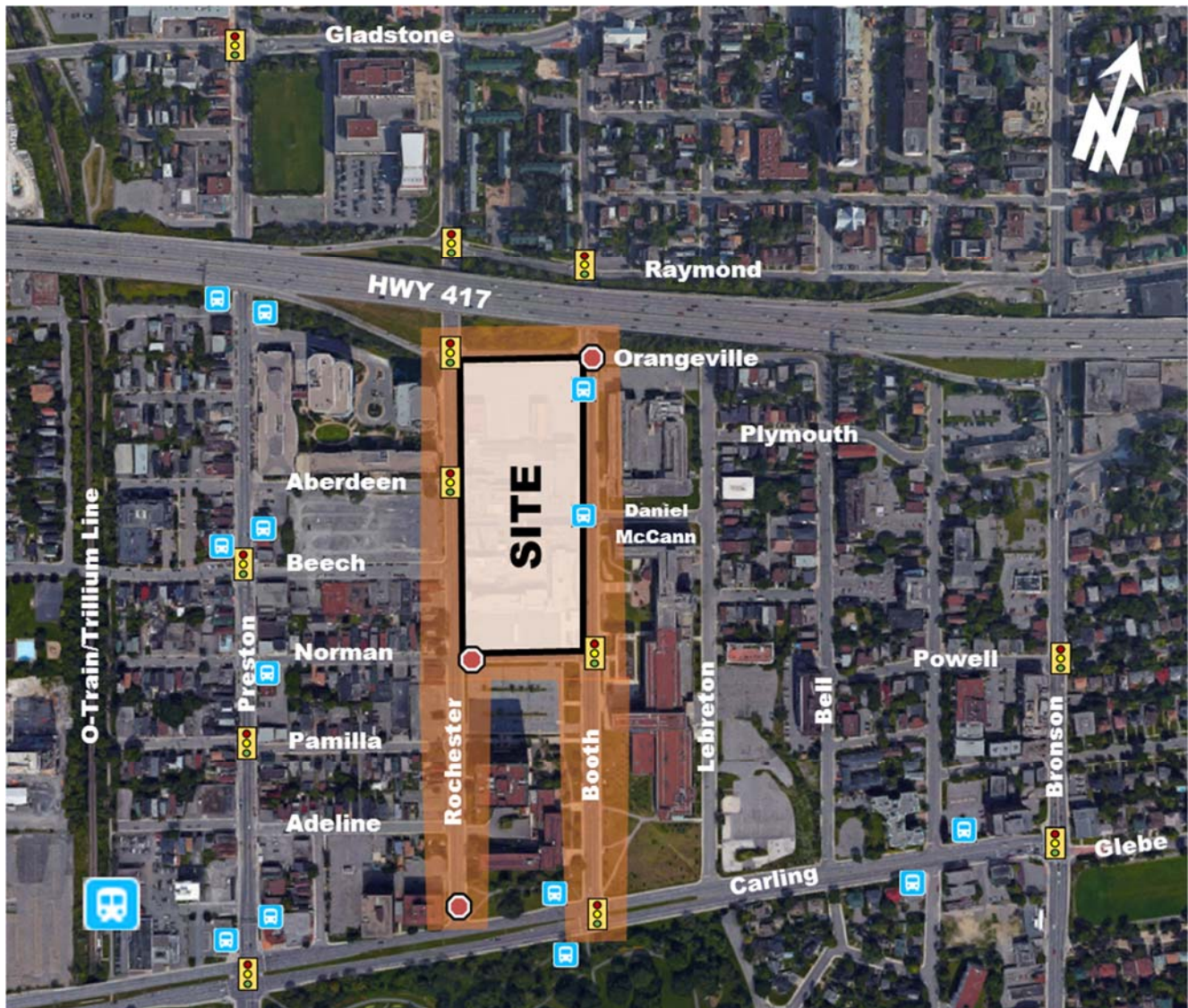
2.2. STUDY AREA AND TIME PERIODS

2.2.1. STUDY AREA

The study area for the proposed development is highlighted in Figure 12 and includes the following:

- Booth/Raymond;
- Booth/Orangeville;
- Booth/Norman;
- Booth/Carling;
- Rochester/Raymond;
- Rochester/Orangeville;
- Rochester/Aberdeen;
- Rochester/Norman;
- Rochester/Carling;
- Preston/Gladstone;
- Preston/Beech;
- Preston/Pamilla;
- Preston/Carling;
- Bronson/Powell;
- Bronson;/Carling
- Rochester Street, between Orangeville and Carling;
- Booth Street, between Orangeville and Carling;
- Orangeville Street, between Rochester and Booth; and
- Norman Street, between Rochester and Booth.

Figure 12: Proposed Study Area



PARSONS

The intent will be to focus the MMLOS Analysis (i.e., mid-block and at intersections) on the most important desire lines to/from nearby transit stops/stations. These include south (transit priority on Carling Avenue, including the Carling O-Train/Trillium Line Station), and northwest (future Gladstone O-Train/Trillium Line Station). Intersection MMLOS analyses at each of the 15 intersections and every road segment is not considered appropriate. The intersections and road segments that will be assessed in terms of MMLOS are:

- Rochester/Orangeville
- Rochester/Aberdeen
- Booth/Norman
- Booth/Carling
- Preston/Carling
- Preston/Gladstone
- Booth Street – adjacent to the site
- Norman Street – adjacent to the site
- Rochester Street – adjacent to the site; and
- Orangeville Street – adjacent to the site.

2.2.2. 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.

2.2.3. HORIZON YEARS

The estimated date of occupancy is estimated to be approximately 5-10 years away.

2.3. 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	4.1.2 Circulation and Access	Discussion for appropriate access locations will be included, however, no Site Plan is prepared, so turning templates and detailed loading bays will not be presented.
	4.1.3 New Street Networks	No new streets are proposed.
4.6 Neighbourhood Traffic Management	All elements	Access is provided along two major collector roadways in close proximity to HWY 417.
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. This will be confirmed in Step 3: Forecasting.

Prepared by:



André Sponder, B.A.Sc.
Transportation Analyst

Reviewed by:



Mark Baker, P.Eng.
Senior Project Manager

Appendix A

Peak Hour Traffic Count Volumes

5245355 - Aberdeen and Rochester - Nov - 16th - TMC

Wed Nov 16, 2016

AM Peak (8:30AM - 9:30AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road)

All Movements

ID: 366477, Location: 45.401927, -75.707706, Site Code: 36481103



Provided by: City of Ottawa

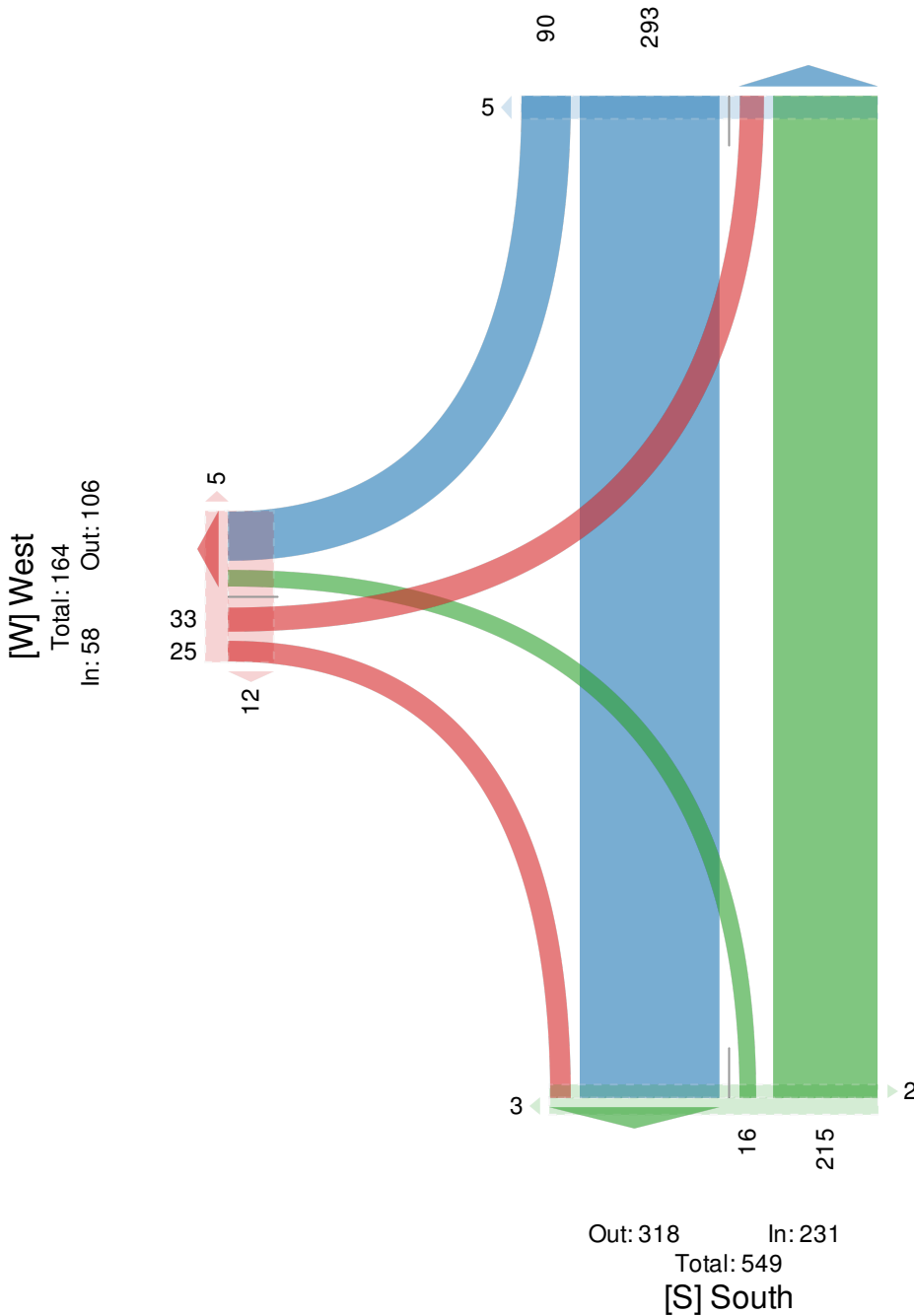
100 Constellation Dr, Nepean, ON, K2G 5J9, CA

[N] North

Total: 631

In: 383

Out: 248



5245355 - Aberdeen and Rochester - Nov - 16th - TMC

Wed Nov 16, 2016

PM Peak (4:30PM - 5:30PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road)

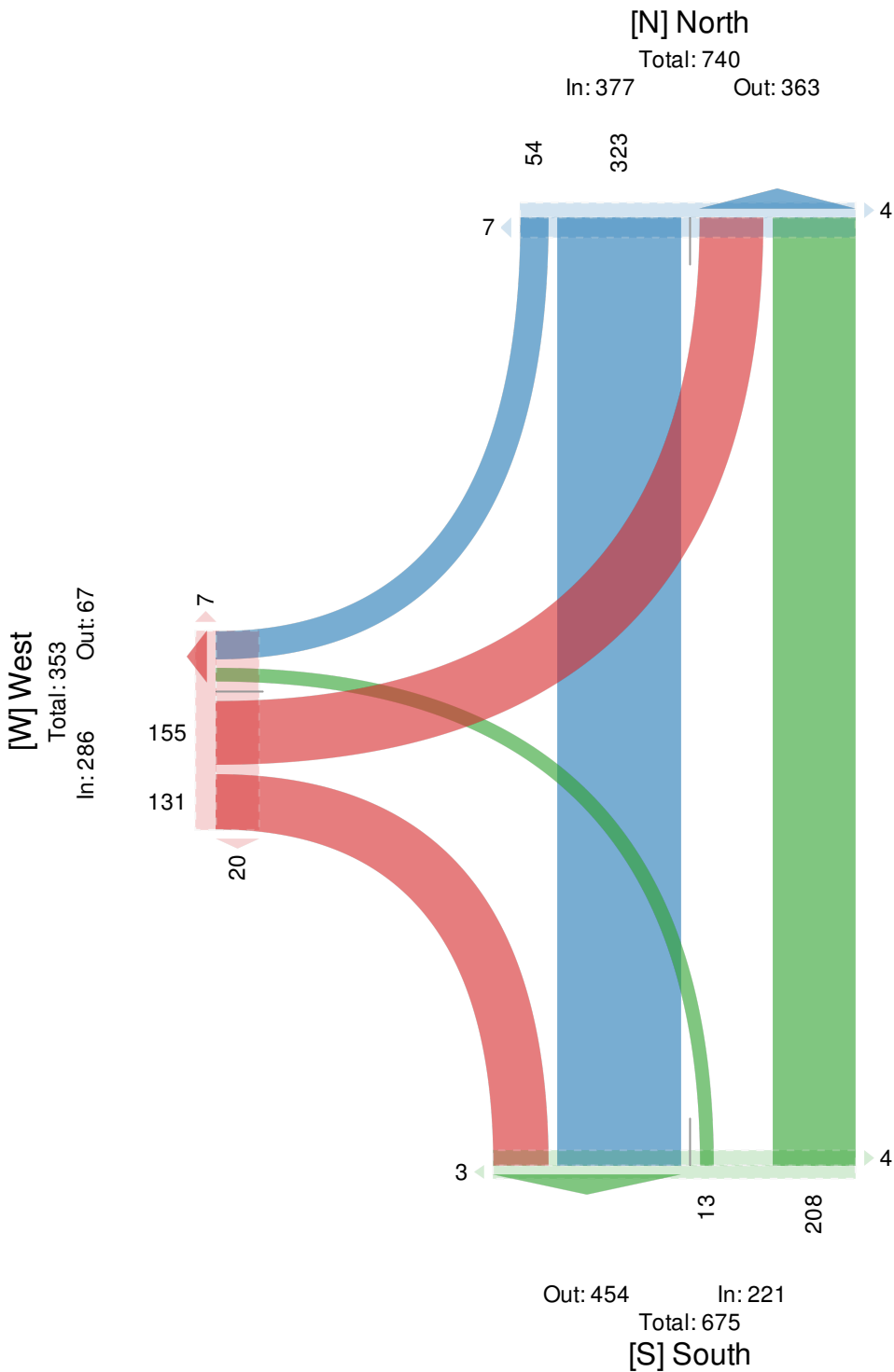
All Movements

ID: 366477, Location: 45.401927, -75.707706, Site Code: 36481103



Provided by: City of Ottawa

100 Constellation Dr, Nepean, ON, K2G 5J9, CA



5268230 - Preston and Beech - Sept - 7th - TMC

Wed Sep 7, 2016

AM Peak (8:15AM - 9:15AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road)

All Movements

ID: 341683, Location: 45.40071, -75.70962, Site Code: 36281103



Provided by: City of Ottawa

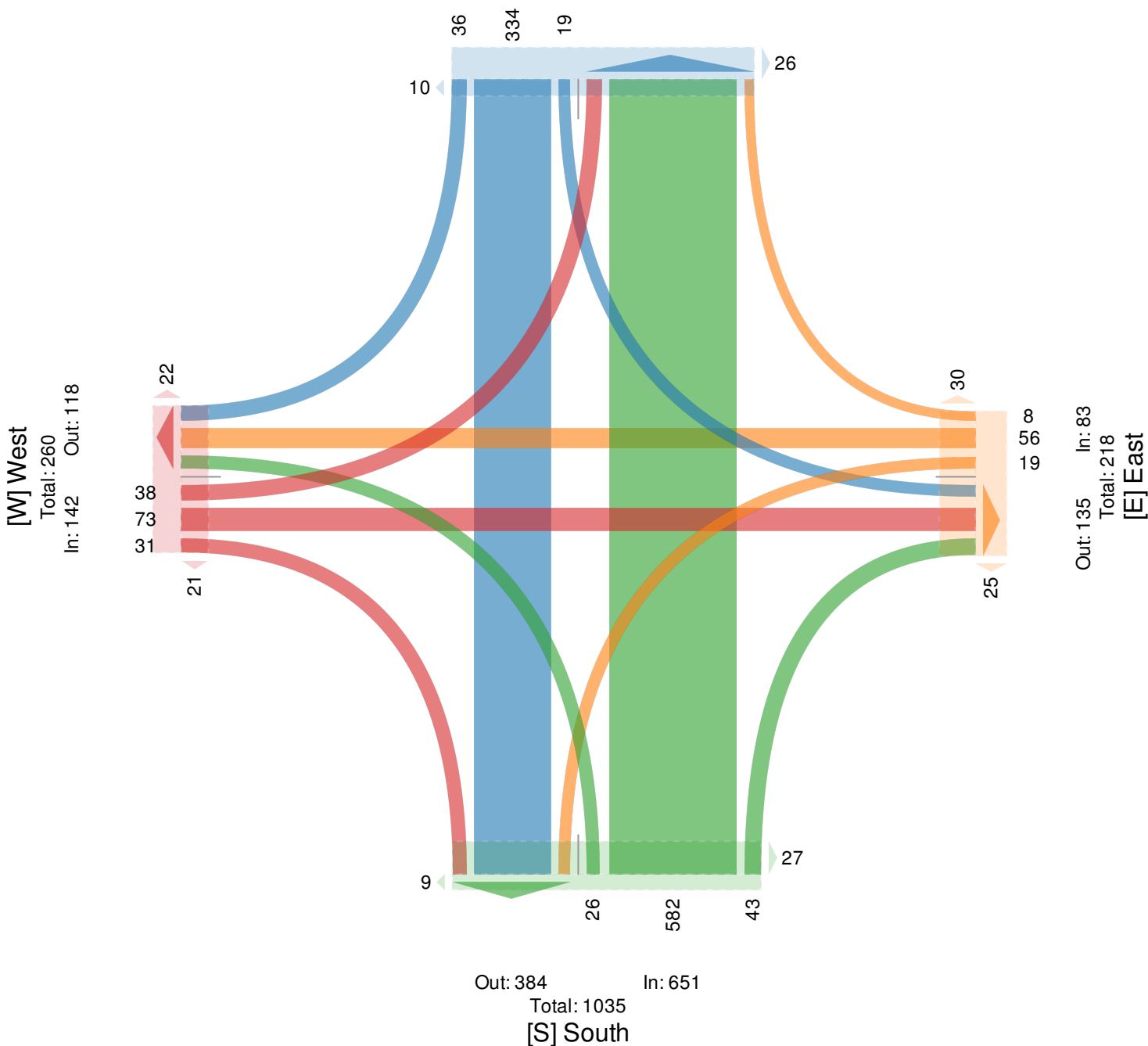
100 Constellation Dr, Nepean, ON, K2G 5J9, CA

[N] North

Total: 1017

In: 389

Out: 628



5268230 - Preston and Beech - Sept - 7th - TMC

Wed Sep 7, 2016

PM Peak (4:30PM - 5:30PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road)

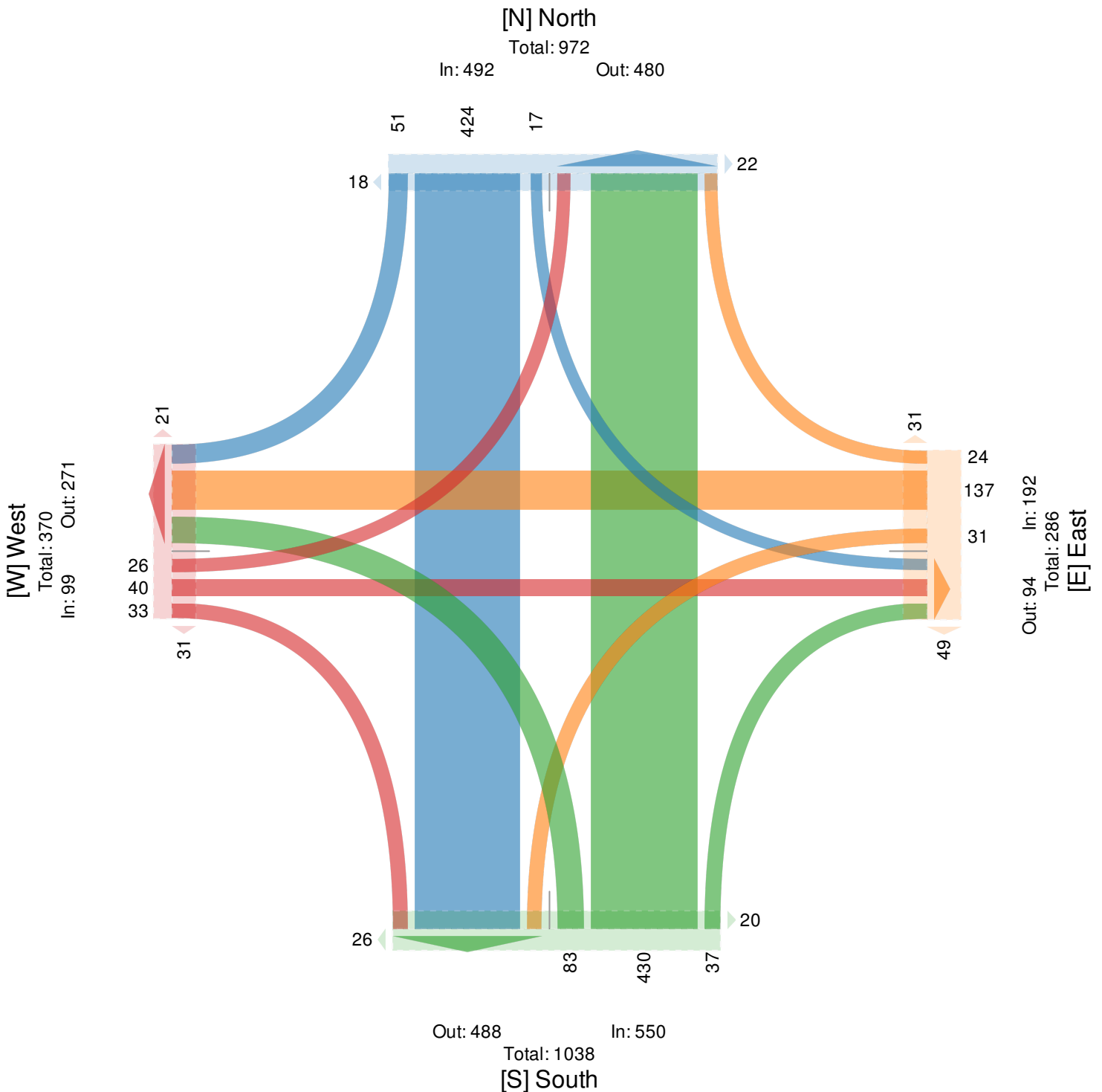
All Movements

ID: 341683, Location: 45.40071, -75.70962, Site Code: 36281103



Provided by: City of Ottawa

100 Constellation Dr, Nepean, ON, K2G 5J9, CA



5245346 - Booth and Carling - July - 26th - TMC

Tue Jul 26, 2016

AM Peak (8AM - 9AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road)

All Movements

ID: 334266, Location: 45.399071, -75.704256, Site Code: 36084103



Provided by: City of Ottawa

100 Constellation Dr, Nepean, ON, K2G 5J9, CA

[N] North

Total: 548

In: 222 Out: 326

92 130

36

6

38

14

100

521

1

[W] West

Total: 1403

Out: 621

In: 782

8

226

548

3

8

In: 622

Out: 679

Total: 1301

[E] East

5245346 - Booth and Carling - July - 26th - TMC

Tue Jul 26, 2016

PM Peak (4:15PM - 5:15PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road)

All Movements

ID: 334266, Location: 45.399071, -75.704256, Site Code: 36084103



Provided by: City of Ottawa

100 Constellation Dr, Nepean, ON, K2G 5J9, CA

[N] North

Total: 863

In: 638 Out: 225

398

240

14

23

7

11

43

722

[W] West

Total: 1922

In: 802

Out: 1120

182

620

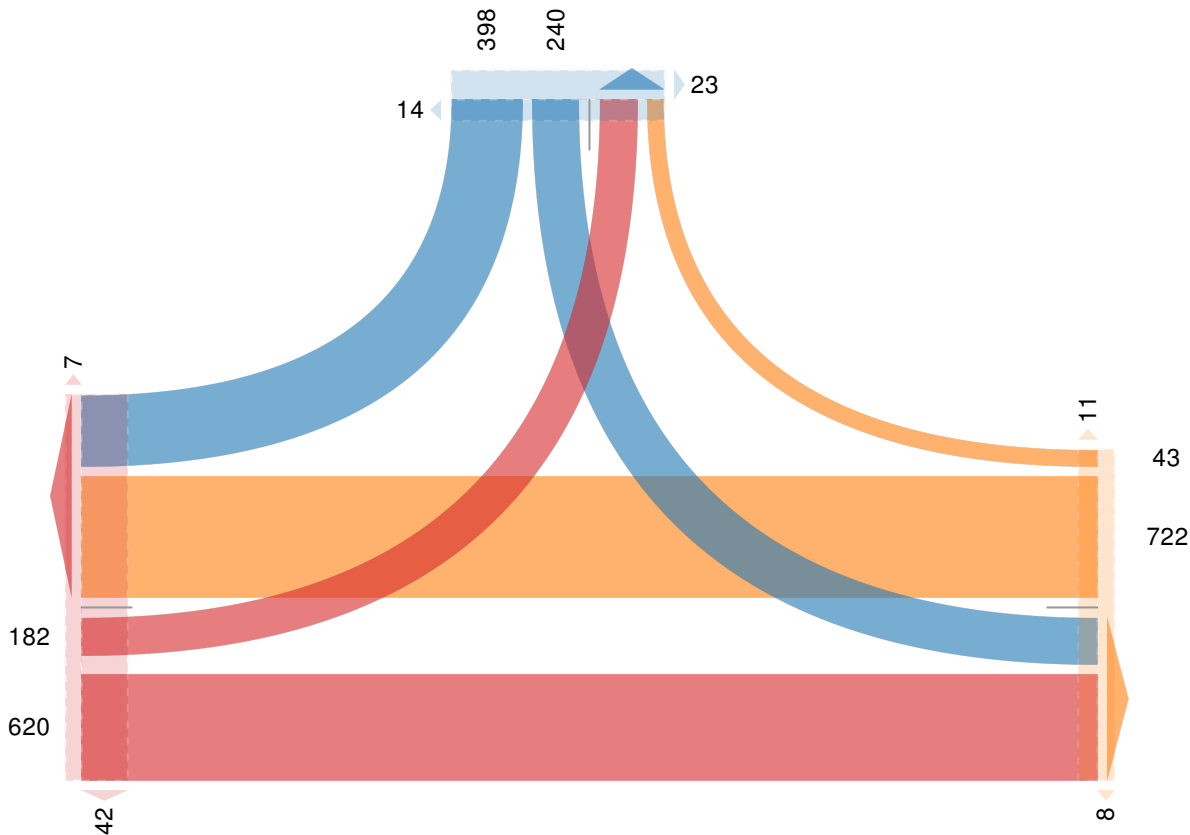
42

8

Out: 860 In: 765

Total: 1625

[E] East



5268129 - Booth and Norman - Sept - 1st - TMC

Thu Sep 1, 2016

AM Peak (7:45AM - 8:45AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road)

All Movements

ID: 341177, Location: 45.401035, -75.705473, Site Code: 36264103



Provided by: City of Ottawa

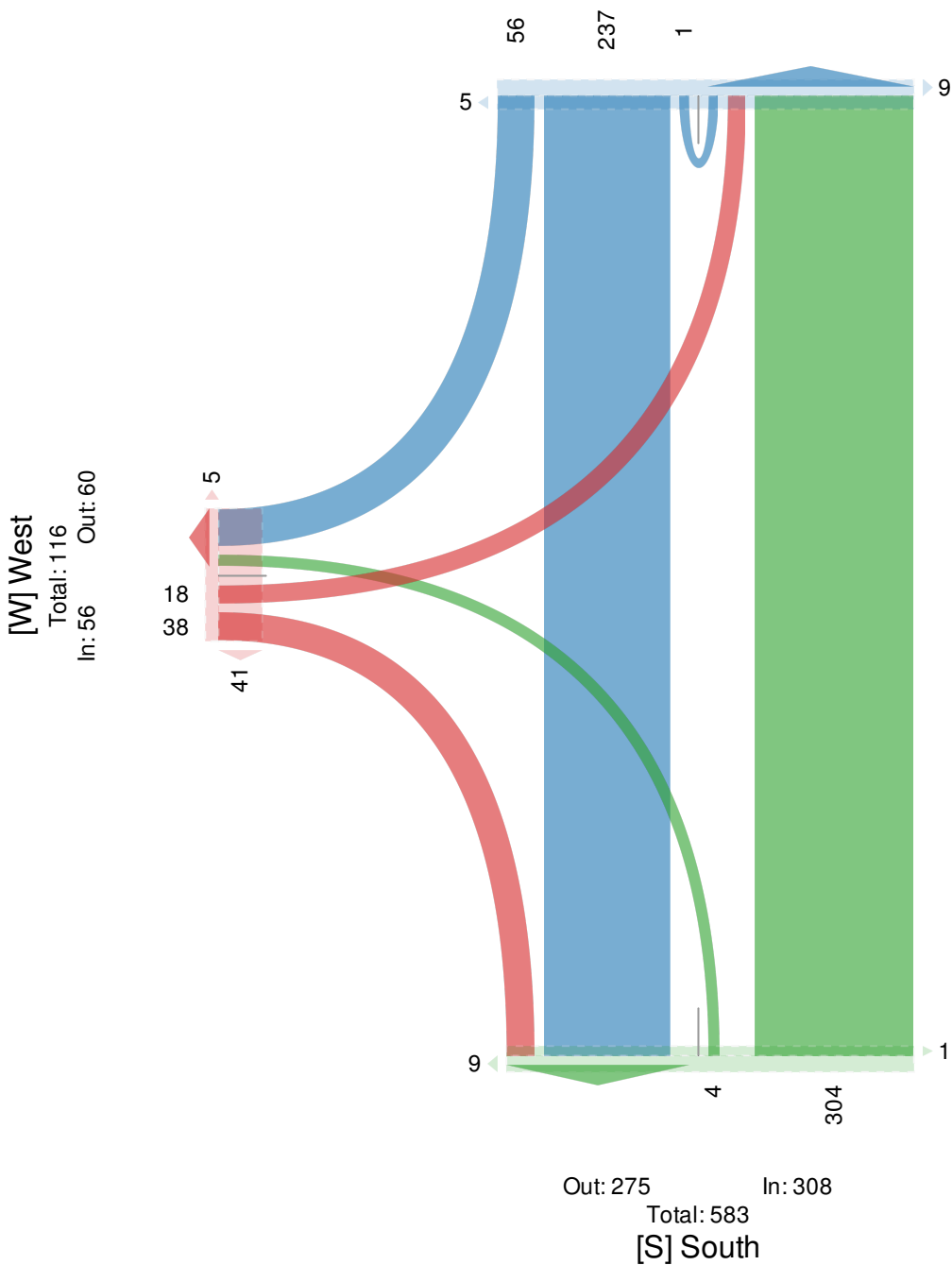
100 Constellation Dr, Nepean, ON, K2G 5J9, CA

[N] North

Total: 617

In: 294

Out: 323



5268129 - Booth and Norman - Sept - 1st - TMC

Thu Sep 1, 2016

PM Peak (4:15PM - 5:15PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road)

All Movements

ID: 341177, Location: 45.401035, -75.705473, Site Code: 36264103



Provided by: City of Ottawa

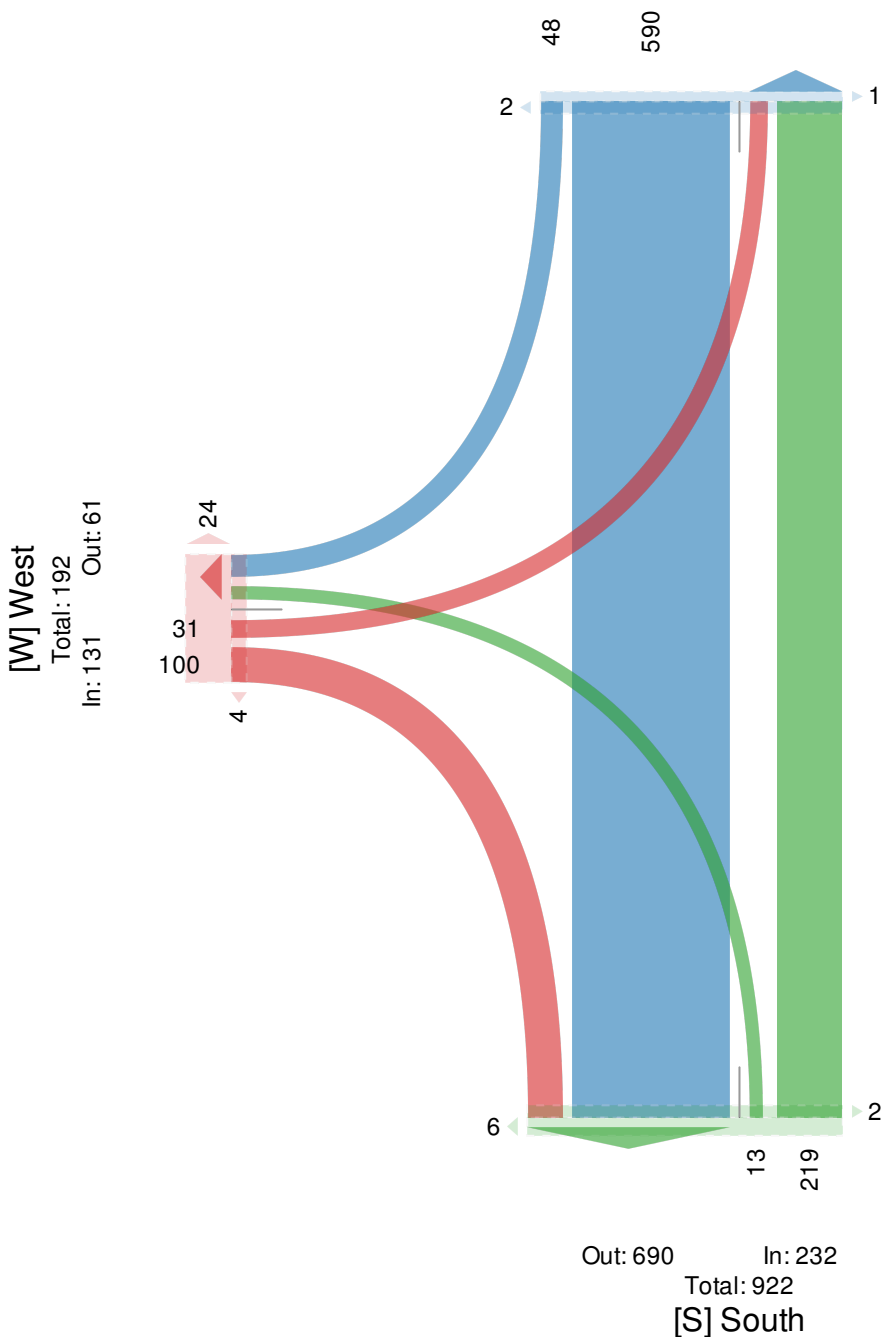
100 Constellation Dr, Nepean, ON, K2G 5J9, CA

[N] North

Total: 888

In: 638

Out: 250



5268135 - Booth and Orangeville - Sept- 1st - TMC

Thu Sep 1, 2016

AM Peak (7:45AM - 8:45AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road)

All Movements

ID: 341187, Location: 45.403308, -75.706822, Site Code: 36265103



Provided by: City of Ottawa

100 Constellation Dr, Nepean, ON, K2G 5J9, CA

[N] North

Total: 794

In: 362

Out: 432

284

78

5

[W] West

Total: 244

Out: 0

In: 244

130

78

36

35

9

2

302

40

7

In: 0

Out: 164

Total: 164

[E] East

Out: 320

In: 310

Total: 630

[S] South

5268135 - Booth and Orangeville - Sept- 1st - TMC

Thu Sep 1, 2016

PM Peak (4:15PM - 5:15PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road)

All Movements

ID: 341187, Location: 45.403308, -75.706822, Site Code: 36265103



Provided by: City of Ottawa

100 Constellation Dr, Nepean, ON, K2G 5J9, CA

[N] North

Total: 1045

In: 658

Out: 387

588

70

1

[W] West

Total: 308

In: 308

Out: 0

27
119
164
25

9

3

Out: 613

In: 283

Total: 896

[S] South

268

15

Out: 249

In: 0

Total: 249

[E] East

35
13

13

5268137 - Booth and Raymond - Sept- 1st - TMC

Thu Sep 1, 2016

AM Peak (7:45AM - 8:45AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road)

All Movements

ID: 341199, Location: 45.403958, -75.707225, Site Code: 36266103



Provided by: City of Ottawa

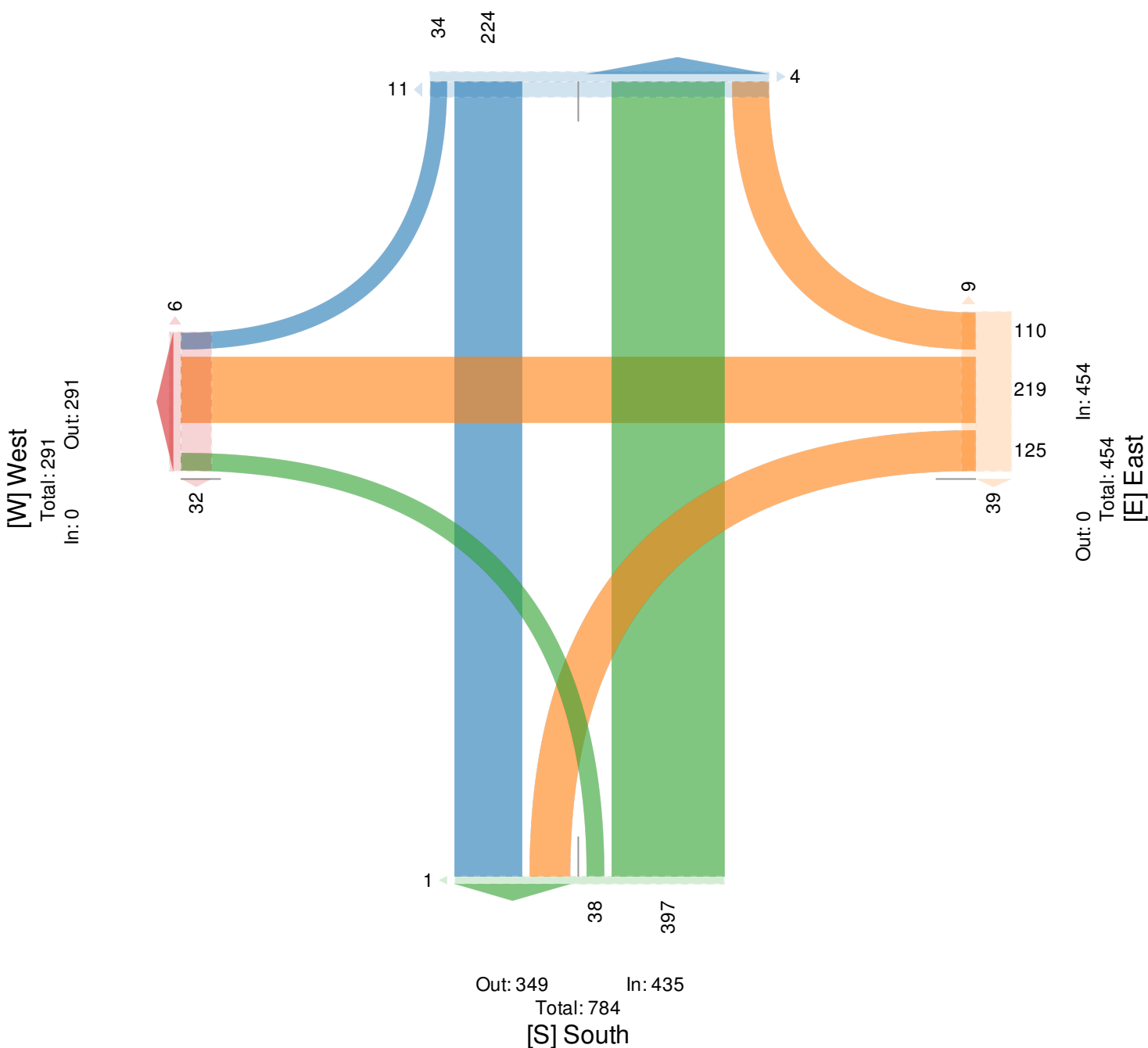
100 Constellation Dr, Nepean, ON, K2G 5J9, CA

[N] North

Total: 765

In: 258

Out: 507



5268137 - Booth and Raymond - Sept- 1st - TMC

Thu Sep 1, 2016

PM Peak (4:15PM - 5:15PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road)

All Movements

ID: 341199, Location: 45.403958, -75.707225, Site Code: 36266103



Provided by: City of Ottawa

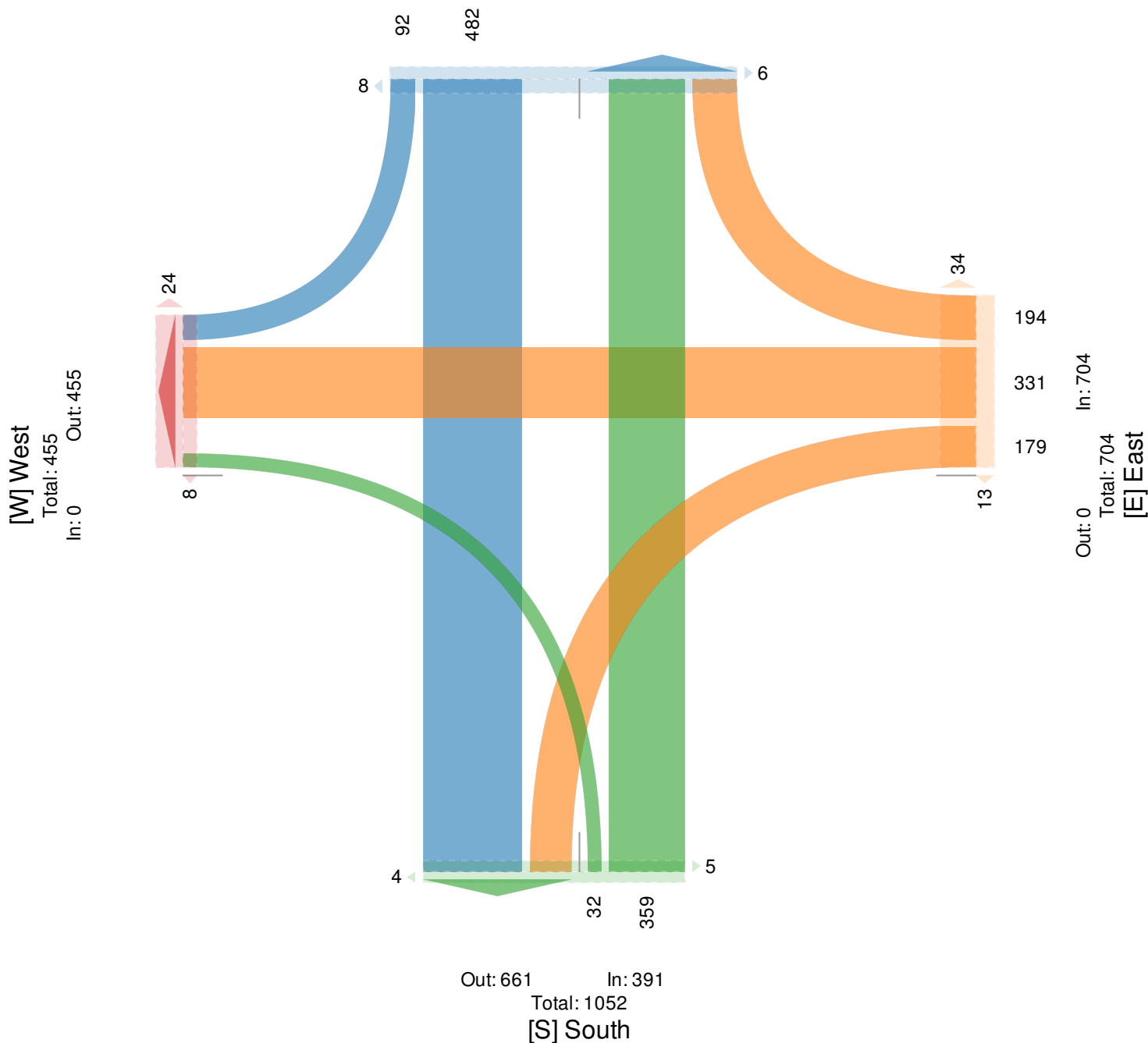
100 Constellation Dr, Nepean, ON, K2G 5J9, CA

[N] North

Total: 1127

In: 574

Out: 553



5347405 - BRONSON AVE/ CARLING AVE/ GLEBE AVE - Jan 10th -

TMC

Wed Jan 10, 2018

AM Peak (7:45AM - 8:45AM) - Overall Peak Hour

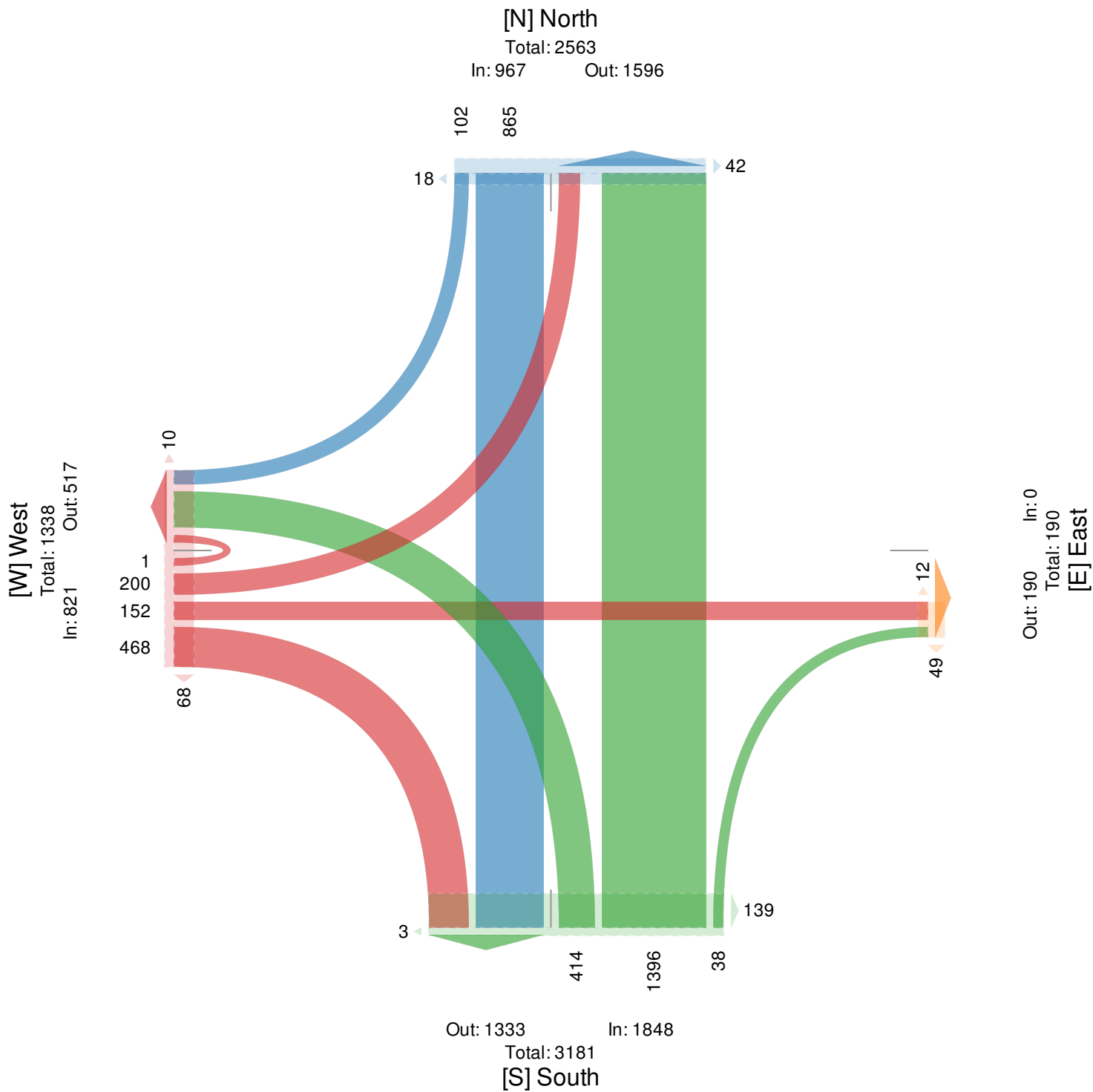
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road)

All Movements

ID: 485262, Location: 45.401058, -75.699682



Provided by: City of Ottawa
100 Constellation Dr,
Nepean, ON, K2G 5J9, CA



5347405 - BRONSON AVE/ CARLING AVE/ GLEBE AVE - Jan 10th -

TMC

Wed Jan 10, 2018

PM Peak (3:45PM - 4:45PM)

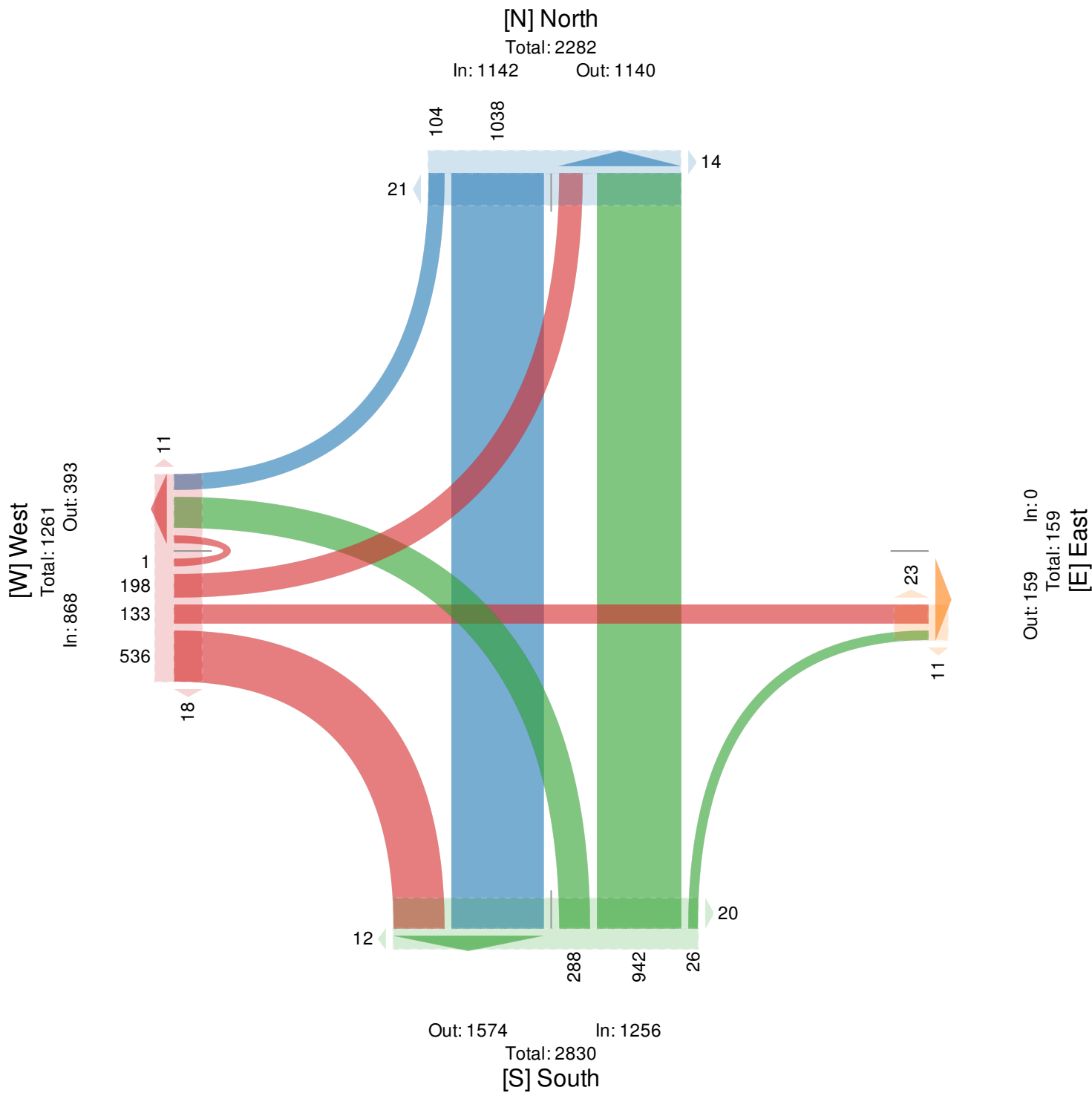
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road)

All Movements

ID: 485262, Location: 45.401058, -75.699682



Provided by: City of Ottawa
100 Constellation Dr,
Nepean, ON, K2G 5J9, CA





Transportation Services - Traffic Services

Turning Movement Count - Full Study Peak Hour Diagram

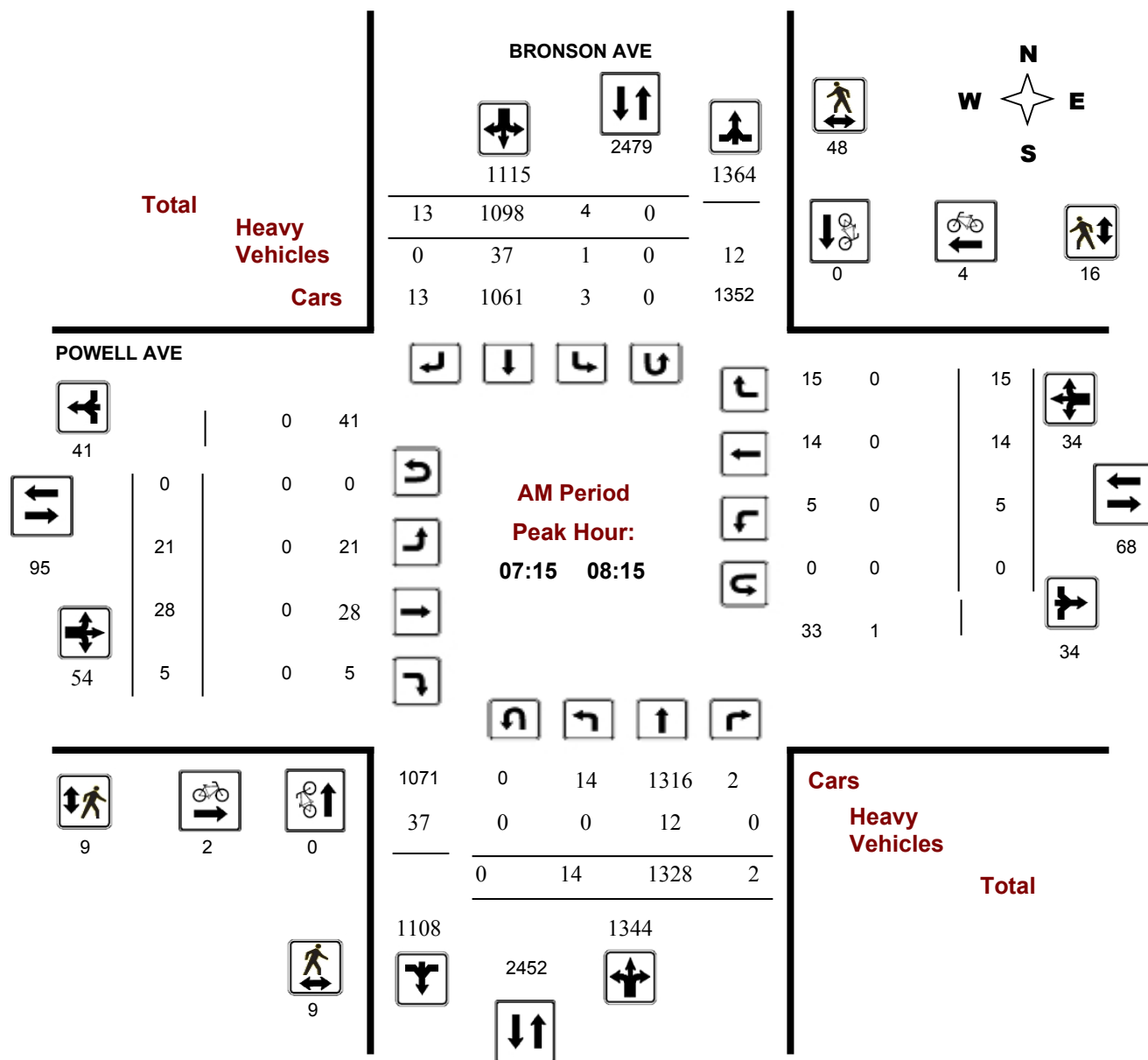
BRONSON AVE @ POWELL AVE

Survey Date: Friday, August 28, 2015

Start Time: 07:00

WO No: 35323

Device: Jamar Technologies, Inc





Transportation Services - Traffic Services

Turning Movement Count - Full Study Peak Hour Diagram

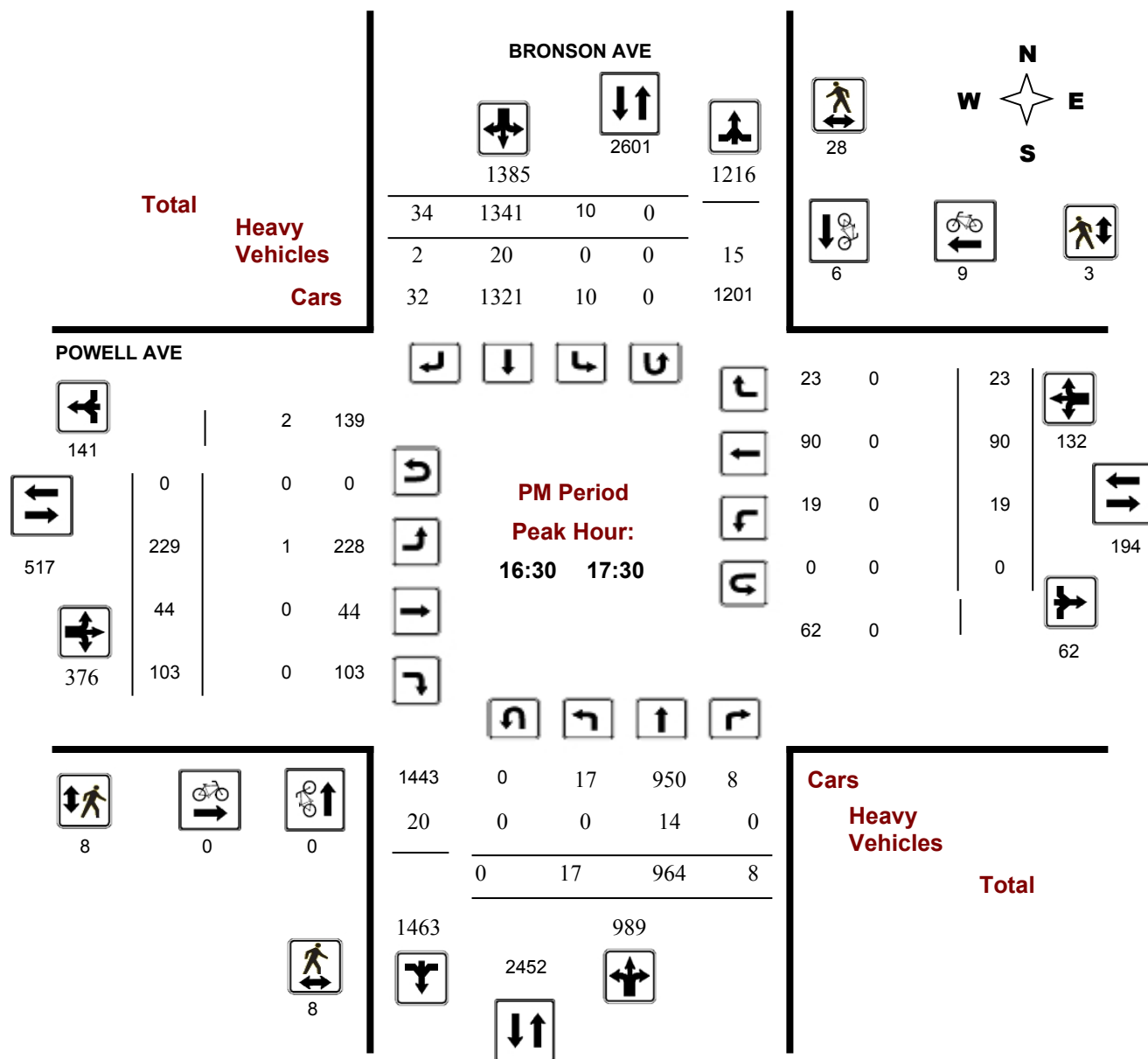
BRONSON AVE @ POWELL AVE

Survey Date: Friday, August 28, 2015

Start Time: 07:00

WO No: 35323

Device: Jamar Technologies, Inc



5318194 - Carling and Preston - June - 20th - TMC

Tue Jun 20, 2017

AM Peak (8AM - 9AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road)

All Movements

ID: 425813, Location: 45.39755, -75.707704, Site Code: 37131103



Provided by: City of Ottawa

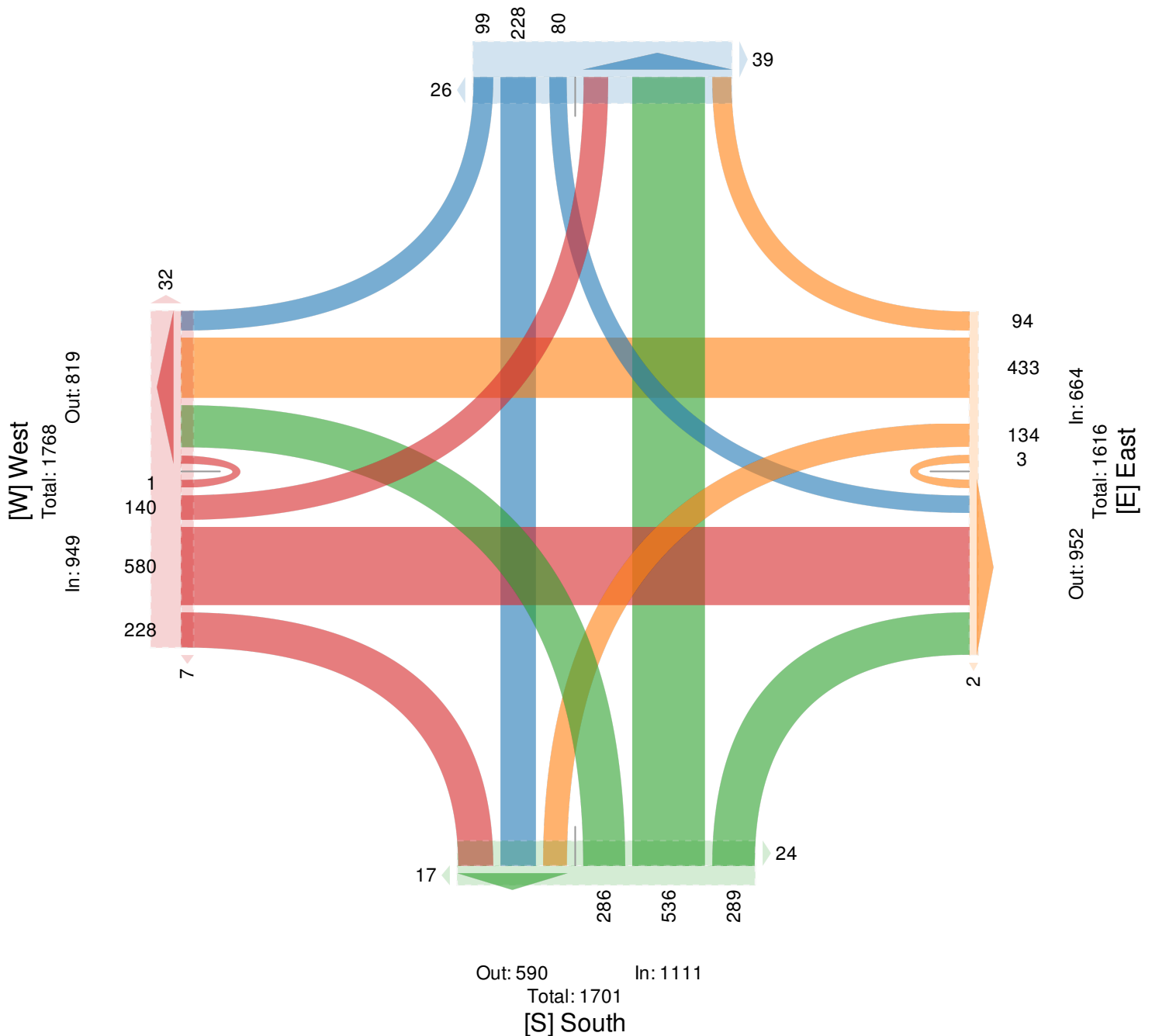
100 Constellation Dr, Nepean, ON, K2G 5J9, CA

[N] North

Total: 1177

In: 407

Out: 770



5318194 - Carling and Preston - June - 20th - TMC

Tue Jun 20, 2017

PM Peak (4:15PM - 5:15PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road)

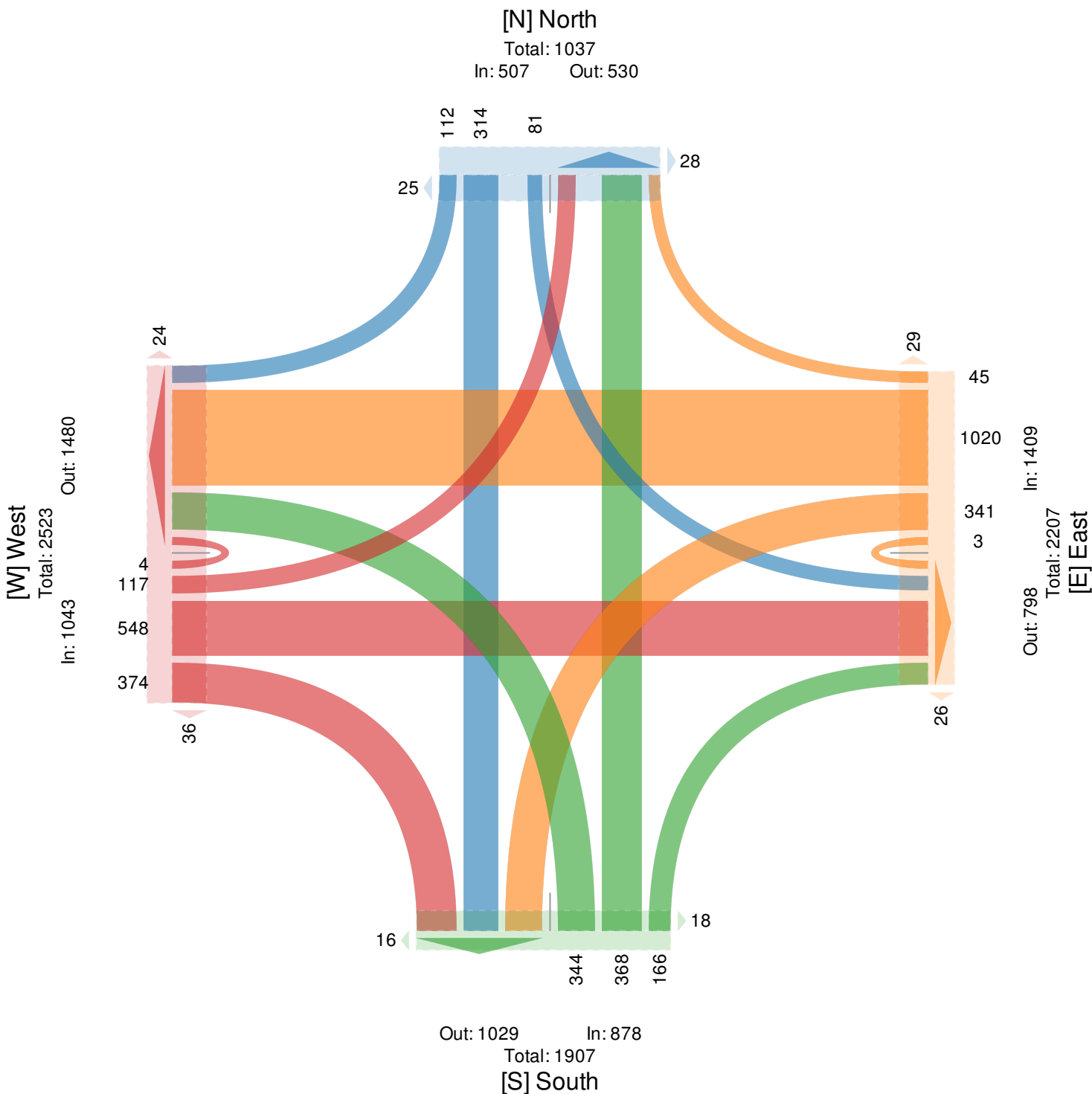
All Movements

ID: 425813, Location: 45.39755, -75.707704, Site Code: 37131103



Provided by: City of Ottawa

100 Constellation Dr, Nepean, ON, K2G 5J9, CA



5318201 Gladstone and Preston - June - 20th - TMC

Tue Jun 20, 2017

AM Peak (8AM - 9AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road)

All Movements

ID: 425814, Location: 45.404641, -75.711905, Site Code: 37132103



Provided by: City of Ottawa

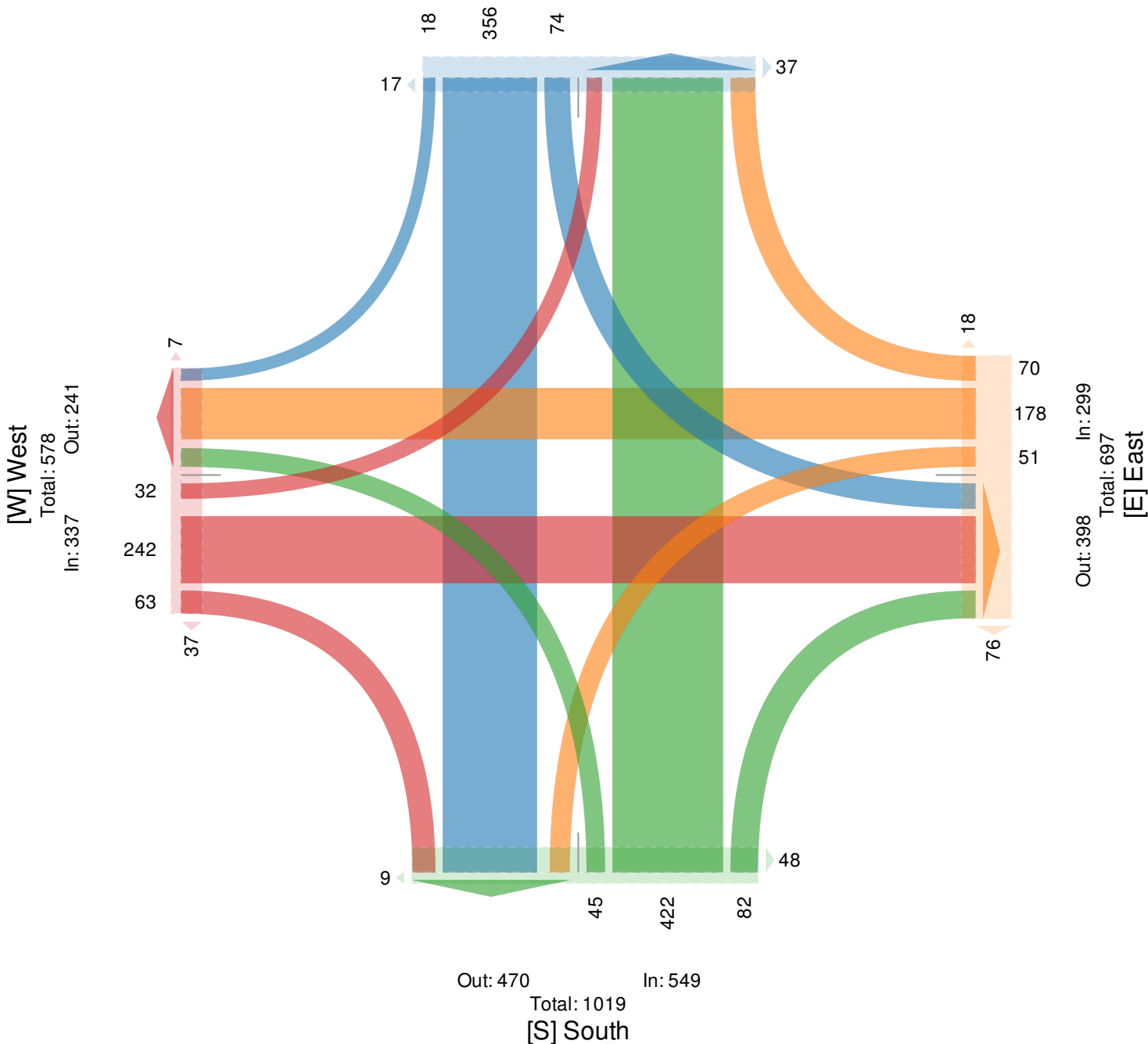
100 Constellation Dr, Nepean, ON, K2G 5J9, CA

[N] North

Total: 972

In: 448

Out: 524



5318201 Gladstone and Preston - June - 20th - TMC

Tue Jun 20, 2017

PM Peak (4:15PM - 5:15PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road)

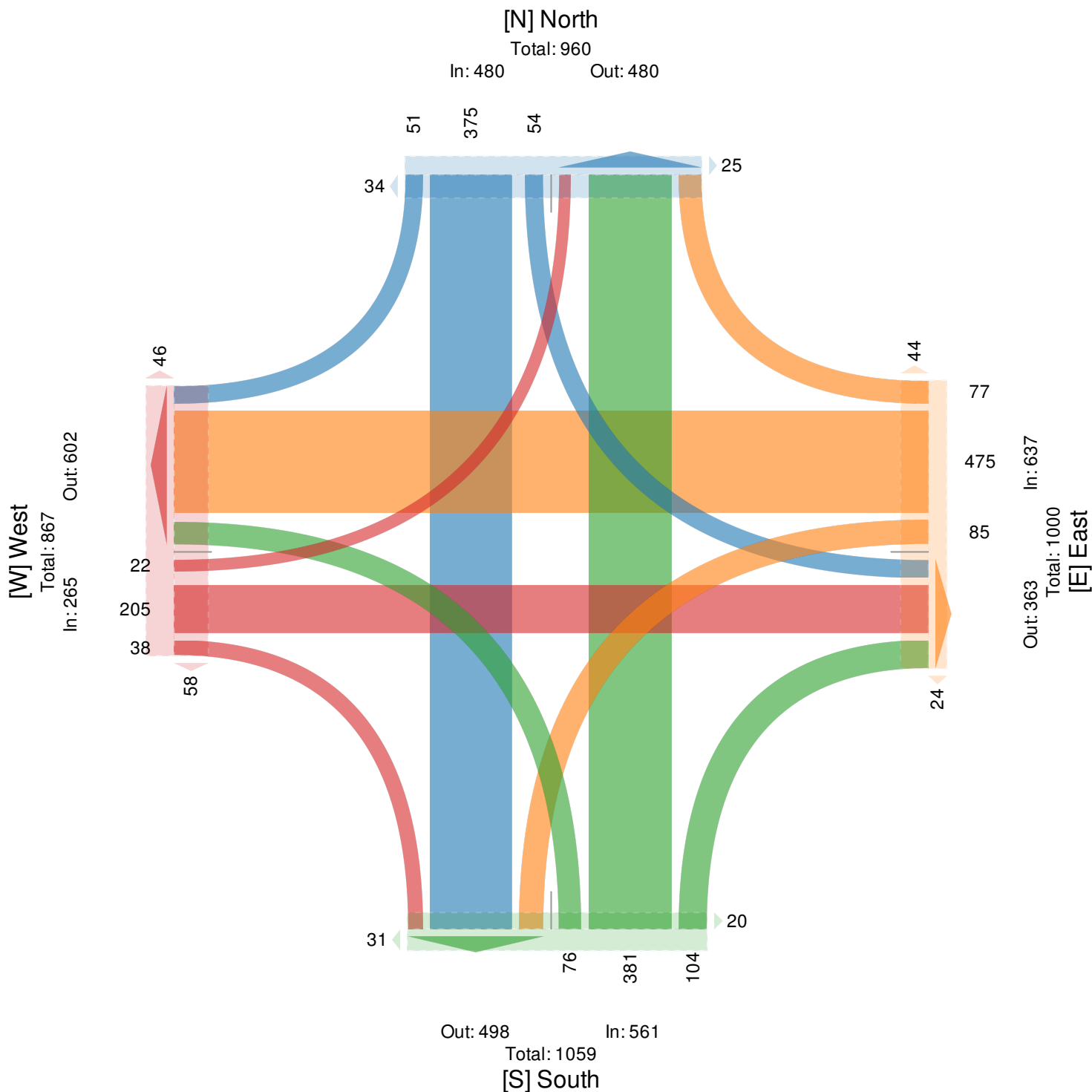
All Movements

ID: 425814, Location: 45.404641, -75.711905, Site Code: 37132103



Provided by: City of Ottawa

100 Constellation Dr, Nepean, ON, K2G 5J9, CA



5245545 - Orangeville and Hwy 417/Rochester - Nov- 16th -

TMC

Wed Nov 16, 2016

AM Peak (8:15AM - 9:15AM)

All Classes (Lights, Pedestrians, Bicycles on Road)

All Movements

ID: 366544, Location: 45.402892, -75.708282, Site Code: 36479103



Provided by: City of Ottawa
100 Constellation Dr, Nepean, ON, K2G 5J9, CA

[N] North

Total: 642

In: 287 Out: 355

267 20

1 1

[W] West

Total: 682

Out: 0

In: 682

174

234

274

3

12

15

181

41

Out: 541 In: 222

Total: 763

[S] South

Out: 295 In: 0

Total: 295

[E] East

3

10

Out: 295 In: 0

Total: 295

[E] East

5245545 - Orangeville and Hwy 417/Rochester - Nov - 16th -

TMC

Wed Nov 16, 2016

PM Peak (4:30PM - 5:30PM) - Overall Peak Hour

All Classes (Lights, Pedestrians, Bicycles on Road)

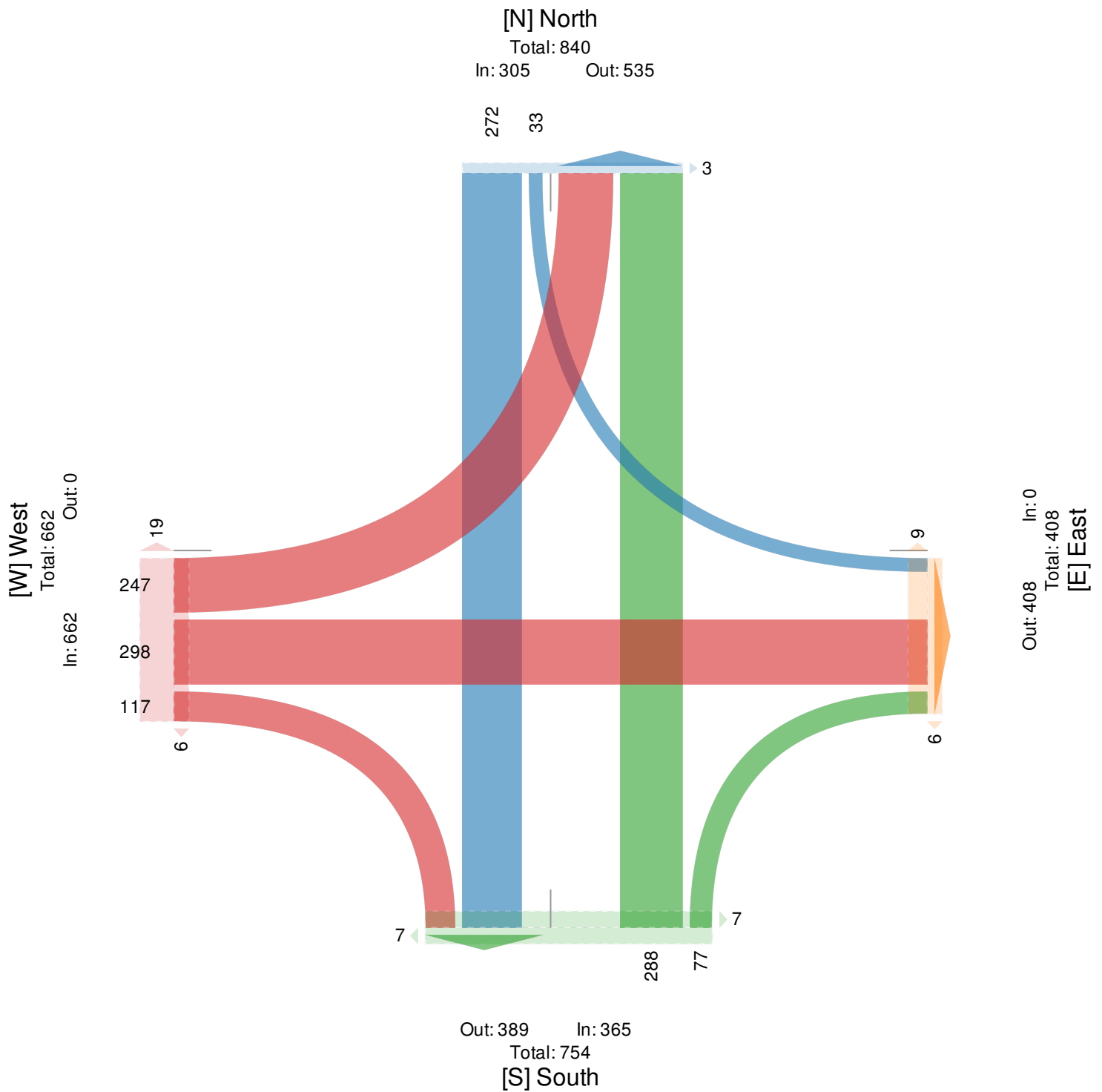
All Movements

ID: 366544, Location: 45.402892, -75.708282, Site Code: 36479103



Provided by: City of Ottawa

100 Constellation Dr, Nepean, ON, K2G 5J9, CA



5268232 - Preston and Pamilla - Sept - 7th - TMC

Wed Sep 7, 2016

AM Peak (8:15AM - 9:15AM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road)

All Movements

ID: 341680, Location: 45.39933, -75.708743, Site Code: 36279103



Provided by: City of Ottawa

100 Constellation Dr, Nepean, ON, K2G 5J9, CA

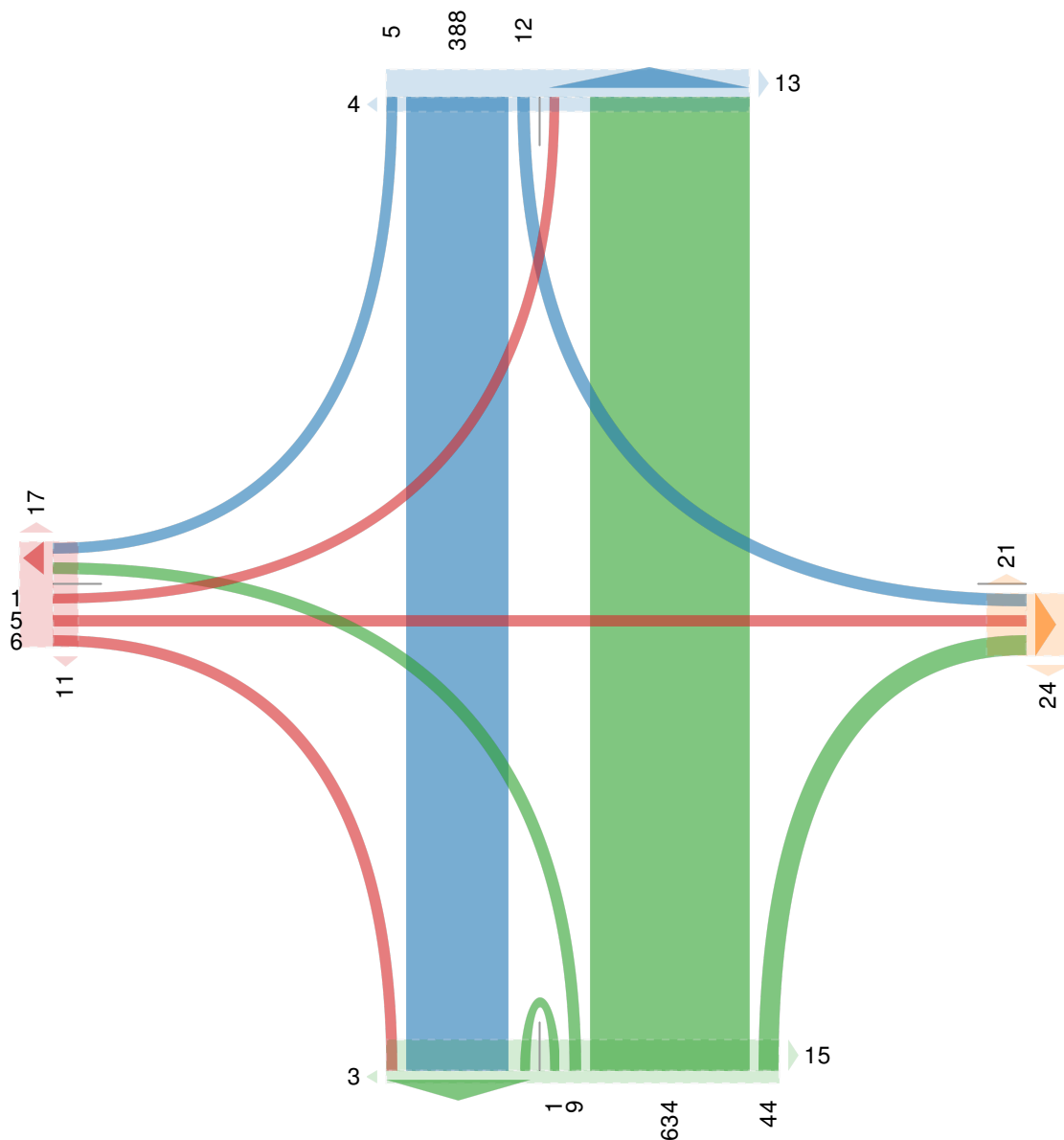
[N] North

Total: 1040

In: 405

Out: 635

[W] West
Total: 26
In: 12 Out: 14



5268232 - Preston and Pamilla - Sept - 7th - TMC

Wed Sep 7, 2016

PM Peak (4:30PM - 5:30PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road)

All Movements

ID: 341680, Location: 45.39933, -75.708743, Site Code: 36279103



Provided by: City of Ottawa

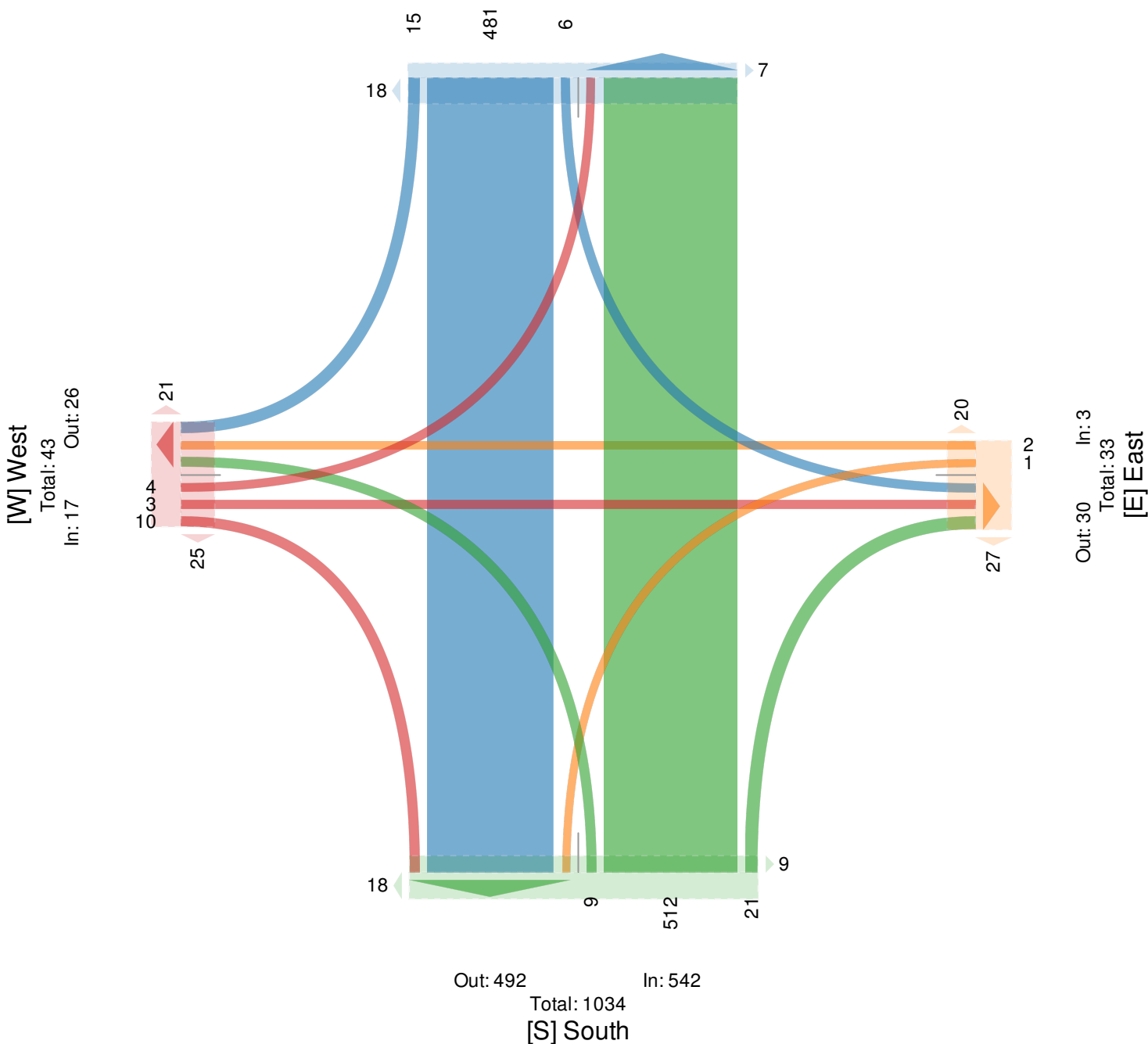
100 Constellation Dr, Nepean, ON, K2G 5J9, CA

[N] North

Total: 1018

In: 502

Out: 516



5245550 - Raymond and Rochester / Hwy 417 IC121BR16 - TMC

Wed Nov 16, 2016

AM Peak (8:15AM - 9:15AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road)

All Movements

ID: 366550, Location: 45.403763, -75.708785, Site Code: 36480103



Provided by: City of Ottawa

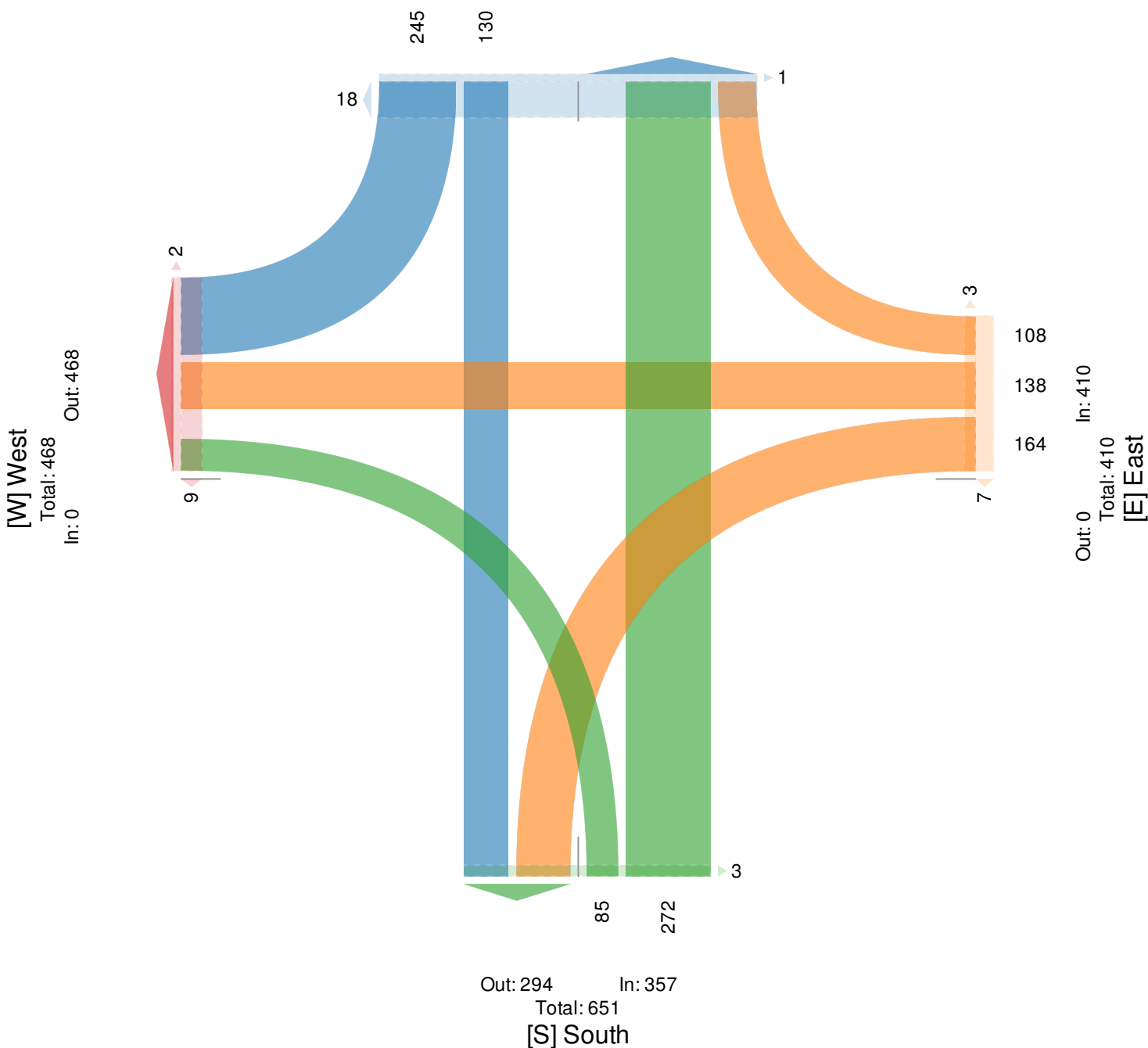
100 Constellation Dr, Nepean, ON, K2G 5J9, CA

[N] North

Total: 755

In: 375

Out: 380



5245550 - Raymond and Rochester / Hwy 417 IC121BR16 - TMC

Wed Nov 16, 2016

PM Peak (4:30PM - 5:30PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Road)

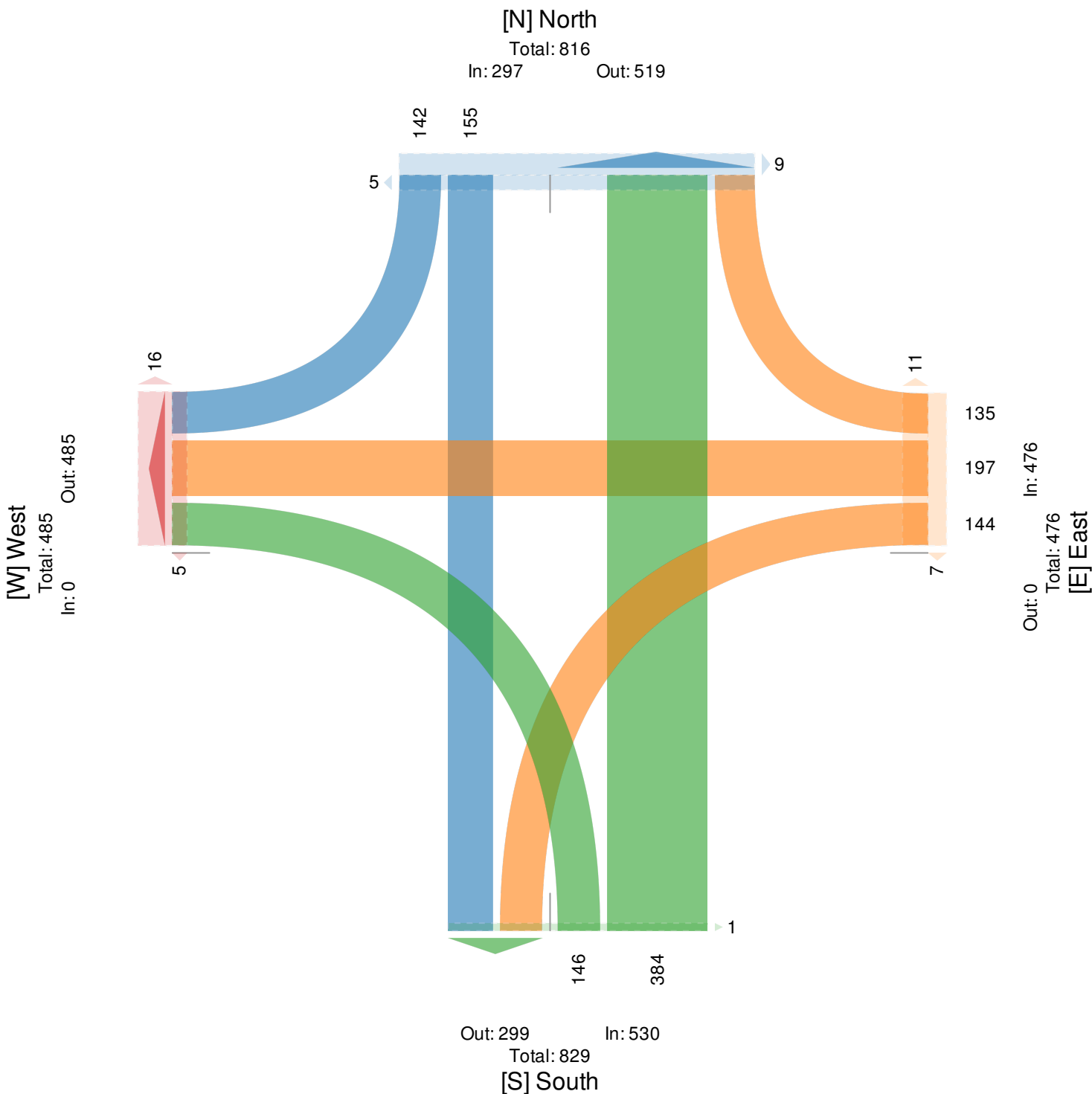
All Movements

ID: 366550, Location: 45.403763, -75.708785, Site Code: 36480103



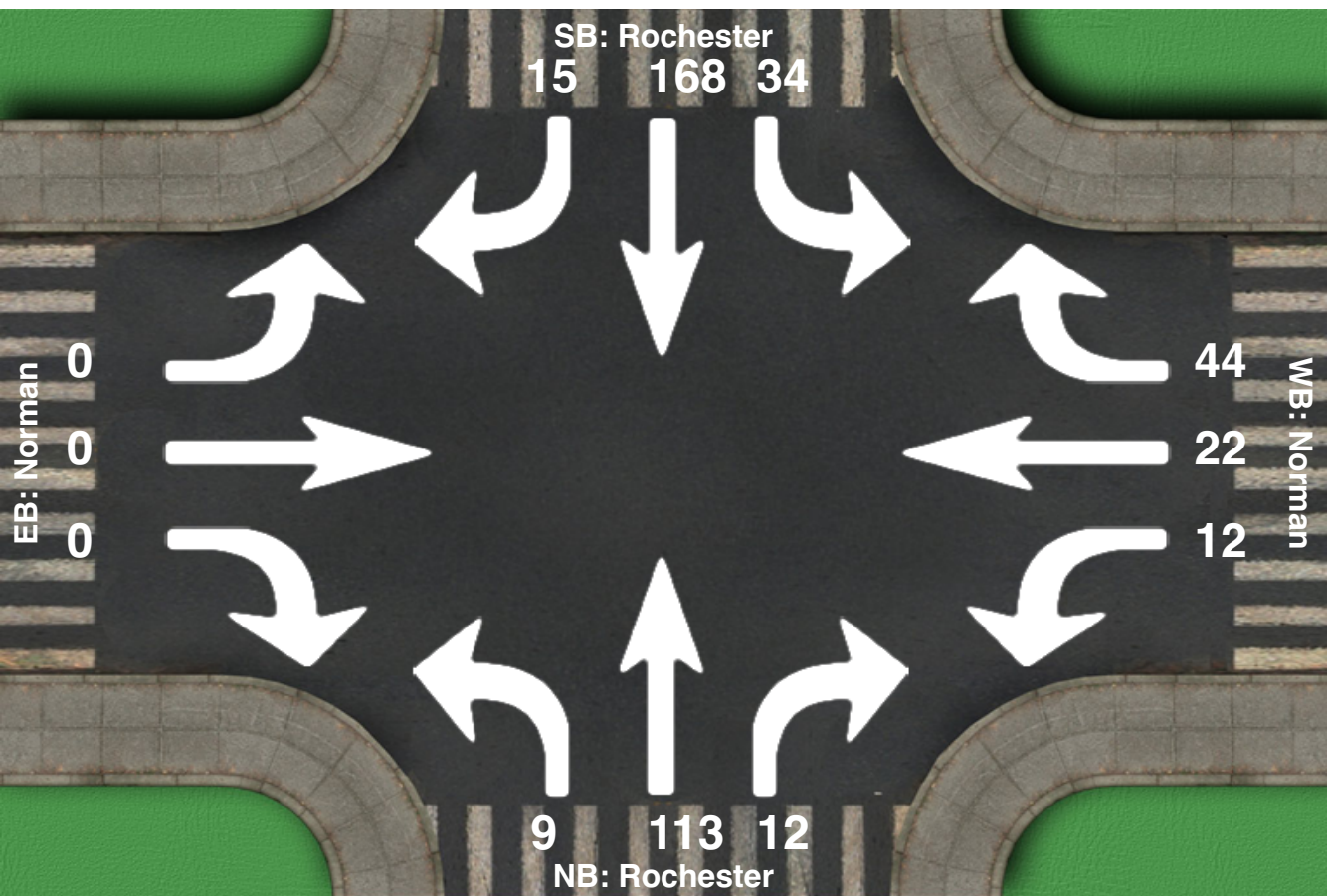
Provided by: City of Ottawa

100 Constellation Dr, Nepean, ON, K2G 5J9, CA



Intersection Peak Hour

Location: Rochester at Norman, Ottawa
GPS Coordinates:
Date: 2018-02-27
Day of week: Tuesday
Weather: Sunny
Analyst: Rani Nahas



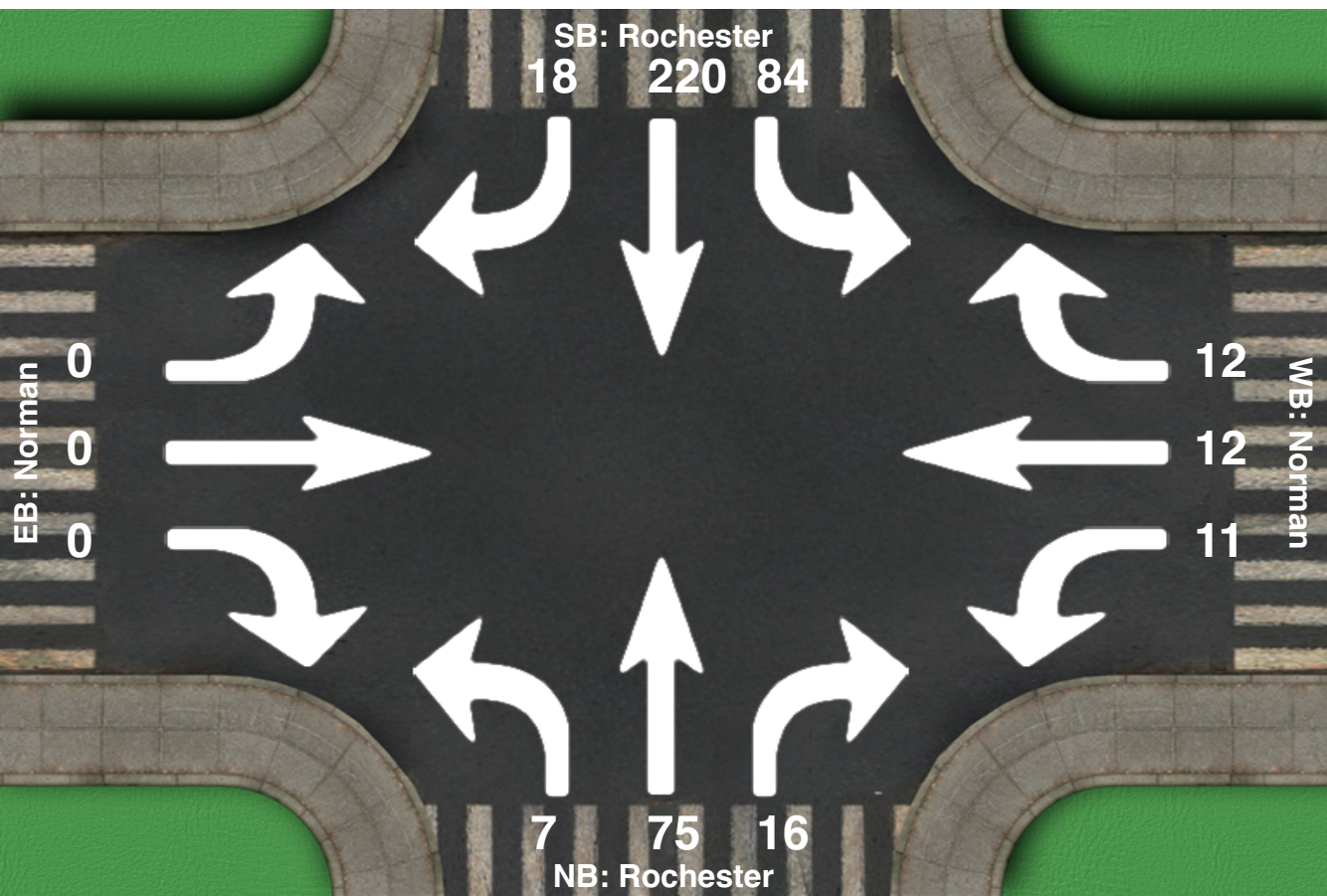
Intersection Peak Hour

08:05 - 09:05

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	34	168	15	12	22	44	9	113	12	0	0	0	429
Factor	0.57	0.74	0.42	0.33	0.31	0.46	0.25	0.78	0.25	0.00	0.00	0.00	0.76
Approach Factor	0.72			0.59			0.70			0.00			

Intersection Peak Hour

Location: Rochester at Norman, Ottawa
GPS Coordinates:
Date: 2018-02-27
Day of week: Tuesday
Weather: Sunny
Analyst: Rani Nahas



Intersection Peak Hour

16:30 - 17:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	84	220	18	11	12	12	7	75	16	0	0	0	455
Factor	0.58	0.73	0.50	0.23	0.50	0.50	0.19	0.52	0.44	0.00	0.00	0.00	0.79
Approach Factor	0.77			0.36			0.58			0.00			

Appendix B

Collision Data and Analysis

Total Area

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	Single Vehicle (other)	Single vehicle (Unattended vehicle)	Other	Total
P.D. only	48	26	34	42	1	2	6	2	161
Non-fatal injury	24	14	1	13	0	6	2	0	60
Non reportable	1	0	2	0	0	0	0	0	3
Total	73	40	37	55	1	8	8	2	224
	#1 or 33%	#3 or 18%	#4 or 17%	#2 or 25%	#8 or 0%	#5 or 4%	#5 or 4%	#7 or 1%	

72%
27%
1%
100%

CARLING AVE/PRESTON ST

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2012-2016	35	38,297	1825	0.50

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	Single Vehicle (other)	Single vehicle (Unattended vehicle)	Other	Total
P.D. only	8	1	4	5	0	2	0	0	20
Non-fatal injury	6	7	0	1	0	0	0	0	14
Non reportable	0	0	1	0	0	0	0	0	1
Total	14	8	5	6	0	2	0	0	35
	40%	23%	14%	17%	0%	6%	0%	0%	

57%
40%
3%
100%

BOOTH ST/RAYMOND ST

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2012-2016	8	14,789	1825	0.30

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	Single Vehicle (other)	Single vehicle (Unattended vehicle)	Other	Total
P.D. only	1	1	1	1	0	0	1	0	5
Non-fatal injury	0	0	0	3	0	0	0	0	3
Non reportable	0	0	0	0	0	0	0	0	0
Total	1	1	1	4	0	0	1	0	8
	13%	13%	13%	50%	0%	0%	13%	0%	

63%
38%
0%
100%

BOOTH ST/ORANGEVILLE ST

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2012-2016	9	11,013	1825	0.45

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	Single Vehicle (other)	Single vehicle (Unattended vehicle)	Other	Total
P.D. only	1	0	0	2	0	0	0	0	3
Non-fatal injury	2	0	1	2	0	1	0	0	6
Non reportable	0	0	0	0	0	0	0	0	0
Total	3	0	1	4	0	1	0	0	9
	33%	0%	11%	44%	0%	11%	0%	0%	

33%
67%
0%
100%

BOOTH ST/CARLING AVE

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2012-2016	15	20,260	1825	0.41

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	Single Vehicle (other)	Single vehicle (Unattended vehicle)	Other	Total
P.D. only	3	5	1	0	0	0	0	0	9
Non-fatal injury	4	1	0	0	0	1	0	0	6
Non reportable	0	0	0	0	0	0	0	0	0
Total	7	6	1	0	0	1	0	0	15
	47%	40%	7%	0%	0%	7%	0%	0%	

60%
40%
0%
100%

HWY 417 ROCHEST IC121BR1/RAYMOND ST

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2012-2016	2	13,328	1825	0.08

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	0	0	0	0	0	0
Non-fatal injury	0	0	0	2	0	0	0	0	2
Non reportable	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	0	0	0	2
	0%	0%	0%	100%	0%	0%	0%	0%	

0%
100%
0%
100%

HWY 417 ROCHEST IC121BR5/ROCHESTER ST

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2012-2016	5	13,404	1825	0.20

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	Single Vehicle (other)	Single vehicle (Unattended vehicle)	Other	Total
P.D. only	1	0	0	2	0	0	0	0	3
Non-fatal injury	1	1	0	0	0	0	0	0	2
Non reportable	0	0	0	0	0	0	0	0	0
Total	2	1	0	2	0	0	0	0	5
	40%	20%	0%	40%	0%	0%	0%	0%	

60%
40%
0%
100%

Orangeville

BOOTH ST/NORMAN ST

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2012-2016	2	8,618	1825	0.13

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	Single Vehicle (other)	Single vehicle (Unattended vehicle)	Other	Total
P.D. only	2	0	0	0	0	0	0	0	2
Non-fatal injury	0	0	0	0	0	0	0	0	0
Non reportable	0	0	0	0	0	0	0	0	0
Total	2	0	0	0	0	0	0	0	2
	100%	0%	0%	0%	0%	0%	0%	0%	

100%
0%
0%
100%

BRONSON AVE/POWELL AVE

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2012-2016	51	29,181	1825	0.96

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	Single Vehicle (other)	Single vehicle (Unattended vehicle)	Other	Total
P.D. only	11	10	5	17	0	0	0	0	43
Non-fatal injury	2	3	0	2	0	1	0	0	8
Non reportable	0	0	0	0	0	0	0	0	0
Total	13	13	5	19	0	1	0	0	51
	26%	26%	10%	37%	0%	2%	0%	0%	

84%
16%
0%
100%

BRONSON AVE/CARLING AVE

Years	Total # Collisions	24 Hr AADT Veh Volume	Days	Collisions/MEV
2012-2016	53	40,334	1825	0.72

Classification of Accident	Rear End	Turning Movement	Sideswipe	Angle	Approaching	Single Vehicle (other)	Single vehicle (Unattended vehicle)	Other	Total
P.D. only	16	3	18	3	1	0	0	1	42
Non-fatal injury	4	0	0	2	0	3	0	0	9
Non reportable	1	0	1	0	0	0	0	0	2
Total	21	3	19	5	1	3	0	1	53
	40%	6%	36%	9%	2%	6%	0%	2%	

79%
17%
4%
100%



City Operations - Transportation Services

Collision Details Report - Public Version

From: January 1, 2014 **To:** December 31, 2016

Location: BEECH ST @ ROCHESTER ST

Traffic Control: Stop sign

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-17, Fri,23:05	Clear	SMV unattended vehicle	Non-fatal injury	Dry	East	Turning left	Motorcycle	Unattended vehicle	
2016-Nov-04, Fri,15:20	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	
					North	Turning left	Automobile, station wagon	Other motor vehicle	
2016-Dec-17, Sat,22:24	Snow	Angle	P.D. only	Packed snow	East	Turning left	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: BOOTH ST @ CARLING AVE

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
2014-Mar-26, Wed,10:44	Clear	Turning movement	P.D. only	Dry	East	Turning left	Pick-up truck	Other motor vehicle	
					West	Going ahead	Passenger van	Other motor vehicle	
2014-Aug-03, Sun,07:05	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	
					South	Turning right	Automobile, station wagon	Other motor vehicle	

2014-Nov-04, Tue,18:15	Rain	Rear end	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle
					South	Stopped	Pick-up truck	Other motor vehicle
2014-Jan-11, Sat,08:30	Freezing Rain	Rear end	Non-fatal injury	Ice	South	Slowing or stopping	Pick-up truck	Other motor vehicle
					South	Stopped	Automobile, station wagon	Other motor vehicle
2015-May-06, Wed,10:23	Clear	Rear end	Non-fatal injury	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle
					East	Turning left	Automobile, station wagon	Other motor vehicle
2015-Jul-23, Thu,10:34	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Truck and trailer	Other motor vehicle
					West	Stopped	Automobile, station wagon	Other motor vehicle
2015-Apr-02, Thu,16:29	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle
					South	Stopped	Pick-up truck	Other motor vehicle
2015-Jun-30, Tue,16:26	Clear	Turning movement	Non-fatal injury	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle
					West	Going ahead	Automobile, station wagon	Other motor vehicle
2016-Oct-27, Thu,16:41	Snow	Turning movement	P.D. only	Wet	East	Turning left	Pick-up truck	Other motor vehicle
					West	Going ahead	Automobile, station wagon	Other motor vehicle

Location: BOOTH ST @ NORMAN ST

Traffic Control: Traffic signal

Total Collisions: 1

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2015-Jan-23, Fri,09:15	Clear	Rear end	P.D. only	Wet	North	Unknown	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Pick-up truck	Other motor vehicle	

Location: BOOTH ST @ ORANGEVILLE ST

Traffic Control: Stop sign

Total Collisions: 3

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2014-May-11, Sun,14:30	Clear	Angle	P.D. only	Dry	East	Unknown	Unknown	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2014-Dec-10, Wed,11:20	Clear	Rear end	Non-fatal injury	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle	
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2016-May-28, Sat,22:08	Clear	Angle	Non-fatal injury	Dry	East	Turning left	Pick-up truck	Cyclist	
					South	Stopped	Bicycle	Other motor vehicle	

Location: BOOTH ST btwn DANIEL MCCANN ST & NORMAN ST

Traffic Control: No control

Total Collisions: 1

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2014-Jun-20, Fri,08:58	Clear	Rear end	Non-fatal injury	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	

Location: BOOTH ST btwn NORMAN ST & CARLING AVE

Traffic Control: No control

Total Collisions: 4

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2015-Apr-02, Thu,16:53	Clear	Rear end	Non-fatal injury	Dry	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Passenger van	Other motor vehicle	
					South	Stopped	Pick-up truck	Other motor vehicle	
2016-Feb-18, Thu,16:00	Snow	SMV unattended vehicle	P.D. only	Packed snow	Unknown	Unknown	Unknown	Unattended vehicle	
2016-Feb-18, Thu,12:15	Clear	SMV unattended vehicle	P.D. only	Dry	Unknown	Unknown	Unknown	Unattended vehicle	
2016-Nov-30, Wed,11:11	Clear	Angle	P.D. only	Wet	East	Turning left	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: BRONSON AVE @ CARLING AVE/GLEBE AVE

Traffic Control: Traffic signal

Total Collisions: 32

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2014-Apr-01, Tue,14:00	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	
					South	Turning right	Automobile, station wagon	Other motor vehicle	
2014-Aug-16, Sat,13:20	Rain	Sideswipe	P.D. only	Wet	North	Changing lanes	Automobile, station wagon	Other motor vehicle	
					North	Going ahead	Automobile, station wagon	Other motor vehicle	

2014-Aug-20, Wed,10:52	Clear	Angle	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle
					South	Changing lanes	Passenger van	Other motor vehicle
2014-Oct-11, Sat,16:46	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Pick-up truck	Other motor vehicle
					North	Going ahead	Pick-up truck	Other motor vehicle
2015-Jan-20, Tue,14:12	Clear	Rear end	P.D. only	Wet	North	Turning left	Automobile, station wagon	Other motor vehicle
					North	Turning left	Automobile, station wagon	Other motor vehicle
2015-Feb-19, Thu,08:45	Snow	Sideswipe	P.D. only	Slush	East	Changing lanes	Automobile, station wagon	Other motor vehicle
					East	Going ahead	Automobile, station wagon	Other motor vehicle
2014-Nov-28, Fri,17:06	Clear	Rear end	P.D. only	Dry	East	Going ahead	Passenger van	Other motor vehicle
					East	Stopped	Pick-up truck	Other motor vehicle
2015-Jul-18, Sat,12:33	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Pick-up truck	Other motor vehicle
					East	Turning right	Automobile, station wagon	Other motor vehicle
2015-Jan-29, Thu,15:45	Snow	Sideswipe	P.D. only	Loose snow	East	Turning right	Truck - closed	Other motor vehicle
					East	Turning left	Pick-up truck	Other motor vehicle
2015-Feb-10, Tue,17:15	Clear	Rear end	P.D. only	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle

					East	Turning left	Automobile, station wagon	Other motor vehicle	
2015-Feb-21, Sat,21:53	Snow	Angle	P.D. only	Loose snow	East	Turning right	Municipal transit bus	Other motor vehicle	
					North	Turning left	Pick-up truck	Other motor vehicle	
2015-May-19, Tue,17:23	Clear	SMV other	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Pedestrian	1
2015-Jul-06, Mon,14:24	Clear	SMV other	Non-fatal injury	Dry	East	Turning right	Automobile, station wagon	Pedestrian	1
2015-Jan-14, Wed,21:10	Snow	Rear end	P.D. only	Loose snow	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
2015-Aug-04, Tue,09:56	Clear	Sideswipe	P.D. only	Dry	East	Turning left	Police vehicle	Other motor vehicle	
					East	Turning left	Pick-up truck	Other motor vehicle	
2015-Sep-16, Wed,13:00	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Sep-19, Mon,22:29	Clear	Angle	P.D. only	Dry	East	Turning right	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

2016-Oct-28, Fri,16:45	Clear	Rear end	P.D. only	Wet	East	Slowing or stopping	Pick-up truck	Other motor vehicle
					East	Stopped	Automobile, station wagon	Other motor vehicle
2015-Sep-30, Wed,15:00	Clear	SMV other	Non-fatal injury	Dry	North	Going ahead	Passenger van	Other
2015-Sep-30, Wed,18:13	Clear	Sideswipe	P.D. only	Dry	North	Unknown	Unknown	Other motor vehicle
					North	Going ahead	Automobile, station wagon	Other motor vehicle
2016-Jan-27, Wed,11:59	Clear	Rear end	P.D. only	Wet	North	Going ahead	Pick-up truck	Other motor vehicle
					North	Slowing or stopping	Pick-up truck	Other motor vehicle
2016-Sep-16, Fri,15:58	Clear	Turning movement	P.D. only	Dry	East	Turning left	Unknown	Other motor vehicle
					East	Stopped	Pick-up truck	Other motor vehicle
2016-May-17, Tue,18:07	Clear	Angle	Non-fatal injury	Dry	East	Turning left	Passenger van	Other motor vehicle
					North	Going ahead	Automobile, station wagon	Other motor vehicle
2016-Apr-15, Fri,18:10	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Pick-up truck	Other motor vehicle
					North	Changing lanes	Pick-up truck	Other motor vehicle
2016-May-17, Tue,11:45	Clear	Rear end	Non-fatal injury	Dry	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle
					East	Slowing or stopping	Delivery van	Other motor vehicle

2016-Sep-23, Fri,14:46	Clear	Angle	Non-fatal injury	Dry	East	Turning right	Passenger van	Other motor vehicle
					North	Turning left	Pick-up truck	Other motor vehicle
2016-Dec-12, Mon,17:05	Snow	Sideswipe	P.D. only	Wet	East	Turning left	Unknown	Other motor vehicle
					East	Stopped	Municipal transit bus	Other motor vehicle
2016-Dec-28, Wed,19:19	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle
					South	Going ahead	Automobile, station wagon	Other motor vehicle
2016-Nov-24, Thu,09:26	Snow	Sideswipe	P.D. only	Loose snow	North	Changing lanes	Bus (other)	Other motor vehicle
					North	Going ahead	Automobile, station wagon	Other motor vehicle
2016-Nov-25, Fri,18:29	Clear	Rear end	P.D. only	Dry	South	Going ahead	Passenger van	Other motor vehicle
					South	Stopped	Automobile, station wagon	Other motor vehicle
2016-Nov-30, Wed,20:00	Rain	Sideswipe	P.D. only	Wet	North	Changing lanes	Unknown	Other motor vehicle
					North	Going ahead	Automobile, station wagon	Other motor vehicle
2016-Sep-29, Thu,23:15	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle
					North	Going ahead	Pick-up truck	Other motor vehicle

Location: BRONSON AVE @ POWELL AVE

Traffic Control: Traffic signal

Total Collisions: 34

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2014-Jan-13, Mon,16:10	Clear	Rear end	P.D. only	Wet	West	Overtaking	Automobile, station wagon	Other motor vehicle	
					West	Turning left	Automobile, station wagon	Other motor vehicle	
2014-Jan-09, Thu,08:00	Clear	Angle	P.D. only	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2014-Mar-13, Thu,10:24	Clear	Angle	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2014-Apr-12, Sat,10:00	Clear	Angle	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	
					West	Going ahead	Pick-up truck	Other motor vehicle	
2014-Jan-25, Sat,16:48	Snow	Turning movement	P.D. only	Wet	South	Turning left	Automobile, station wagon	Other motor vehicle	
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2014-May-15, Thu,21:14	Clear	Angle	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2014-Jun-04, Wed,18:37	Clear	Turning movement	P.D. only	Dry	North	Turning left	Pick-up truck	Other motor vehicle	

					South	Going ahead	Automobile, station wagon	Other motor vehicle
2014-Jun-11, Wed,17:30	Rain	Sideswipe	P.D. only	Wet	East	Turning right	Bus (other)	Other motor vehicle
					East	Stopped	Pick-up truck	Other motor vehicle
2014-Jun-27, Fri,09:00	Clear	Angle	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle
					West	Going ahead	Automobile, station wagon	Other motor vehicle
2014-Aug-07, Thu,20:00	Clear	Rear end	Non-fatal injury	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle
					North	Stopped	Automobile, station wagon	Other motor vehicle
2014-Aug-11, Mon,18:00	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle
					North	Stopped	Automobile, station wagon	Other motor vehicle
2014-Aug-20, Wed,09:00	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle
					North	Going ahead	Automobile, station wagon	Other motor vehicle
2014-Nov-12, Wed,06:30	Clear	Turning movement	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle
					East	Turning right	Pick-up truck	Other motor vehicle
2015-Feb-17, Tue,14:58	Clear	Turning movement	P.D. only	Wet	East	Making "U" turn	Unknown	Other motor vehicle
					East	Stopped	Automobile, station wagon	Other motor vehicle

2015-Jul-02, Thu,09:35	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle
					North	Going ahead	Passenger van	Other motor vehicle
2015-Jan-08, Thu,14:03	Snow	Rear end	P.D. only	Slush	North	Going ahead	Automobile, station wagon	Other motor vehicle
					North	Unknown	Unknown	Other motor vehicle
2015-Aug-19, Wed,21:39	Clear	Rear end	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle
					South	Stopped	Pick-up truck	Other motor vehicle
2015-Mar-20, Fri,14:53	Clear	Rear end	P.D. only	Dry	North	Going ahead	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
2015-Apr-02, Thu,08:28	Snow	Turning movement	P.D. only	Wet	East	Turning right	School bus	Other motor vehicle
					East	Stopped	Automobile, station wagon	Other motor vehicle
2015-Jun-01, Mon,13:20	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle
					South	Going ahead	Automobile, station wagon	Other motor vehicle
2015-Jul-26, Sun,15:33	Clear	Turning movement	Non-fatal injury	Dry	North	Turning left	Pick-up truck	Other motor vehicle
					South	Going ahead	Automobile, station wagon	Other motor vehicle

2015-Sep-04, Fri,21:08	Clear	Rear end	P.D. only	Dry	North	Going ahead	Automobile, station wagon	Other motor vehicle	
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Feb-06, Fri,09:35	Snow	Angle	P.D. only	Loose snow	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2016-Feb-29, Mon,13:02	Clear	Angle	Non-fatal injury	Wet	South	Going ahead	Automobile, station wagon	Other motor vehicle	
					East	Going ahead	Pick-up truck	Other motor vehicle	
2016-May-20, Fri,12:22	Clear	Rear end	P.D. only	Dry	North	Going ahead	Passenger van	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Oct-27, Tue,14:37	Clear	SMV other	Non-fatal injury	Dry	East	Turning left	Truck - closed	Pedestrian	1
2015-Nov-24, Tue,05:32	Snow	Angle	P.D. only	Wet	North	Going ahead	Automobile, station wagon	Other motor vehicle	
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2016-Apr-07, Thu,19:38	Rain	Turning movement	Non-fatal injury	Wet	North	Turning left	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	

2016-May-15, Sun,20:52	Clear	Rear end	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Cyclist
					South	Turning left	Bicycle	Other motor vehicle
2015-Nov-21, Sat,09:50	Clear	Rear end	P.D. only	Dry	North	Slowing or stopping	Automobile, station wagon	Other motor vehicle
					North	Going ahead	Pick-up truck	Other motor vehicle
2016-Sep-12, Mon,19:36	Clear	Turning movement	P.D. only	Dry	North	Turning left	Automobile, station wagon	Other motor vehicle
					South	Going ahead	Pick-up truck	Other motor vehicle
2016-Feb-24, Wed,09:34	Snow	Rear end	P.D. only	Slush	North	Slowing or stopping	Pick-up truck	Other motor vehicle
					North	Stopped	Automobile, station wagon	Other motor vehicle
2016-Jun-21, Tue,13:01	Clear	Sideswipe	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle
					South	Going ahead	Pick-up truck	Other motor vehicle
2016-Dec-10, Sat,12:52	Clear	Angle	P.D. only	Dry	East	Turning right	Pick-up truck	Other motor vehicle
					South	Stopped	Truck - tractor	Other motor vehicle

Location: CARLING AVE @ PRESTON ST

Traffic Control: Traffic signal

Total Collisions: 26

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2014-Jan-26, Sun,19:47	Clear	Angle	P.D. only	Loose snow	West	Going ahead	Automobile, station wagon	Other motor vehicle	

					North	Going ahead	Automobile, station wagon	Other motor vehicle
2014-Jan-30, Thu,18:00	Snow	Sideswipe	Non-reportable	Slush	North	Changing lanes	Pick-up truck	Other motor vehicle
					North	Going ahead	Pick-up truck	Other motor vehicle
2014-Feb-14, Fri,08:00	Snow	Rear end	P.D. only	Loose snow	North	Going ahead	Automobile, station wagon	Other motor vehicle
					North	Stopped	Automobile, station wagon	Other motor vehicle
2014-Mar-28, Fri,16:30	Clear	Rear end	P.D. only	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle
					West	Stopped	Pick-up truck	Other motor vehicle
2014-May-29, Thu,15:30	Clear	Rear end	Non-fatal injury	Dry	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle
					East	Stopped	Automobile, station wagon	Other motor vehicle
2014-Jun-18, Wed,07:34	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Pick-up truck	Cyclist
					North	Going ahead	Bicycle	Other motor vehicle
2014-Oct-13, Mon,09:42	Clear	Angle	Non-fatal injury	Dry	South	Going ahead	Pick-up truck	Other motor vehicle
					West	Going ahead	Automobile, station wagon	Other motor vehicle
2014-Oct-09, Thu,12:00	Rain	Turning movement	Non-fatal injury	Wet	North	Going ahead	Bicycle	Other motor vehicle
					South	Turning left	Pick-up truck	Cyclist

2015-Jan-16, Fri,15:45	Clear	Rear end	Non-fatal injury	Loose snow	West	Turning right	Passenger van	Other motor vehicle
					West	Turning right	Automobile, station wagon	Other motor vehicle
2015-Jun-23, Tue,23:02	Clear	Sideswipe	P.D. only	Dry	West	Changing lanes	Intercity bus	Other motor vehicle
					West	Stopped	Automobile, station wagon	Other motor vehicle
2015-Oct-05, Mon,06:19	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Pick-up truck	Cyclist
					North	Going ahead	Bicycle	Other motor vehicle
2015-Jul-30, Thu,19:39	Clear	Angle	P.D. only	Dry	North	Turning right	Automobile, station wagon	Cyclist
					East	Going ahead	Bicycle	Other motor vehicle
2015-May-26, Tue,23:49	Clear	SMV other	P.D. only	Dry	East	Reversing	Municipal transit bus	Concrete guide rail
2015-Jun-06, Sat,21:44	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Bicycle	Other motor vehicle
					South	Going ahead	Automobile, station wagon	Cyclist
2015-Mar-19, Thu,19:32	Clear	Sideswipe	P.D. only	Slush	South	Changing lanes	Automobile, station wagon	Other motor vehicle
					South	Going ahead	Automobile, station wagon	Other motor vehicle
2015-May-12, Tue,18:50	Clear	Rear end	P.D. only	Dry	West	Turning left	Automobile, station wagon	Other motor vehicle
					West	Turning left	Automobile, station wagon	Other motor vehicle

2015-Jun-24, Wed,15:39	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Municipal transit bus	Other motor vehicle
					West	Stopped	Pick-up truck	Other motor vehicle
					West	Slowing or stopping	Passenger van	Other motor vehicle
2015-Apr-15, Wed,09:04	Clear	Rear end	P.D. only	Dry	East	Unknown	Automobile, station wagon	Other motor vehicle
					East	Stopped	Passenger van	Other motor vehicle
2015-Apr-29, Wed,20:00	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Cyclist
					North	Going ahead	Bicycle	Other motor vehicle
2015-Aug-17, Mon,14:00	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle
					South	Changing lanes	Automobile, station wagon	Other motor vehicle
2015-Oct-17, Sat,13:21	Clear	Rear end	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle
					South	Slowing or stopping	Pick-up truck	Other motor vehicle
2015-Sep-22, Tue,16:56	Clear	Rear end	P.D. only	Dry	East	Unknown	Unknown	Other motor vehicle
					East	Stopped	Automobile, station wagon	Other motor vehicle
2016-Jul-06, Wed,08:39	Clear	Turning movement	Non-fatal injury	Dry	North	Turning right	Automobile, station wagon	Cyclist
					North	Going ahead	Bicycle	Other motor vehicle

2016-May-18, Wed,23:39	Clear	Turning movement	Non-fatal injury	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle
					North	Going ahead	Automobile, station wagon	Other motor vehicle
2016-Nov-09, Wed,18:00	Clear	Rear end	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle
					West	Stopped	Automobile, station wagon	Other motor vehicle
2016-Jul-23, Sat,23:13	Clear	Rear end	P.D. only	Dry	West	Unknown	Automobile, station wagon	Other motor vehicle
					West	Stopped	Automobile, station wagon	Other motor vehicle

Location: CARLING AVE @ ROCHESTER ST

Traffic Control: Stop sign

Total Collisions: 6

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2014-Sep-09, Tue,17:00	Clear	Rear end	P.D. only	Dry	West	Turning right	Automobile, station wagon	Other motor vehicle	
					West	Turning right	Automobile, station wagon	Other motor vehicle	
2015-Feb-21, Sat,16:48	Snow	Angle	P.D. only	Loose snow	West	Turning right	Automobile, station wagon	Other motor vehicle	
					South	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Jul-21, Tue,16:44	Clear	Rear end	P.D. only	Dry	West	Going ahead	Pick-up truck	Other motor vehicle	
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	

2015-Oct-20, Tue,15:33	Clear	Sideswipe	P.D. only	Dry	South	Turning right	Automobile, station wagon	Other motor vehicle
					South	Turning right	Delivery van	Other motor vehicle

2015-Nov-12, Thu,16:33	Rain	Angle	P.D. only	Wet	South	Turning right	Automobile, station wagon	Other motor vehicle
					West	Going ahead	Pick-up truck	Other motor vehicle

2016-May-04, Wed,18:03	Clear	Rear end	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle
					South	Turning left	Automobile, station wagon	Other motor vehicle

Location: NORMAN ST @ ROCHESTER ST

Traffic Control: Stop sign

Total Collisions: 4

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2014-Jul-24, Thu,05:09	Clear	SMV unattended vehicle	Non-fatal injury	Dry	North	Turning left	Automobile, station wagon	Unattended vehicle	
2014-Oct-06, Mon,14:17	Rain	Angle	P.D. only	Wet	West	Going ahead	Pick-up truck	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Apr-23, Thu,17:30	Clear	Angle	Non-fatal injury	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Pick-up truck	Other motor vehicle	
2016-Dec-08, Thu,15:48	Clear	Angle	P.D. only	Dry	South	Turning left	Pick-up truck	Other motor vehicle	
					East	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: NORMAN ST btwn ROCHESTER ST & BOOTH ST

Traffic Control: No control

Total Collisions: 1

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2014-Jan-13, Mon,00:00	Clear	SMV unattended vehicle	P.D. only	Dry	Unknown	Unknown	Unknown	Unattended vehicle	

Location: ROCHESTER ST btwn ABERDEEN ST & BEECH ST

Traffic Control: No control

Total Collisions: 1

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2014-Mar-07, Fri,00:00	Clear	SMV unattended vehicle	P.D. only	Dry	Unknown	Unknown	Unknown	Unattended vehicle	

Location: ROCHESTER ST btwn ADELINE ST & CARLING AVE

Traffic Control: No control

Total Collisions: 1

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2015-Feb-06, Fri,08:28	Snow	Turning movement	P.D. only	Ice	North	Turning left	Passenger van	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: ROCHESTER ST btwn BEECH ST & NORMAN ST

Traffic Control: No control

Total Collisions: 1

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2015-Jan-16, Fri,16:25	Clear	Turning movement	P.D. only	Slush	South	Turning right	Pick-up truck	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

Location: ROCHESTER ST btwn HWY417 IC121B RAMP51 & ABERDEEN ST

Traffic Control: No control

Total Collisions: 1

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
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2016-Jun-10, Fri,12:10	Clear	Turning movement	Non-fatal injury	Dry	South	Turning right	Automobile, station wagon	Cyclist
					South	Slowing or stopping	Bicycle	Other motor vehicle

Location: ROCHESTER ST btwn NORMAN ST & PAMILLA ST

Traffic Control: No control

Total Collisions: 2

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2014-Feb-05, Wed,08:45	Clear	Angle	P.D. only	Dry	West	Turning right	Pick-up truck	Other motor vehicle	
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2014-Nov-20, Thu,13:00	Clear	SMV unattended vehicle	P.D. only	Dry	South	Pulling onto shoulder or toward curb	Delivery van	Unattended vehicle	

Collision Main Detail Summary

OnTRAC Reporting System

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

BEECH ST & ROCHESTER ST

Former Municipality: Ottawa

Traffic Control: Stop sign

Number of Collisions: 1

	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
1	2012-03-02	Fri	21:30	Clear	Dark	Angle	P.D. only	V1 E V2 S	Slush Slush	Turning left Going ahead	Automobile, station Passenger van	Other motor vehicle Other motor vehicle	0

BOOTH ST & CARLING AVE

Former Municipality: Ottawa

Traffic Control: Traffic signal

Number of Collisions: 6

	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
2	2012-08-08	We	16:17	Clear	Daylight	Turning	P.D. only	V1 W V2 E	Dry Dry	Going ahead Turning left	Pick-up truck Automobile, station	Other motor vehicle Other motor vehicle	0
3	2012-09-28	Fri	17:07	Clear	Daylight	Rear end	Non-fatal	V1 E V2 E	Dry Dry	Going ahead Stopped	Pick-up truck Automobile, station	Other motor vehicle Other motor vehicle	0
4	2012-10-22	Mo	13:05	Clear	Daylight	Rear end	P.D. only	V1 W V2 W	Dry Dry	Slowing or Slowing or	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
5	2012-11-05	Mo	12:45	Clear	Daylight	Turning	P.D. only	V1 S V2 S	Dry Dry	Turning right Going ahead	Automobile, station Bicycle	Cyclist Other motor vehicle	0
6	2013-07-06	Sat	13:01	Clear	Daylight	Turning	P.D. only	V1 E V2 W	Dry Dry	Turning left Turning right	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
7	2013-10-12	Sat	17:35	Clear	Daylight	Single vehicle	Non-fatal	V1 E	Dry	Changing lanes	Automobile, station	Pedestrian	1

BOOTH ST, CARLING AVE to NORMAN ST

Former Municipality: Ottawa

Traffic Control: No control

Number of Collisions: 2

	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
8	2012-11-01	Thu	07:25	Clear	Daylight	Sideswipe	P.D. only	V1 S V2 S	Dry Dry	Going ahead Stopped	Municipal transit bus Pick-up truck	Other motor vehicle Other motor vehicle	0
9	2013-06-07	Fri	15:32	Clear	Daylight	Sideswipe	P.D. only	V1 S V2 S	Dry Dry	Changing lanes Going ahead	Automobile, station Passenger van	Other motor vehicle Other motor vehicle	0

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

Friday, February 02, 2018

Collision Main Detail Summary

OnTRAC Reporting System

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

BOOTH ST & NORMAN ST

Former Municipality: Ottawa

Traffic Control: Traffic signal

Number of Collisions: 1

	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
10	2012-10-26	Fri	07:30	Clear	Daylight	Rear end	P.D. only	V1 N V2 N	Dry Dry	Slowing or Slowing or	Pick-up truck Automobile, station	Other motor vehicle Other motor vehicle	0

BOOTH ST & ORANGEVILLE ST

Former Municipality: Ottawa

Traffic Control: Stop sign

Number of Collisions: 6

	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
11	2012-04-17	Tue	08:00	Clear	Daylight	Sideswipe	Non-fatal	V1 S V2 S	Dry Dry	Overtaking Going ahead	Automobile, station Bicycle	Cyclist Other motor vehicle	0
12	2012-05-17	Thu	12:47	Clear	Daylight	Angle	P.D. only	V1 E V2 N	Dry Dry	Going ahead Going ahead	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
13	2012-05-26	Sat	16:00	Clear	Daylight	Rear end	Non-fatal	V1 S V2 S V3 S	Dry Dry Dry	Going ahead Stopped Stopped	Pick-up truck Pick-up truck Automobile, station	Other motor vehicle Other motor vehicle Other motor vehicle	0
14	2013-03-24	Sun	10:45	Clear	Daylight	Rear end	P.D. only	V1 S V2 S	Dry Dry	Going ahead Stopped	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
15	2013-10-03	Thu	15:35	Clear	Daylight	Angle	Non-fatal	V1 E V2 N	Dry Dry	Turning left Stopped	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
16	2013-12-18	We	16:53	Clear	Dusk	Single vehicle	Non-fatal	V1 S	Wet	Going ahead	Pick-up truck	Pedestrian	1

BOOTH ST, ORANGEVILLE ST to RAYMOND ST

Former Municipality: Ottawa

Traffic Control: No control

Number of Collisions: 2

	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
17	2012-09-24	Mo	17:01	Clear	Daylight	Rear end	Non-fatal	V1 S V2 S	Dry Dry	Going ahead Slowing or	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0

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

Friday, February 02, 2018

Collision Main Detail Summary

OnTRAC Reporting System

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

18	2013-05-24	Fri	08:58	Rain	Daylight	Rear end	Non-fatal	V1 S V2 S	Wet Wet	Slowing or Stopped	Pick-up truck Automobile, station	Other motor vehicle Other motor vehicle	0
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BOOTH ST & RAYMOND ST

Former Municipality: Ottawa

Traffic Control: Traffic signal

Number of Collisions: 8

	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
19	2012-03-26	Mo	10:49	Clear	Daylight	Sideswipe	P.D. only	V1 W V2 W	Dry Dry	Changing lanes Going ahead	Automobile, station Truck - closed	Other motor vehicle Other motor vehicle	0
20	2012-03-31	Sat	18:00	Clear	Daylight	Turning	P.D. only	V1 W V2 W	Dry Dry	Turning left Going ahead	Pick-up truck Delivery van	Other motor vehicle Other motor vehicle	0
21	2012-05-21	Mo	14:49	Clear	Daylight	Angle	Non-fatal	V1 N V2 W	Dry Dry	Going ahead Going ahead	Pick-up truck Automobile, station	Other motor vehicle Other motor vehicle	0
22	2012-09-28	Fri	22:50	Clear	Dark	Angle	Non-fatal	V1 E V2 S	Dry Dry	Going ahead Going ahead	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
23	2013-03-27	We	12:22	Clear	Daylight	Angle	P.D. only	V1 S V2 W	Dry Dry	Going ahead Going ahead	Bicycle Pick-up truck	Other motor vehicle Cyclist	0
24	2013-06-19	We	09:15	Clear	Daylight	Rear end	P.D. only	V1 W V2 W	Dry Dry	Slowing or Stopped	Passenger van Truck - closed	Other motor vehicle Other motor vehicle	0
25	2013-06-30	Sun	16:36	Clear	Daylight	Angle	Non-fatal	V1 N V2 W	Dry Dry	Going ahead Going ahead	Automobile, station Pick-up truck	Other motor vehicle Other motor vehicle	0
26	2013-10-16	We	16:15	Clear	Daylight	Single vehicle	P.D. only	V1 W	Dry	Changing lanes	Pick-up truck	Unattended vehicle	0

BRONSON AVE & CARLING AVE

Former Municipality: Ottawa

Traffic Control: Traffic signal

Number of Collisions: 21

	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
27	2012-01-03	Tue	13:55	Clear	Daylight	Sideswipe	P.D. only	V1 E V2 E	Dry Dry	Going ahead Turning right	Police vehicle Passenger van	Other motor vehicle Other motor vehicle	0

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

Friday, February 02, 2018

Collision Main Detail Summary

OnTRAC Reporting System

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

28	2012-01-09	Mo	17:00	Clear	Dusk	Rear end	Non-fatal	V1 N	Dry	Slowing or	Automobile, station	Other motor vehicle	0
								V2 N	Dry	Stopped	Automobile, station	Other motor vehicle	
29	2012-01-29	Sun	10:19	Clear	Daylight	Rear end	Non-fatal	V1 N	Wet	Slowing or	Passenger van	Other motor vehicle	0
								V2 N	Wet	Stopped	Automobile, station	Other motor vehicle	
30	2012-02-28	Tue	18:00	Clear	Dark	Sideswipe	P.D. only	V1 S	Dry	Changing lanes	Pick-up truck	Other motor vehicle	0
								V2 S	Dry	Going ahead	Automobile, station	Other motor vehicle	
31	2012-02-29	We	23:00	Snow	Dark	Approaching	P.D. only	V1 S	Dry	Going ahead	Pick-up truck	Other motor vehicle	0
								V2 N	Dry	Turning left	Pick-up truck	Other motor vehicle	
32	2012-03-29	Thu	15:45	Clear	Daylight	Rear end	Non-fatal	V1 E	Dry	Turning right	Pick-up truck	Other motor vehicle	0
								V2 E	Dry	Turning right	Car and trailer	Other motor vehicle	
33	2012-04-01	Sun	01:12	Clear	Dark	Turning	P.D. only	V1 E	Dry	Turning right	Automobile, station	Other motor vehicle	0
								V2 E	Dry	Turning right	Automobile, station	Other motor vehicle	
34	2012-05-11	Fri	10:00	Clear	Daylight	Sideswipe	P.D. only	V1 N	Dry	Changing lanes	Unknown	Other motor vehicle	0
								V2 N	Dry	Going ahead	Automobile, station	Other motor vehicle	
35	2012-08-08	We	23:18	Clear	Dark	Sideswipe	Non	V1 E	Wet	Going ahead	Police vehicle	Other motor vehicle	0
								V2 E	Wet	Slowing or	Automobile, station	Other motor vehicle	
36	2012-10-09	Tue	20:35	Clear	Dark	Rear end	P.D. only	V1 E	Dry	Turning left	Municipal transit bus	Other motor vehicle	0
								V2 E	Dry	Turning left	Automobile, station	Other motor vehicle	
37	2012-10-10	We	18:30	Rain	Dark	Other	P.D. only	V1 N	Wet	Turning left	Pick-up truck	Other motor vehicle	0
								V2 W	Wet	Stopped	Automobile, station	Other motor vehicle	
38	2012-12-05	We	13:25	Clear	Daylight	Sideswipe	P.D. only	V1 E	Dry	Turning left	Pick-up truck	Other motor vehicle	0
								V2 E	Dry	Turning left	Automobile, station	Other motor vehicle	
39	2012-12-30	Sun	00:50	Snow	Dark	Rear end	P.D. only	V1 S	Loose snow	Slowing or	Automobile, station	Skidding/Sliding	0
								V2 S	Loose snow	Stopped	Automobile, station	Other motor vehicle	
40	2013-01-28	Mo	15:26	Snow	Daylight	Rear end	P.D. only	V1 S	Slush	Slowing or	Passenger van	Other motor vehicle	0
								V2 S	Slush	Slowing or	Automobile, station	Other motor vehicle	
41	2013-05-26	Sun	03:21	Clear	Dark	Rear end	P.D. only	V1 N	Dry	Going ahead	Automobile, station	Other motor vehicle	0
								V2 N	Dry	Going ahead	Delivery van	Other motor vehicle	
42	2013-06-10	Mo	16:45	Clear	Daylight	Rear end	P.D. only	V1 S	Dry	Going ahead	Pick-up truck	Other motor vehicle	0
								V2 S	Dry	Slowing or	Automobile, station	Other motor vehicle	

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

Friday, February 02, 2018

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Collision Main Detail Summary

OnTRAC Reporting System

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

43	2013-07-03	We	11:22	Clear	Daylight	Sideswipe	P.D. only	V1 N	Dry	Changing lanes	Automobile, station	Other motor vehicle	0
								V2 N	Dry	Going ahead	Pick-up truck	Other motor vehicle	
44	2013-09-23	Mo	16:07	Clear	Daylight	Rear end	P.D. only	V1 N	Dry	Going ahead	Pick-up truck	Other motor vehicle	0
								V2 N	Dry	Stopped	Delivery van	Other motor vehicle	
45	2013-10-19	Sat	14:20	Rain	Daylight	Turning	P.D. only	V1 E	Wet	Turning left	Pick-up truck	Other motor vehicle	0
								V2 E	Wet	Turning left	Municipal transit bus	Other motor vehicle	
46	2013-11-01	Fri	22:40	Clear	Dark	Rear end	Non	V1 N	Dry	Turning left	Pick-up truck	Other motor vehicle	0
								V2 N	Dry	Turning left	Passenger van	Other motor vehicle	
47	2013-11-14	Thu	11:28	Clear	Daylight	Rear end	P.D. only	V1 S	Dry	Slowing or	Automobile, station	Other motor vehicle	0
								V2 S	Dry	Stopped	Automobile, station	Other motor vehicle	

BRONSON AVE & POWELL AVE

Former Municipality: Ottawa

Traffic Control: Traffic signal

Number of Collisions: 17

	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
48	2012-01-12	Thu	09:37	Freezin	Daylight	Angle	P.D. only	V1 N	Ice	Going ahead	Delivery van	Other motor vehicle	0
								V2 E	Ice	Going ahead	Automobile, station	Other motor vehicle	
49	2012-02-03	Fri	08:19	Clear	Daylight	Turning	P.D. only	V1 S	Wet	Turning left	Pick-up truck	Other motor vehicle	0
								V2 N	Wet	Going ahead	Automobile, station	Other motor vehicle	
50	2012-02-16	Thu	11:16	Clear	Daylight	Rear end	P.D. only	V1 S	Dry	Going ahead	Pick-up truck	Other motor vehicle	0
								V2 S	Dry	Stopped	Automobile, station	Other motor vehicle	
								V3 S	Dry	Stopped	Pick-up truck	Other motor vehicle	
51	2012-02-21	Tue	13:36	Clear	Daylight	Sideswipe	P.D. only	V1 N	Dry	Stopped	Pick-up truck	Other motor vehicle	0
								V2 N	Dry	Going ahead	Automobile, station	Other motor vehicle	
52	2012-08-19	Sun	22:11	Clear	Dark	Sideswipe	P.D. only	V1 S	Dry	Changing lanes	Unknown	Other motor vehicle	0
								V2 S	Dry	Going ahead	Pick-up truck	Other motor vehicle	
53	2012-08-20	Mo	18:10	Clear	Daylight	Angle	P.D. only	V1 W	Dry	Turning left	Truck - dump	Other motor vehicle	0
								V2 S	Dry	Stopped	Automobile, station	Other motor vehicle	
54	2012-08-28	Tue	10:23	Clear	Daylight	Angle	P.D. only	V1 N	Dry	Going ahead	Automobile, station	Other motor vehicle	0
								V2 E	Dry	Going ahead	Passenger van	Other motor vehicle	

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

Friday, February 02, 2018

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Collision Main Detail Summary

OnTRAC Reporting System

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

55	2012-08-28	Tue	07:10	Clear	Daylight	Angle	P.D. only	V1 S	Dry	Going ahead	Automobile, station	Other motor vehicle	0
								V2 E	Dry	Turning left	Automobile, station	Other motor vehicle	
56	2012-09-01	Sat	17:47	Clear	Daylight	Angle	P.D. only	V1 N	Dry	Going ahead	Automobile, station	Other motor vehicle	0
								V2 W	Dry	Going ahead	Automobile, station	Other motor vehicle	
57	2013-02-08	Fri	09:10	Snow	Daylight	Turning	P.D. only	V1 S	Loose snow	Turning left	Automobile, station	Other motor vehicle	0
								V2 N	Loose snow	Going ahead	Automobile, station	Other motor vehicle	
58	2013-03-17	Sun	11:21	Clear	Daylight	Angle	P.D. only	V1 S	Dry	Going ahead	Automobile, station	Other motor vehicle	0
								V2 E	Dry	Going ahead	Automobile, station	Other motor vehicle	
59	2013-04-20	Sat	00:38	Clear	Dark	Angle	P.D. only	V1 S	Dry	Going ahead	Automobile, station	Other motor vehicle	0
								V2 E	Dry	Going ahead	Automobile, station	Other motor vehicle	
60	2013-06-21	Fri	06:45	Clear	Daylight	Rear end	P.D. only	V1 S	Dry	Going ahead	Automobile, station	Other motor vehicle	0
								V2 S	Dry	Stopped	Automobile, station	Other motor vehicle	
61	2013-08-07	We	13:11	Clear	Daylight	Angle	Non-fatal	V1 N	Dry	Going ahead	Pick-up truck	Other motor vehicle	0
								V2 E	Dry	Going ahead	Pick-up truck	Other motor vehicle	
								V3 W	Dry	Going ahead	Pick-up truck	Other motor vehicle	
62	2013-10-13	Sun	20:23	Rain	Dark	Angle	P.D. only	V1 W	Wet	Going ahead	Automobile, station	Other motor vehicle	0
								V2 S	Wet	Going ahead	Automobile, station	Other motor vehicle	
63	2013-10-31	Thu	08:00	Clear	Daylight	Turning	Non-fatal	V1 N	Dry	Turning left	Automobile, station	Other motor vehicle	0
								V2 S	Dry	Going ahead	Automobile, station	Other motor vehicle	
64	2013-12-19	Thu	01:29	Snow	Dark	Angle	P.D. only	V1 S	Loose snow	Slowing or	Pick-up truck	Other motor vehicle	0
								V2 E	Loose snow	Turning left	Automobile, station	Other motor vehicle	

CARLING AVE & PRESTON ST

Former Municipality: Ottawa

Traffic Control: Traffic signal

Number of Collisions: 9

	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
65	2012-02-22	We	08:34	Clear	Daylight	Angle	P.D. only	V1 S	Wet	Going ahead	Fire vehicle	Other motor vehicle	0
								V2 E	Wet	Going ahead	Automobile, station	Other motor vehicle	

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

Friday, February 02, 2018

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Collision Main Detail Summary

OnTRAC Reporting System

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

66	2012-07-11	We	14:05	Clear	Daylight	Turning	Non-fatal	V1 W	Dry	Turning left	Automobile, station	Other motor vehicle	0
								V2 E	Dry	Going ahead	Pick-up truck	Other motor vehicle	
67	2013-02-06	We	16:00	Clear	Daylight	Rear end	Non-fatal	V1 E	Dry	Going ahead	Automobile, station	Other motor vehicle	0
								V2 E	Dry	Stopped	Delivery van	Other motor vehicle	
68	2013-03-21	Thu	07:31	Clear	Daylight	Sideswipe	P.D. only	V1 W	Dry	Turning right	Pick-up truck	Other motor vehicle	0
								V2 W	Dry	Going ahead	Municipal transit bus	Other motor vehicle	
69	2013-04-23	Tue	21:06	Clear	Dark	Angle	P.D. only	V1 N	Dry	Going ahead	Automobile, station	Other motor vehicle	0
								V2 E	Dry	Going ahead	Automobile, station	Other motor vehicle	
70	2013-07-26	Fri	15:50	Clear	Daylight	Angle	P.D. only	V1 E	Dry	Going ahead	Delivery van	Other motor vehicle	0
								V2 S	Dry	Turning left	Automobile, station	Other motor vehicle	
71	2013-08-06	Tue	12:51	Clear	Daylight	Rear end	P.D. only	V1 E	Dry	Going ahead	Delivery van	Other motor vehicle	0
								V2 E	Dry	Slowing or	Automobile, station	Other motor vehicle	
72	2013-11-21	Thu	14:21	Clear	Daylight	Single vehicle	P.D. only	V1 S	Dry	Turning left	Truck - tractor	Pole (utility, tower)	0
73	2013-11-21	Thu	22:56	Clear	Dark	Rear end	Non-fatal	V1 S	Dry	Slowing or	Automobile, station	Other motor vehicle	0
								V2 S	Dry	Stopped	Automobile, station	Other motor vehicle	

CARLING AVE & ROCHESTER ST

Former Municipality: Ottawa

Traffic Control: Stop sign

Number of Collisions: 2

	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
74	2012-12-08	Sat	12:15	Clear	Daylight	Other	P.D. only	V1 N	Wet	Reversing	Automobile, station	Other motor vehicle	0
								V2 S	Wet	Turning right	Automobile, station	Other motor vehicle	
75	2013-05-10	Fri	09:15	Clear	Daylight	Turning	P.D. only	V1 W	Dry	Turning right	Passenger van	Other motor vehicle	0
								V2 W	Dry	Going ahead	Municipal transit bus	Other motor vehicle	

HWY 417 ROCHESTER IC121BR1 & RAYMOND ST

Former Municipality: Ottawa

Traffic Control: Traffic signal

Number of Collisions: 2

	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
76	2012-02-23	Thu	12:55	Clear	Daylight	Angle	Non-fatal	V1 N	Wet	Going ahead	Automobile, station	Other motor vehicle	0
								V2 W	Wet	Turning left	Pick-up truck	Other motor vehicle	

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

Friday, February 02, 2018

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Collision Main Detail Summary

OnTRAC Reporting System

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

77	2013-03-08	Fri	14:34	Clear	Daylight	Angle	Non-fatal	V1 N	Dry	Going ahead	Automobile, station	Other motor vehicle	0
								V2 W	Dry	Going ahead	Pick-up truck	Other motor vehicle	
								V3 S	Dry	Turning right	Automobile, station	Other motor vehicle	

HWY 417 ROCHEST IC121BR5 & ROCHESTER ST

Former Municipality: Ottawa

Traffic Control: Traffic signal

Number of Collisions: 5

	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
78	2013-03-14	Thu	13:16	Clear	Daylight	Angle	P.D. only	V1 S	Dry	Going ahead	Automobile, station	Other motor vehicle	0
								V2 E	Dry	Going ahead	Automobile, station	Other motor vehicle	
79	2013-03-28	Thu	21:13	Rain	Dark	Turning	Non-fatal	V1 S	Wet	Turning left	Automobile, station	Other motor vehicle	0
								V2 N	Wet	Going ahead	Automobile, station	Other motor vehicle	
80	2013-06-01	Sat	19:31	Rain	Daylight	Rear end	Non-fatal	V1 N	Wet	Going ahead	Automobile, station	Other motor vehicle	0
								V2 N	Wet	Turning right	Pick-up truck	Other motor vehicle	
81	2013-07-21	Sun	05:00	Clear	Dark	Rear end	P.D. only	V1 E	Dry	Turning left	Automobile, station	Other motor vehicle	0
								V2 E	Dry	Turning left	Automobile, station	Other motor vehicle	
82	2013-10-26	Sat	22:51	Clear	Dark	Angle	P.D. only	V1 E	Wet	Going ahead	Automobile, station	Other motor vehicle	0
								V2 S	Wet	Going ahead	Pick-up truck	Other motor vehicle	

NORMAN ST & ROCHESTER ST

Former Municipality: Ottawa

Traffic Control: Stop sign

Number of Collisions: 7

	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
83	2012-05-04	Fri	15:55	Clear	Daylight	Angle	P.D. only	V1 W	Dry	Turning left	Automobile, station	Other motor vehicle	0
								V2 N	Dry	Going ahead	Automobile, station	Other motor vehicle	
84	2012-05-31	Thu	13:06	Clear	Daylight	Angle	P.D. only	V1 W	Dry	Going ahead	Automobile, station	Other motor vehicle	0
								V2 S	Dry	Going ahead	Automobile, station	Other motor vehicle	
85	2012-08-28	Tue	17:30	Clear	Daylight	Sideswipe	P.D. only	V1 W	Dry	Turning left	Truck - tank	Other motor vehicle	0
								V2 W	Dry	Stopped	Pick-up truck	Other motor vehicle	
86	2013-01-25	Fri	11:15	Clear	Daylight	Turning	P.D. only	V1 S	Loose snow	Turning left	Automobile, station	Other motor vehicle	0
								V2 N	Loose snow	Going ahead	Automobile, station	Other motor vehicle	

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

Friday, February 02, 2018

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Collision Main Detail Summary

OnTRAC Reporting System

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

87	2013-04-07	Sun	14:07	Clear	Daylight	Angle	P.D. only	V1 W V2 S	Dry Dry	Going ahead Going ahead	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
88	2013-06-07	Fri	15:19	Rain	Daylight	Angle	P.D. only	V1 W V2 N	Wet Wet	Going ahead Slowing or	Automobile, station Passenger van	Other motor vehicle Other motor vehicle	0
89	2013-09-12	Thu	15:23	Rain	Daylight	Turning	Non-fatal	V1 S V2 S	Wet Wet	Turning left Going ahead	Bicycle Automobile, station	Other motor vehicle Cyclist	0

PAMILLA ST & ROCHESTER ST

Former Municipality: Ottawa

Traffic Control: Stop sign

Number of Collisions: 1

	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
90	2013-02-28	Thu	12:34	Clear	Daylight	Sideswipe	P.D. only	V1 E V2 E	Packed snow Packed snow	Going ahead Stopped	Unknown Automobile, station	Other motor vehicle Other motor vehicle	0

ROCHESTER ST, ABERDEEN ST to HWY 417 ROCHESTER IC121BR51

Former Municipality: Ottawa

Traffic Control: No control

Number of Collisions: 1

	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
91	2012-02-29	We	10:41	Clear	Daylight	Turning	P.D. only	V1 N V2 N	Dry Dry	Turning right Going ahead	Pick-up truck Automobile, station	Other motor vehicle Other motor vehicle	0

ROCHESTER ST, BEECH ST to NORMAN ST

Former Municipality: Ottawa

Traffic Control: No control

Number of Collisions: 1

	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
92	2013-10-11	Fri	18:40	Clear	Dusk	Rear end	P.D. only	V1 S V2 S	Dry Dry	Going ahead Making U-Turn	Pick-up truck Automobile, station	Other motor vehicle Other motor vehicle	0

ROCHESTER ST, NORMAN ST to PAMILLA ST

Former Municipality: Ottawa

Traffic Control: No control

Number of Collisions: 1

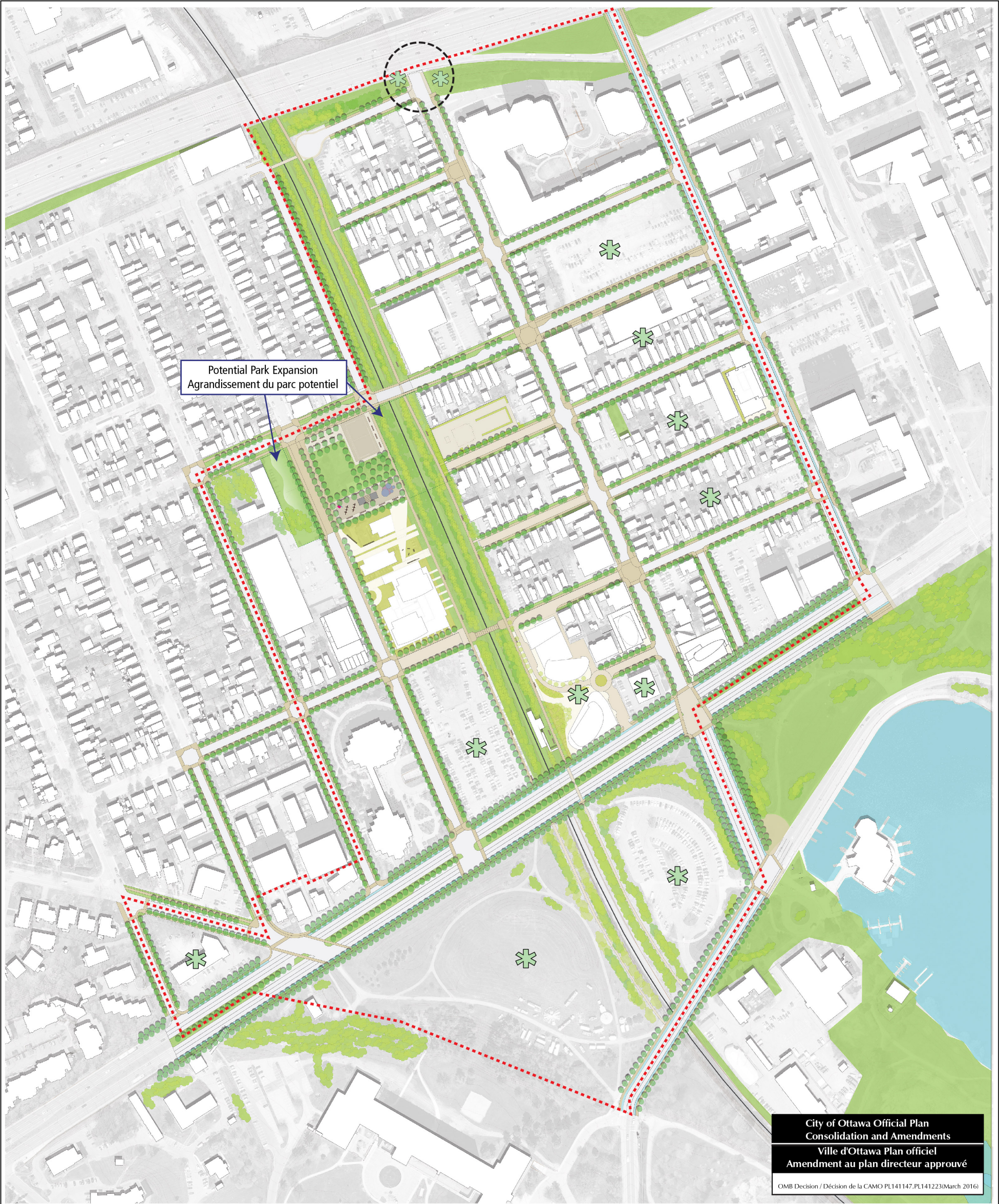
	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
93	2013-03-28	Thu	09:29	Clear	Daylight	Turning	P.D. only	V1 N V2 S	Dry Dry	Turning left Going ahead	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0

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

Friday, February 02, 2018

Appendix C

Preston-Carling Public Realm and Mobility Map



City of Ottawa Official Plan
Consolidation and Amendments
Ville d'Ottawa Plan officiel
Amendement au plan directeur approuvé
OMB Decision / Décision de la CAMO PL141147, PL141223 (March 2016)

- Preston-Carling District Secondary Plan Boundary /
Limite du Plan secondaire du secteur Preston-Carling
- Special Woonerf-Type Streets / rues aménagées selon le concept de woonerf
- Public Open Space / espace vert public
- Multi-Use Pathway / sentier polyvalent
- Bike Lanes / voies cyclables
- Streetscape Tree Planting / plantation d'arbres le long des rues
- Existing Buildings / bâtiments actuels
- Building Applications as of Jan 2014 and Buildings Under Construction /
demandes de permis de construire en date du 24 janvier et bâtiments en construction
- Urban Square/Park (in association with new development) /
jardin public (associé au nouvel aménagement)
- Potential Urban Square / place publique potentielle



Preston-Carling District / Secteur Preston-Carling

SECONDARY PLAN - Volume 2A
Schedule C - Public Realm Plan

PLAN SECONDAIRE - Volume 2A
Annexe C – Plan du domaine public



0 50 100 200 300 400
Meters

Prepared by: Planning and Growth Management Department, Mapping & Graphics Unit
Préparé par: Service de l'urbanisme et de la gestion de la croissance, Unité de la cartographie et des graphiques