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Nine-Storey Residential Building

112 Nelson Street

Transportation Impact Assessment
Screening and Scoping Report

**Nine-Storey Residential Building
112 Nelson Street**

**Transportation Impact Assessment
Screening and Scoping Report**

Prepared By:

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K2M 1P6

November 2017

Novatech File: 117200

Ref: R-2017-194

November 22nd, 2017

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

Attention: Mr. Wally Dubyk
Project Manager, Infrastructure Approvals

Dear Mr. Dubyk:

Reference: Nine-Storey Residential Building,
112 Nelson Street
Transportation Impact Assessment Screening and Scoping Report
Novatech File No. 117200

We are pleased to submit the following Transportation Impact Assessment (TIA) Screening and Scoping Report in support of a Zoning By-Law Amendment for 112 Nelson Street. The structure and format of this report is in accordance with the 2017 City of Ottawa TIA Guidelines.

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

Yours truly,

NOVATECH



Kristyn Boehme, E.I.T.
Engineering Intern

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1.0 INTRODUCTION

This Transportation Impact Assessment (TIA) Screening and Scoping Report has been prepared in support of a Zoning By-Law Amendment for the property located at 112 Nelson Street. The site will be rezoned from General Industrial Zone (IG), subzone 1 with 11m height limit to Residential Fifth Density (R5) which enables the construction of mid/high-rise apartment dwellings.

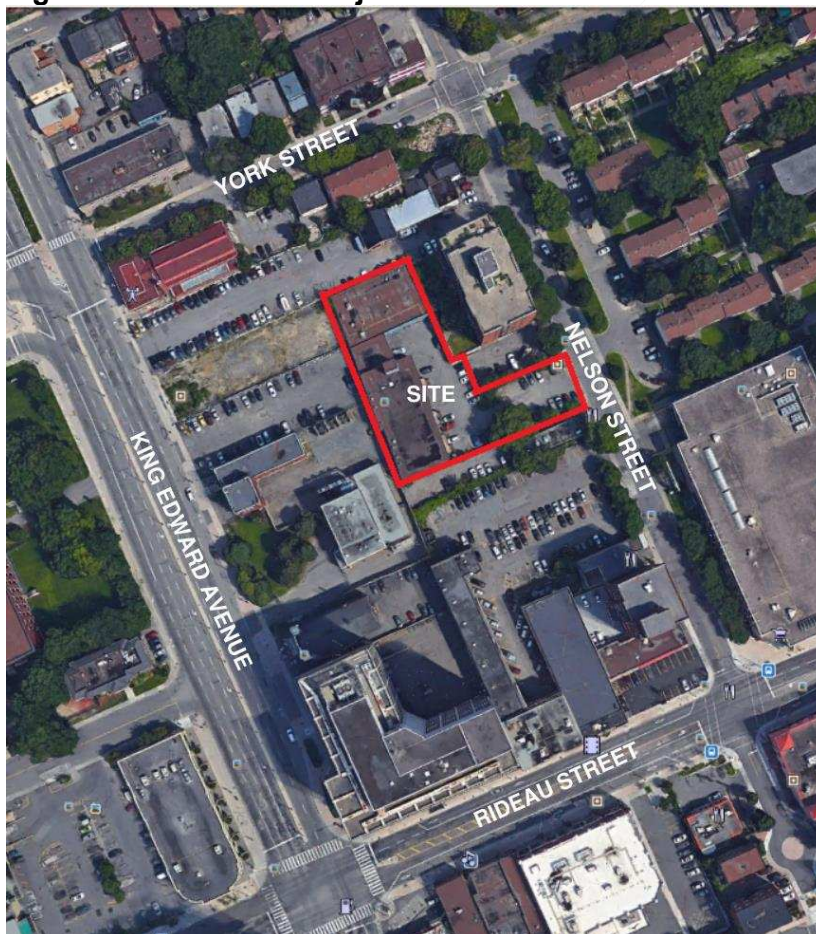
The subject site has an area of approximately 2950m² and currently consists of a two-storey multi-tenant warehouse with surface parking for approximately 50 vehicles and an access to Nelson.

The subject site is surrounded by the following:

- A paid parking lot, an automotive service garage, and residential dwellings to the north;
- An eight-storey apartment building to the east;
- A restaurant and motel to the south; and
- A theatre, a paid parking lot and a Hydro Ottawa transformer substation to the west.

The York Street Public School is one block to the east, at the corner of York/Beausoleil. A view of the subject site is provided in **Figure 1**.

Figure 1: View of the Subject Site



2.0 PROPOSED DEVELOPMENT

The proposed development is currently in the conceptual phase; a site plan has not yet been developed. The development concept includes a 9-storey residential building with 174 dwelling units and 66 underground parking spaces. One full movement access to Nelson Street is proposed.

A copy of the concept plan is included in **Appendix A**.

3.0 SCREENING AND SCOPING

3.1 Screening Form

The City's 2017 TIA Guidelines identify three triggers for completing a TIA report, including trip generation, location, and safety. The criteria for each trigger are outlined in the City's TIA Screening Form.

The subject application satisfies both the 60 person trips per hour trip generation trigger and the safety trigger for completing a TIA study. A copy of the TIA Screening Form is included in **Appendix B**.

City staff have indicated that the TIA study will be required at the time of Site Plan submission.

3.2 Existing Conditions

3.2.1 Roadways

King Edward is an arterial road, that generally runs on a north-south alignment between Mann Avenue and Sussex Drive. It has a six-lane divided urban cross section and a posted speed of 40km/h in the vicinity of the subject site. During the weekday PM peak hour, one southbound lane is designated for buses only. During off-peak hours, parking is permitted on both sides of the road. King Edward is identified as an urban truck route between Rideau and Sussex, allowing full loads.

Nelson Street is a local road, that generally runs on a north-south alignment between the dead end 50m north of Murray Street and Templeton Street. It is discontinuous south of Rideau Street. It has a two-lane undivided urban cross-section and an unposted regulatory speed limit of 50km/hr. On-street parking is permitted in designated areas primarily on the east side in the vicinity of the subject site.

Rideau Street is an arterial road, that generally runs on an east-west alignment between Mackenzie Avenue and North River Road. Two blocks west of King Edward, the Rideau Street Renewal project is currently underway in conjunction with the Rideau Street LRT Station. Currently between Sussex and Dalhousie, buses and taxis only are permitted. As part of the Rideau Street Renewal project, one all-purpose travel lane will be maintained in each direction between Sussex and Dalhousie with new space for on-street parking and loading. Wider sidewalks will be provided with improved pedestrian crossings. Nicholas Street will be closed from Rideau to Besserer, creating a new pedestrian public space, to be called Ogilvy Square. Design drawings are included in **Appendix C**. In the vicinity of the subject site, Rideau Street is a four-lane undivided urban cross section and an unposted regulatory speed limit of 50km/hr under the *Ontario Highway Traffic Act*. During the peak hours, one eastbound and one westbound lane are designated for buses only. During off-peak hours,

these two lanes permit on-street parking. Rideau is identified as an urban truck route between Dalhousie and North River, allowing full loads.

York Street is a local road, that generally runs on an east-west alignment between Sussex Drive and the dead end 150m east of Beausoleil Drive. It is discontinuous at King Edward Avenue. Near the site, it has a two-lane undivided urban cross-section and an unposted regulatory speed limit of 50km/hr. On-street parking is permitted on both the north and south sides in the vicinity of the subject site.

3.2.2 Intersections

King Edward Avenue/Rideau Street

- Signalized intersection
- Eastbound: one through lane, one shared through/right turn lane, one left turn lane
- Westbound: one through lane, one shared through/right turn lane (left turns prohibited; no right turn on red light 7am-7pm)
- Northbound: two through lanes, one right turn lane (left turns prohibited)
- Southbound: two through lanes, one right turn lane, one left turn lane (no right turn on red light 7am-7pm)



King Edward Avenue/York Street

- Signalized intersection
- Eastbound: one right turn lane, stop controlled
- Westbound: one right turn lane
- Northbound: two through lanes, one shared through/right turn lane, one left turn lane
- Southbound: two through lanes, one shared through/right turn lane (left turns prohibited)



Nelson Street/Rideau Street

- Signalized intersection
- Eastbound/Westbound: one through lane, one shared through/right turn lane, one left turn lane
- Northbound/Southbound: one shared through/right/left turn lane

Nelson Street/York Street

- All-way stop controlled intersection
- All directions: one shared through/right turn/left turn lane

**3.2.3 Driveways**

The following driveways are provided adjacent to the subject site:

- One driveway to 90 Nelson Street (residential dwelling);
- One driveway to 96 Nelson Street (Spark Auto);
- One driveway to 100 Nelson Street (private parking lot);
- One driveway to 110 Nelson Street (apartment building);
- One driveway to 134 Nelson Street (Korean Restaurant);
- One driveway to 140 Nelson/319 Rideau Street (private parking lot);
- One driveway to 152 Nelson Street (Pizza Restaurant/low-rise residential);
- One driveway to 154 Nelson Street (10-storey apartment building);
- One driveway to 333 Rideau Street (Mac's/hair salon);
- 260 York Street (residential townhouse development); and
- Two driveway accesses to 359 Rideau Street (grocery store), including one parking garage access and one loading access.

3.2.4 Pedestrian and Cycling Facilities

Sidewalks are provided on both sides of King Edward Avenue (concrete), Nelson Street (concrete), Rideau Street (unit pavers) and York Street (concrete).

York Street is a local cycling route, connecting to Beausoleil Drive one block east of Nelson.

The outside lanes of King Edward Avenue and Rideau Street are marked as shared use lanes for cyclists and vehicles.

3.2.5 Transit

The nearest bus stops include OC Transpo bus stop #7594 and #2333 at the northeast and southwest corners of Nelson/Rideau which serve routes 7, 12, 14, and 18. Bus stop #7594 also serves route 16 during the weekdays. The aforementioned bus stop locations are approximately 130m from the site and shown in **Figure 2**.

Figure 2: OC Transpo Bus Stop Locations



OC Transpo route 7 is a local route that travels between Carleton University and St. Laurent transit station. It operates every 15 minutes or less on weekdays between 7:00am and 7:00pm. This bus route operates all day, seven days a week.

OC Transpo route 12 is a local route that travels between Blair transit station and Rideau Shopping Centre (or Bank Street during the peak periods). This route operates every 15 minutes or less on weekdays between 6:45am and 11:00pm. This bus route operates all day, seven days a week.

OC Transpo route 14 is a local route that travels between St. Laurent transit station and Carlington. This route operates every 15 minutes or less on weekdays between 7:00am and 7:00pm. This bus route operates all day, seven days a week.

OC Transpo route 18 is a local route that travels between Rideau Centre and St. Laurent transit station. It operates every 30 minutes on weekdays between 5:00am and 12:30am. This bus route operates all day, seven days a week.

OC Transpo route 16 travels between Britannia Park and Main Street (or Cheo Hospital during the peak periods). It operates during the weekdays approximately three times a day and does not operate on weekends at this stop.

The site is located within a kilometre of Mackenzie King Station, with access to 50-60 transit routes.

King Edward Avenue has a dedicated southbound bus lane from 3:00pm to 5:00pm during the weekdays. Rideau Street has dedicated eastbound and westbound bus lanes during the peak periods.

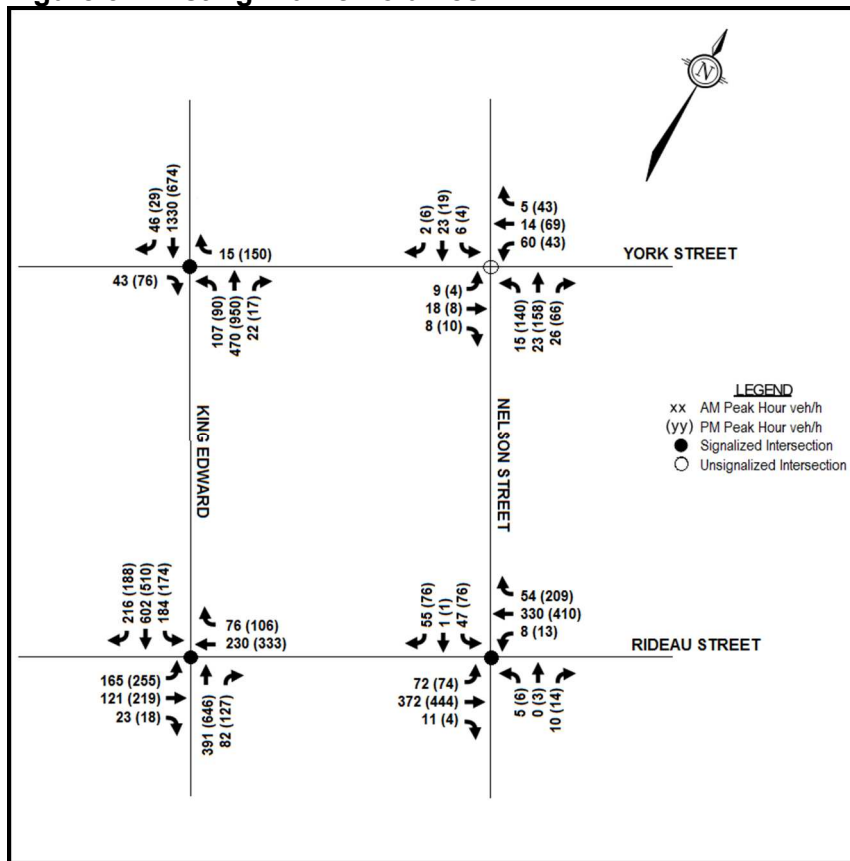
3.2.6 Existing Traffic Volumes

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

- King Edward Avenue/Rideau Street August 03, 2016
- King Edward Avenue/York Street September 21, 2016
- Nelson Street/Rideau Street December 01, 2015
- Nelson Street/York Street September 21, 2016

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

Figure 3: Existing Traffic Volumes



3.2.7 Collision Records

Historical collision data from the last five years was obtained from the City’s Public Works and Service Department for the study area intersections. Copies of the collision summary reports are included in **Appendix E**.

The collision data has been evaluated to determine if there are any identifiable collision patterns. The following table summarizes the number of collisions at each intersection and roadway segment from January 1, 2012 to January 1, 2017.

Table 1: Reported Collisions

Intersection	Number of Reported Collisions
King Edward/Rideau	92
King Edward/York	14
Nelson/Rideau	17
Nelson/ York	No data available

King Edward/Rideau

A total of 92 collisions were reported at the King Edward Avenue/Rideau Street intersection over the last five years. Twelve were angle impacts, twenty-four were sideswipe impacts, fourteen were

turning movement impacts, twenty-eight were rear-end impacts and fourteen were single vehicle/other impacts. Fourteen of the collisions caused personal injuries, but none caused fatalities.

Twelve of the twenty-four sideswipe collisions involved both vehicles travelling in the southbound direction.

Thirteen of the twenty-eight rear-end collisions involved both vehicles travelling in the southbound direction. Eight of the twenty-eight rear-end collisions involved both vehicles travelling in the westbound direction.

Eleven of the fourteen turning movement impacts occurred with vehicles travelling in the northbound and southbound directions.

Twenty-seven collisions involved pick-up trucks and fourteen collisions involved trucks with trailers. King Edward and Rideau are part of the interprovincial truck route connecting Macdonald-Cartier Bridge with Highway 417. The impact history associated with trucks may be due to the intersection's small turning radii and poor sightlines. The City of Ottawa is exploring alternatives to the downtown truck route which is discussed further in section **3.3 Planned Conditions**.

In 2012, King Edward and Rideau was listed as one of the top 10 signalized intersection collision locations in Ottawa. Since then, it has been changed to have protected left and right turns only in the eastbound and southbound directions.

King Edward/York

A total of 14 collisions were reported at the King Edward Avenue/York Street intersection over the last five years. One was an angle impact, three were sideswipe impacts, three were turning movement impacts, five were rear-end impacts and two were single vehicle/other impacts. Three of the collisions caused personal injuries, but none caused fatalities.

Nelson/Rideau

A total of 17 collisions were reported at the Nelson Street/Rideau Street intersection over the last five years. Two were angle impacts, one was a sideswipe impact, six were turning movement impacts, five were rear-end impacts and one was a single vehicle/other impact. Six of the collisions caused personal injuries, but none caused fatalities.

Three of the angle/turning movement impacts involved cyclists and pedestrians. One impact involved an eastbound through cyclist and an eastbound left vehicle; one involved a southbound through vehicle and a westbound through cyclist; and one involved a westbound through cyclist and a westbound right turning vehicle.

3.3 Planned Conditions

The City of Ottawa's 2013 TMP identifies King Edward Avenue and Rideau Street as Transit Priority Corridors (continuous lanes) under the 2031 Network Concept. The Affordable Network identifies Rideau Street as a Transit Priority Corridor (continuous lanes). Currently, King Edward and Rideau are part of the interprovincial truck route connecting the Macdonald-Cartier Bridge with Highway 417. Due to the projected industry inefficiencies, public safety concerns, negative community and environmental impacts, the City is exploring alternatives to the downtown truck route. Once an alternative is determined, Rideau Street and King Edward Avenue will be removed from the City's identified truck route system.

As part of the Network Concept, transit signal priority would be provided on King Edward Avenue to complement the existing southbound bus lane between Sussex Drive and Rideau Street.

As part of the Affordable Network, all day bus lanes would be provided on Rideau Street between Sussex Drive and Cumberland Street and peak period bus lanes would be provided between Cumberland Street and Charlotte Street, supported by transit signal priority (from Sussex Drive to Cummings Bridge). Bus lanes are already in place on Rideau Street. Peak periods for which bus lanes are in effect are proposed to be extended.

Confederation Line (Stage 1) of the Light Rail Transit (LRT) is currently under construction which connects Tunney's Pasture to Blair Station and is planned to be opened in spring 2018. Rideau will have an underground station with entrances adjacent to the Williams Street Plaza, at the northwest corner of Rideau Centre at Rideau Street and at Colonel By.

The 2013 Ottawa Cycling Plan identifies shared used lanes on Beausoleil Drive from York Street to Cobourg Street as a Phase 1 project under the 2031 Affordable Cycling Plan.

3.4 Study Area and Time Periods

The proposed study area for the TIA report includes King Edward Avenue, Nelson Street, Rideau Street and York Street within the vicinity of the subject area. The study area includes the signalized intersections of King Edward/Rideau, King Edward/York, Nelson/Rideau and the unsignalized intersection of Nelson/York.

The selected time periods for the analysis are the weekday AM and PM peak hours, as they represent the 'worst case' combination of site generated traffic and adjacent street traffic. Anticipated parking requirements will also be reviewed for the subject site. The TIA will review intersection operations for the existing, build-out and 5-year horizon.

3.5 Exemptions Review

As indicated previously, City staff have indicated that the TIA report will be required as part of the Site Plan submission. At that time, future travel demand forecasts and a TIA strategy report will be completed. As the trip generation trigger was met, both the Design Review and Network Impact components will be addressed in the TIA report.

NOVATECH

Prepared by:



Kristyn Boehme, E.I.T.
Engineering Intern



Jennifer Luong, P.Eng.
Senior Project Manager | Transportation/Traffic

APPENDIX A

Concept Plan

BELOW GRADE AREA
TOTAL GROSS AREA= (2519 m2) 27,115ft²

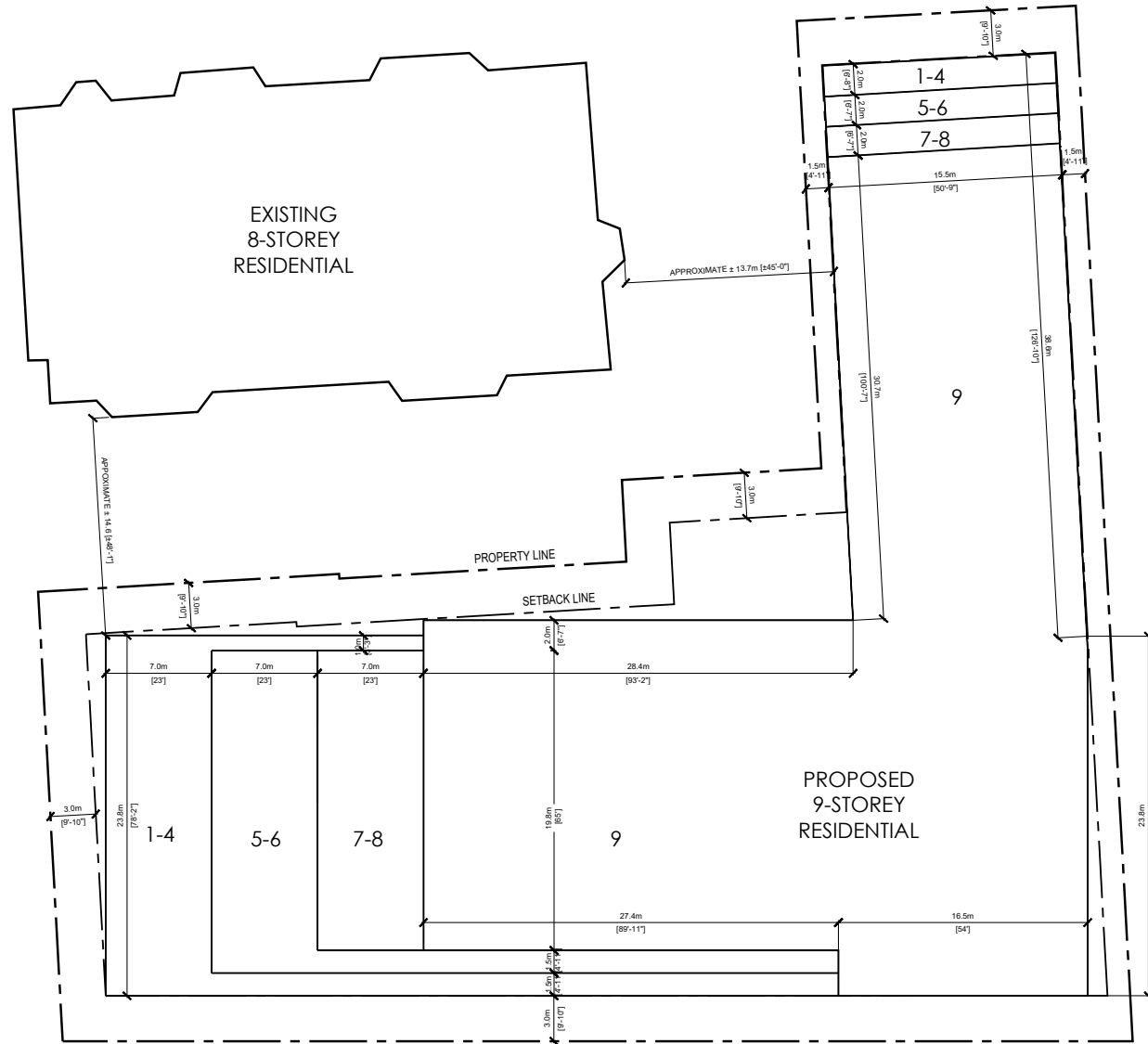
1ST FLOOR	(1980 m2)	21,312ft ²
2ND FLOOR	(2160 m2)	23,248ft ²
3RD FLOOR	(2160 m2)	23,248ft ²
4TH FLOOR	(2160 m2)	23,248ft ²
5TH FLOOR	(1886 m2)	20,300ft ²
6TH FLOOR	(1886 m2)	20,300ft ²
7TH FLOOR	(1655 m2)	17,814ft ²
8TH FLOOR	(1655 m2)	17,814ft ²
9TH FLOOR	(1485 m2)	15,984ft ²

TOTAL ABOVE (17,027 m2) 183,277ft²

TOTAL ABOVE AND BELOW = 210,392ft²

TOTAL NET AREA

1ST FLOOR	(1365 m2)	14,693ft ²
2ND FLOOR	(1864 m2)	20,064ft ²
3RD FLOOR	(1864 m2)	20,064ft ²
4TH FLOOR	(1864 m2)	20,064ft ²
5TH FLOOR	(1591 m2)	17,125ft ²
6TH FLOOR	(1591 m2)	17,125ft ²
7TH FLOOR	(1397 m2)	15,037ft ²
8TH FLOOR	(1397 m2)	15,037ft ²
9TH FLOOR	(1241 m2)	13,358ft ²
TOTAL	(14,174 m2)	152,567ft ²





APPENDIX B

TIA Screening Form

City of Ottawa 2017 TIA Guidelines Screening Form

1. Description of Proposed Development

Municipal Address	112 Nelson Street
Description of Location	West of Nelson, between York and Rideau
Land Use Classification	Residential
Development Size (units)	174
Development Size (m ²)	2900
Number of Accesses and Locations	One access to Nelson
Phase of Development	1
Buildout Year	TBD

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

2. Trip Generation Trigger

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

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

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

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

3. Location Triggers

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

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

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

4. Safety Triggers

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

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

5. Summary

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



Transportation Impact Assessment Screening Form

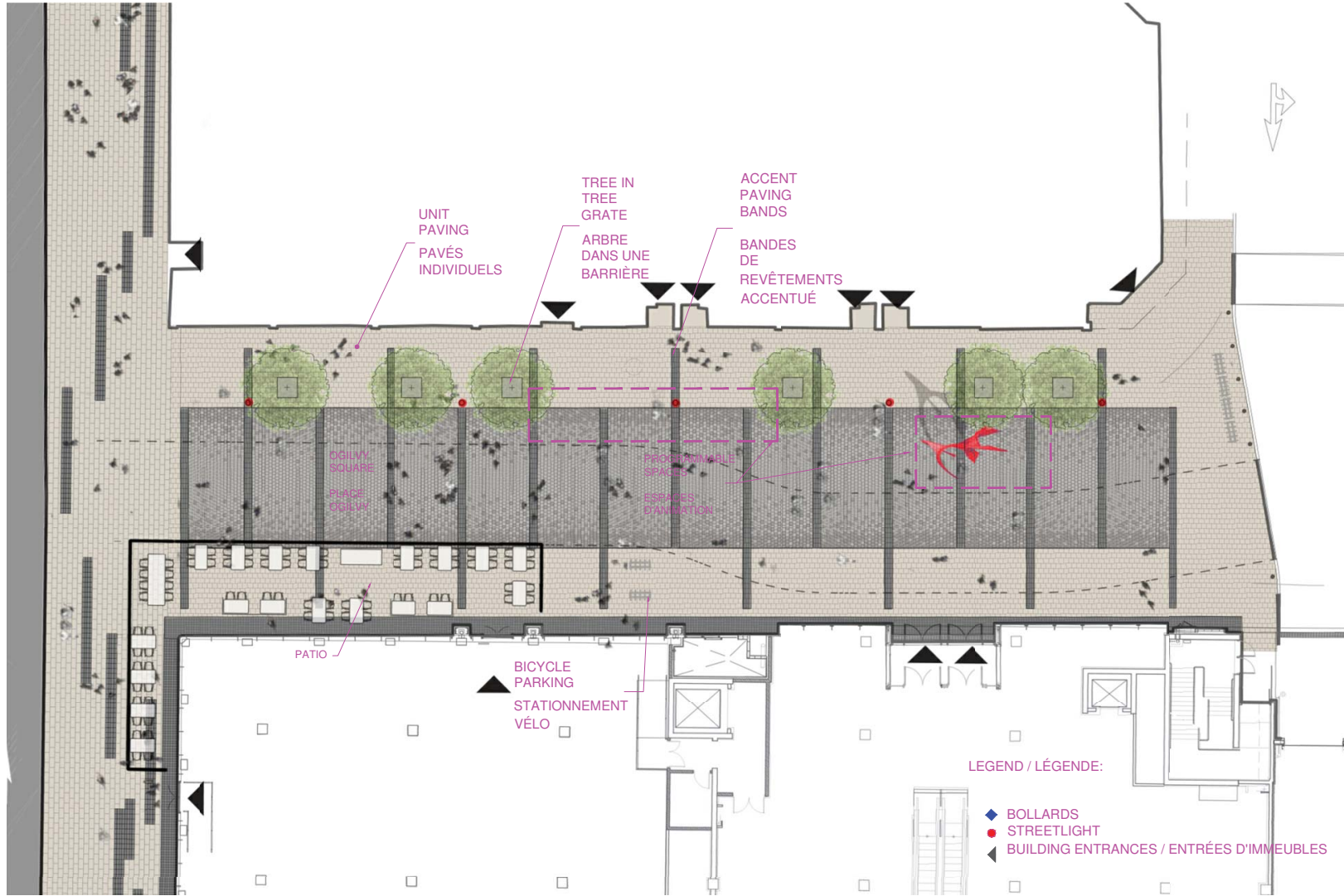
If none of the triggers are satisfied, the TIA Study is complete. If one or more of the triggers is satisfied, the TIA Study must continue into the next stage (Screening and Scoping).

APPENDIX C

Rideau Design Drawings

PLACE OGILVY SQUARE

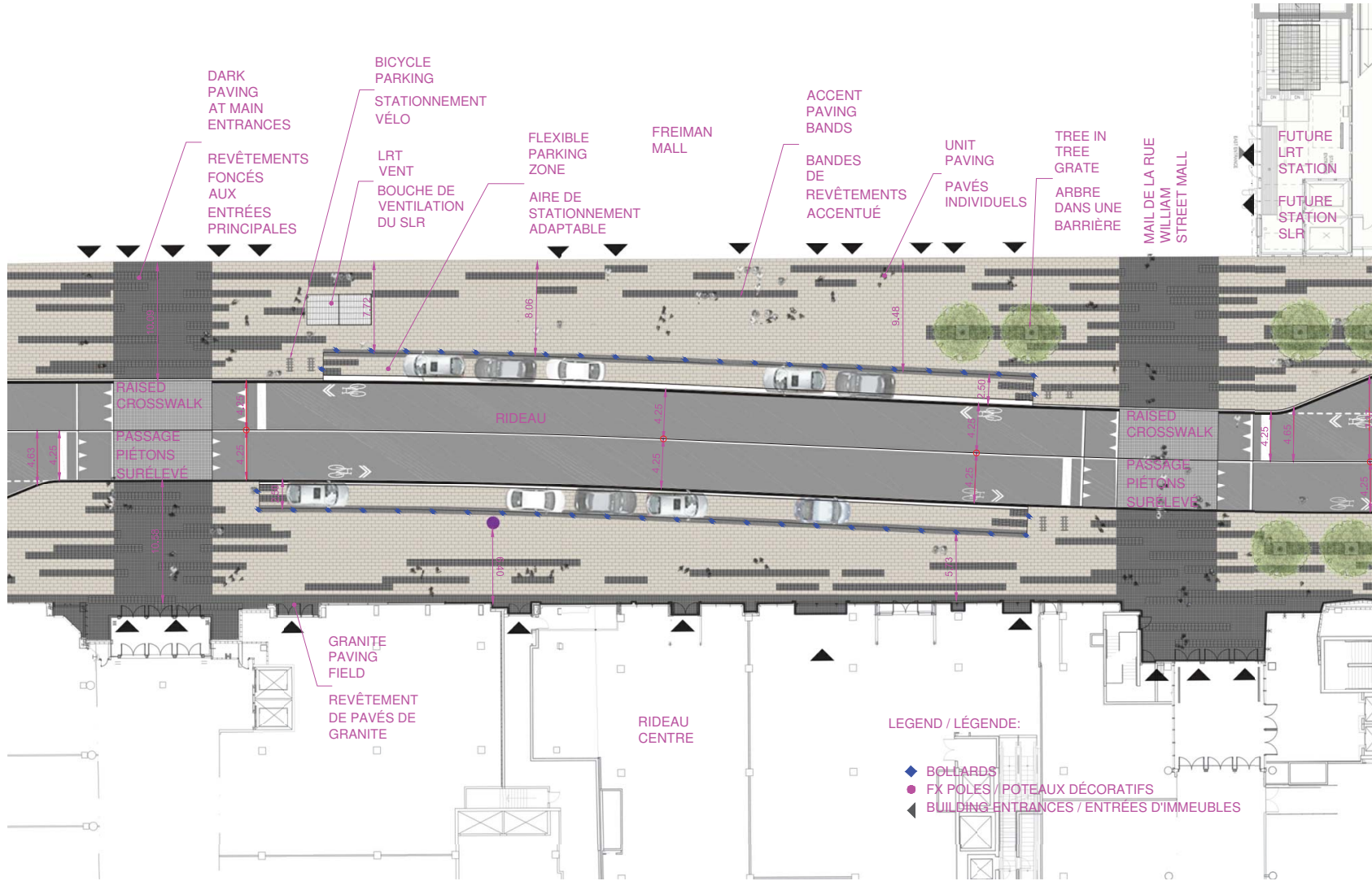
DRAFT - SUBJECT TO CHANGE
 AVANT-PROJET - SUJET À MODIFICATIONS



Rideau Street Renewal / Réfection de la rue Rideau
Nicholas Street Transformation / Transformation de la rue Nicholas

RIDEAU

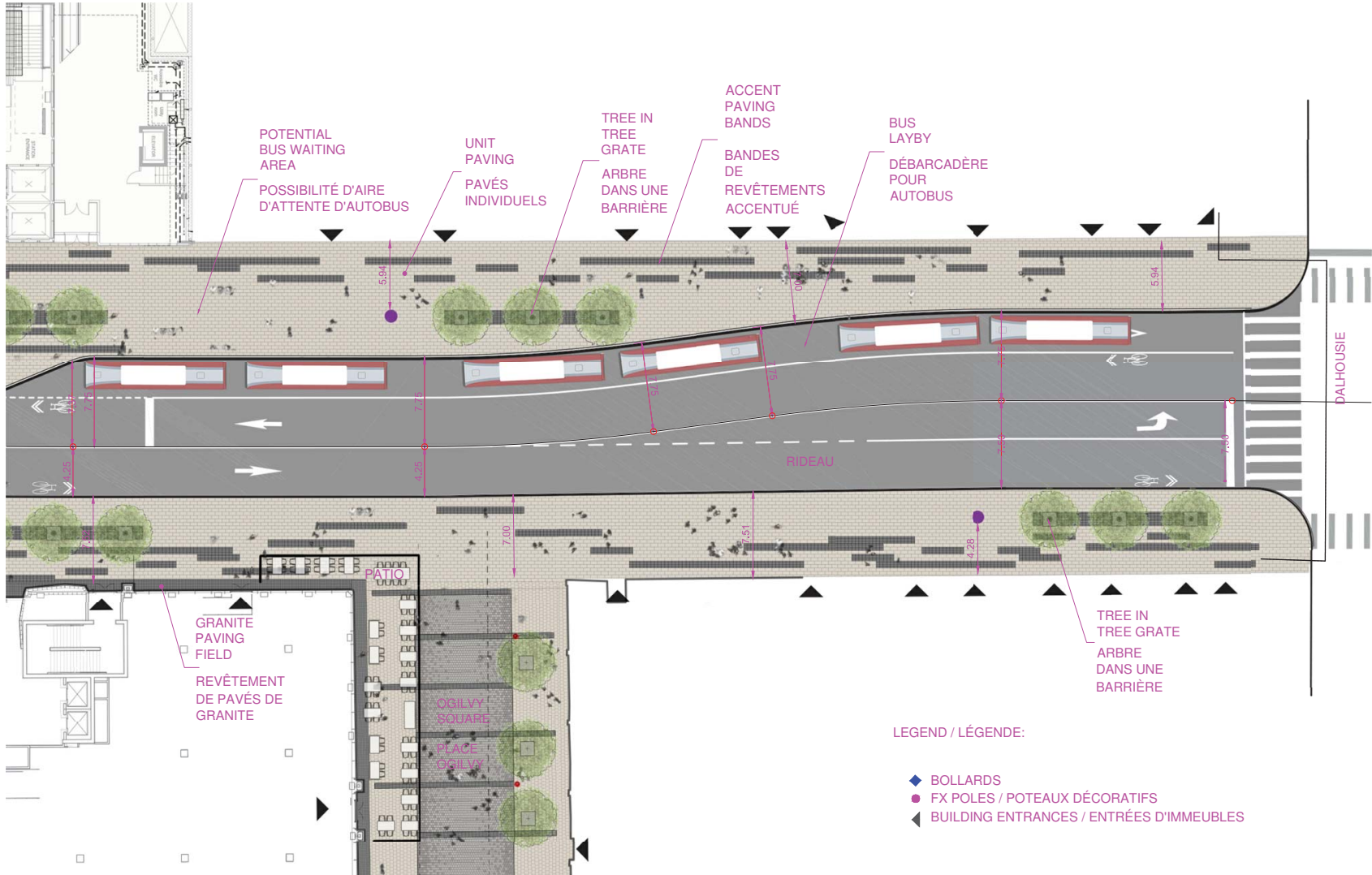
DRAFT - SUBJECT TO CHANGE
 AVANT-PROJET - SUJET À MODIFICATIONS



Rideau Street Renewal / Réfection de la rue Rideau
Nicholas Street Transformation / Transformation de la rue Nicholas

RIDEAU - DALHOUSIE

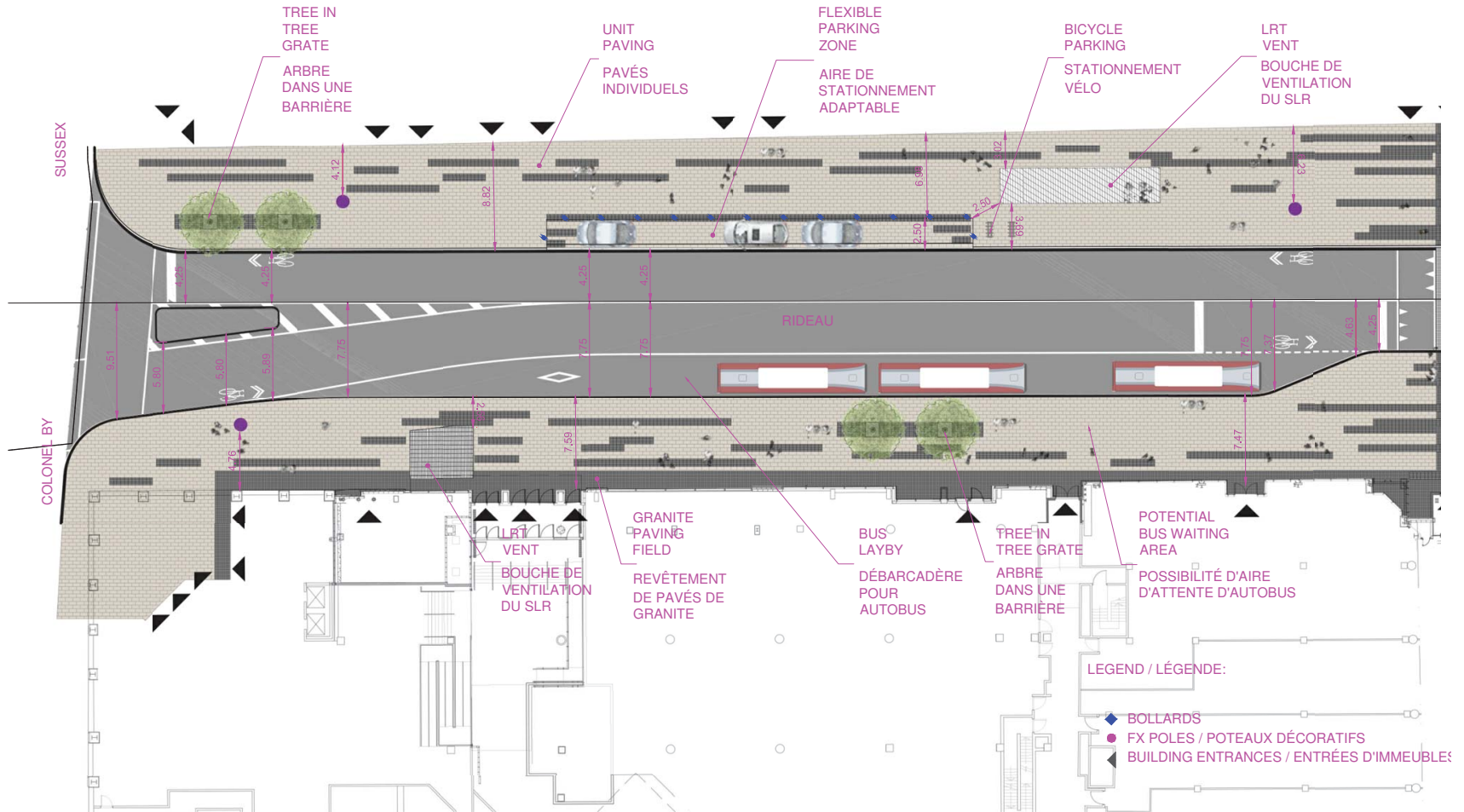
DRAFT - SUBJECT TO CHANGE
 AVANT-PROJET - SUJET À MODIFICATIONS



Rideau Street Renewal / Réfection de la rue Rideau
Nicholas Street Transformation / Transformation de la rue Nicholas

RIDEAU - SUSSEX

DRAFT - SUBJECT TO CHANGE
 AVANT-PROJET - SUJET À MODIFICATIONS



APPENDIX D

Traffic Count Data



Transportation Services - Traffic Services

Turning Movement Count - Full Study Peak Hour Diagram

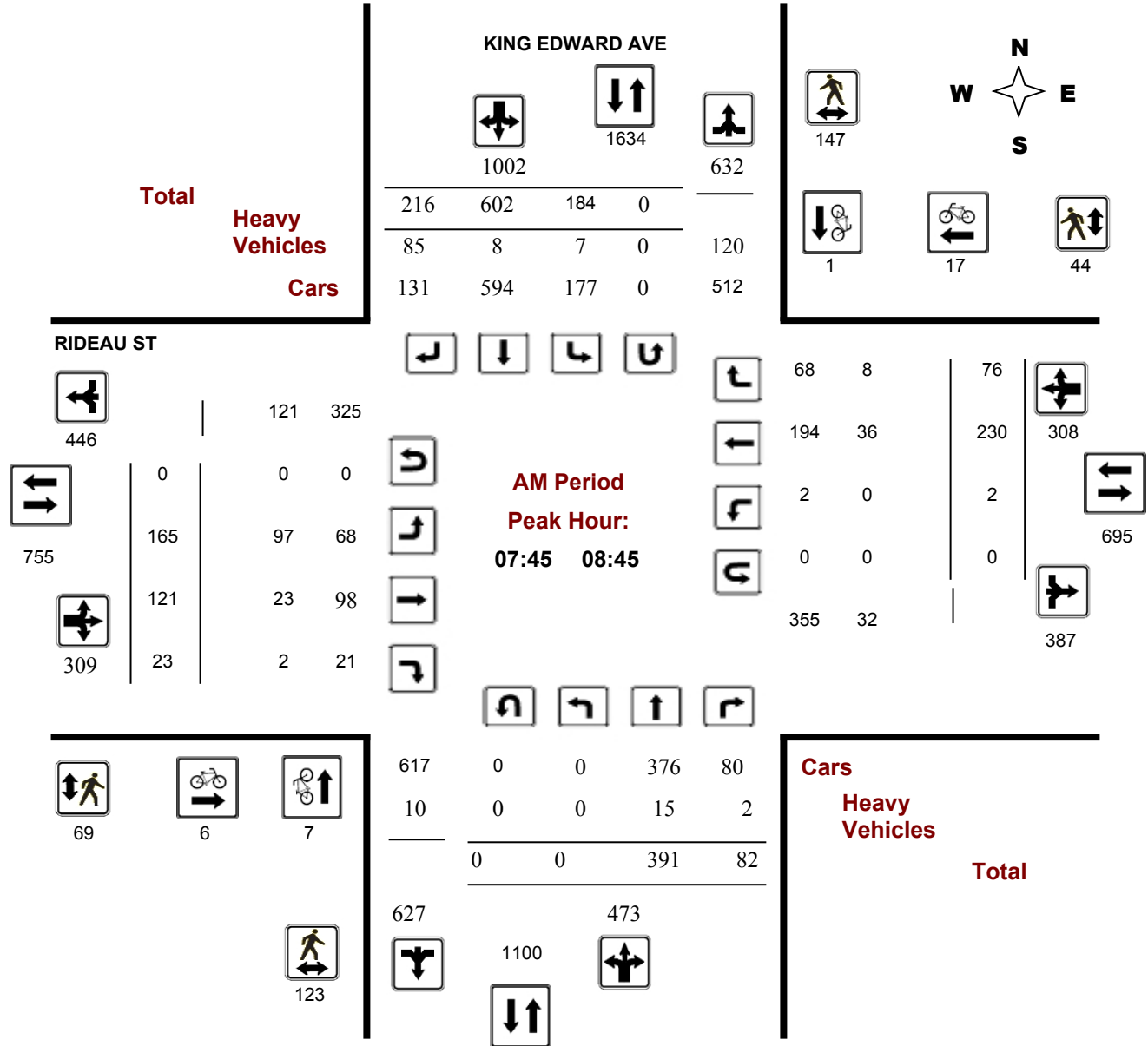
KING EDWARD AVE @ RIDEAU ST

Survey Date: Wednesday, August 03, 2016

Start Time: 07:00

WO No: 36113

Device: Miovision

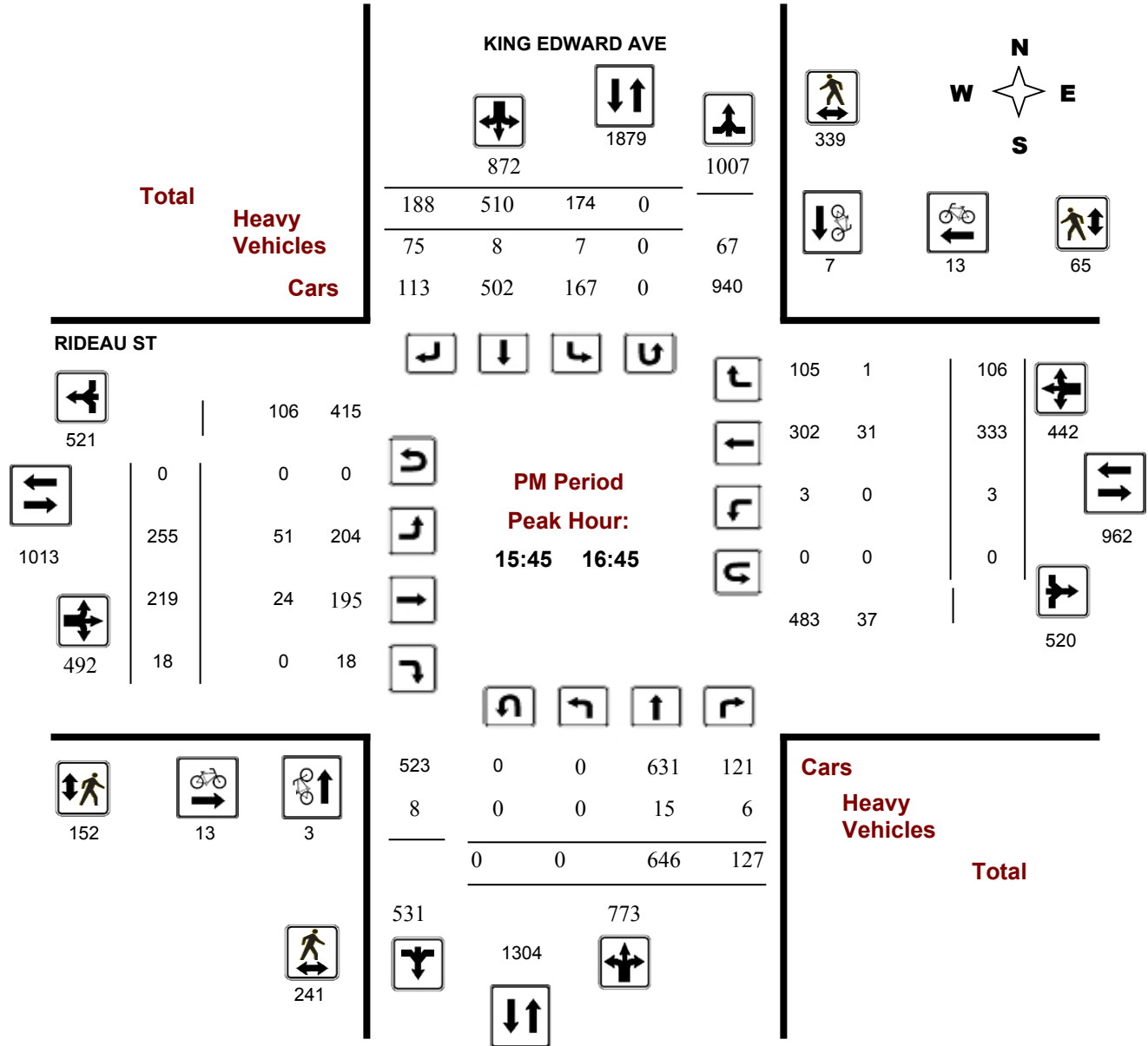


Survey Date: Wednesday, August 03, 2016

Start Time: 07:00

WO No: 36113

Device: Miovision



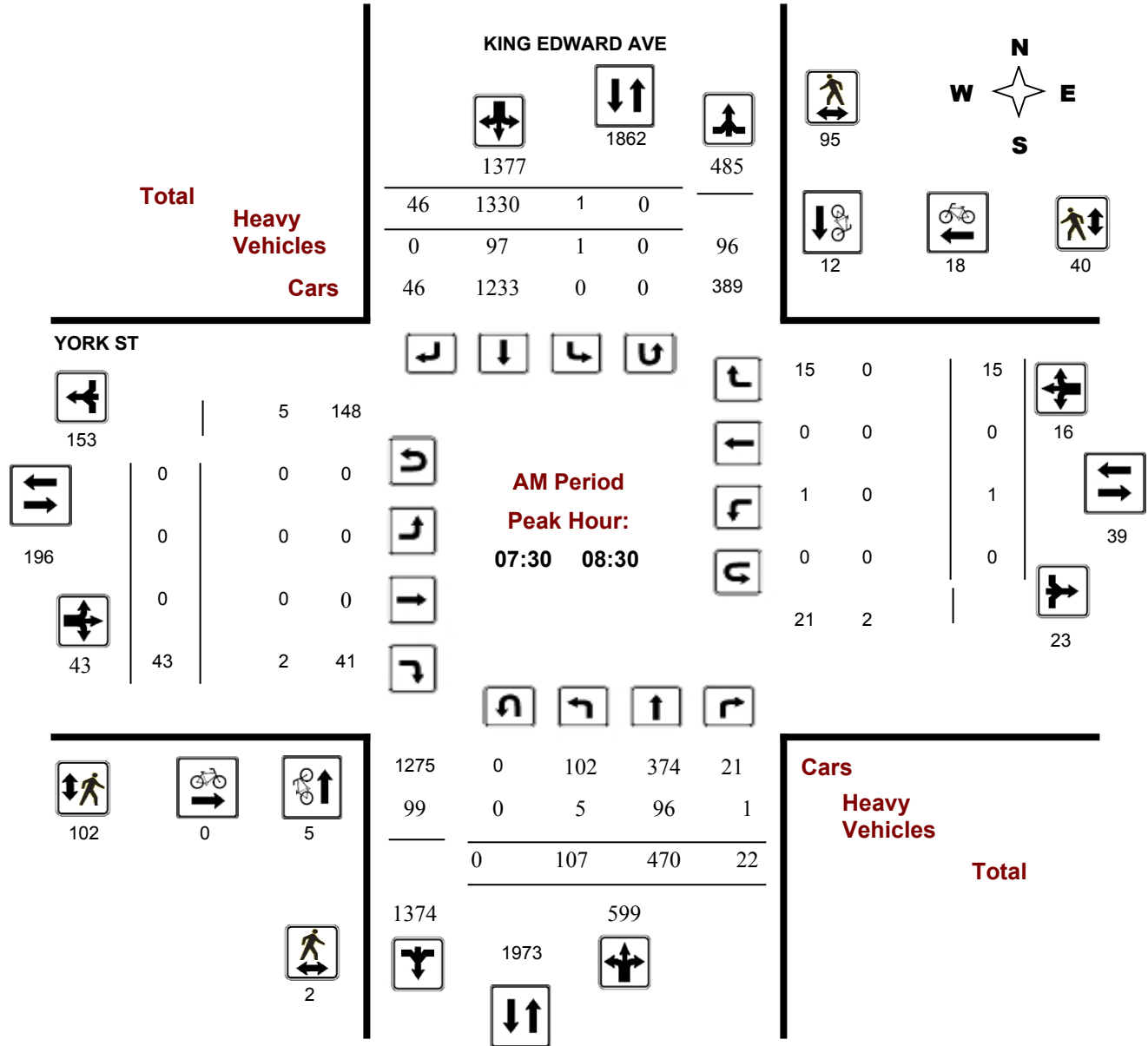
Comments

Survey Date: Wednesday, September 21, 2016

Start Time: 07:00

WO No: 36337

Device: Miovision

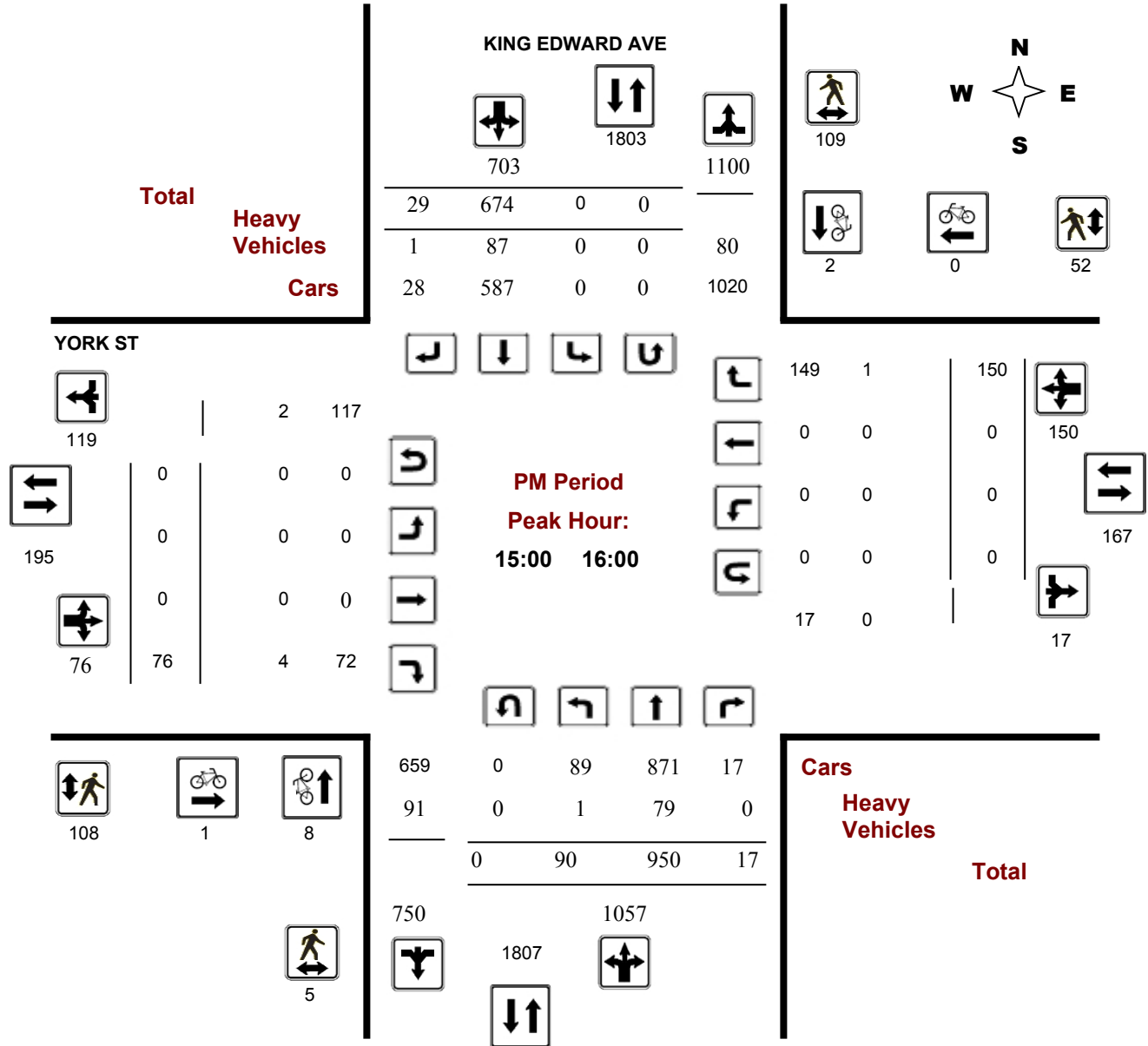


Survey Date: Wednesday, September 21, 2016

Start Time: 07:00

WO No: 36337

Device: Miovision



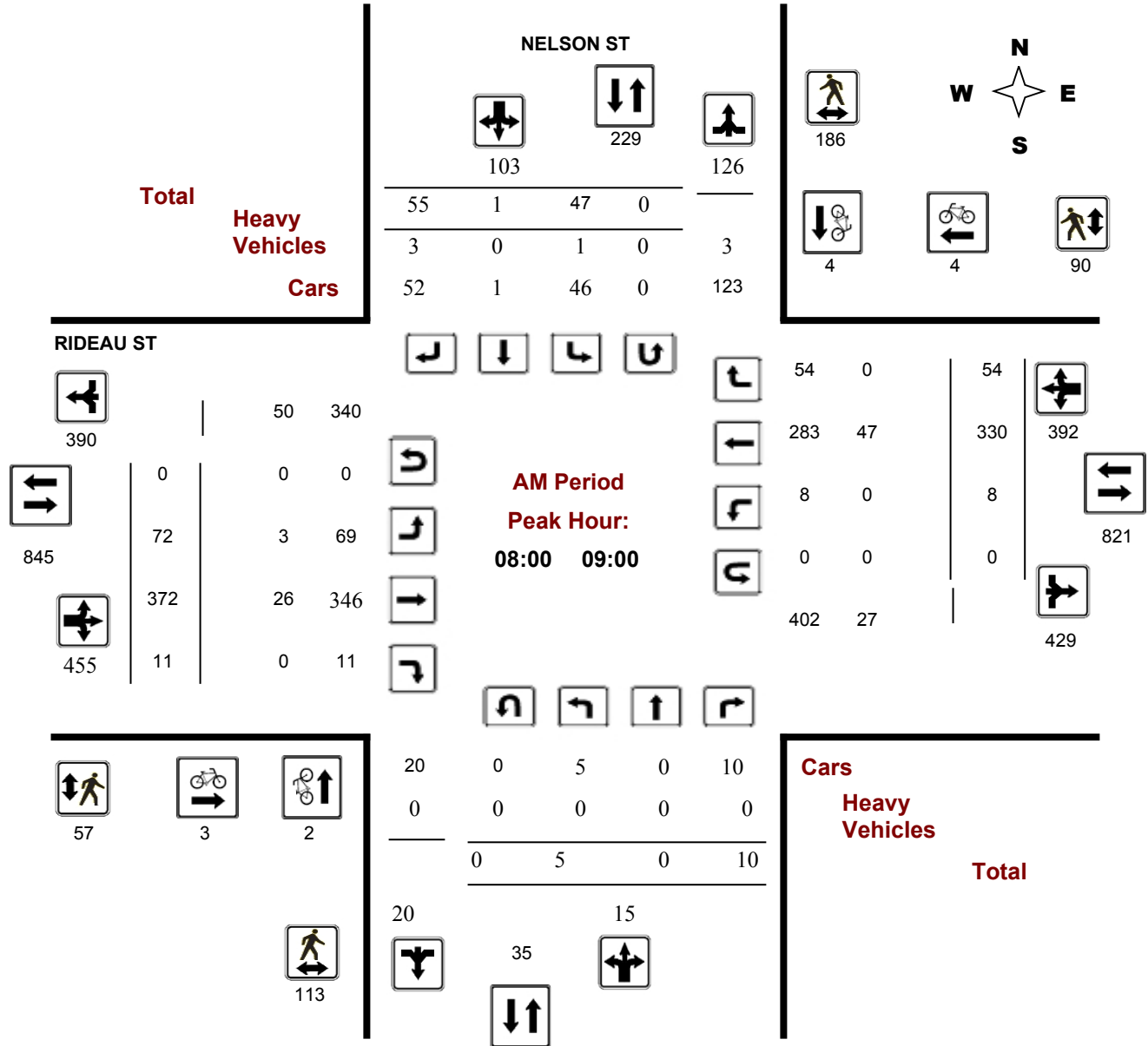
Comments

Survey Date: Tuesday, December 01, 2015

Start Time: 07:00

WO No: 35535

Device: Miovision

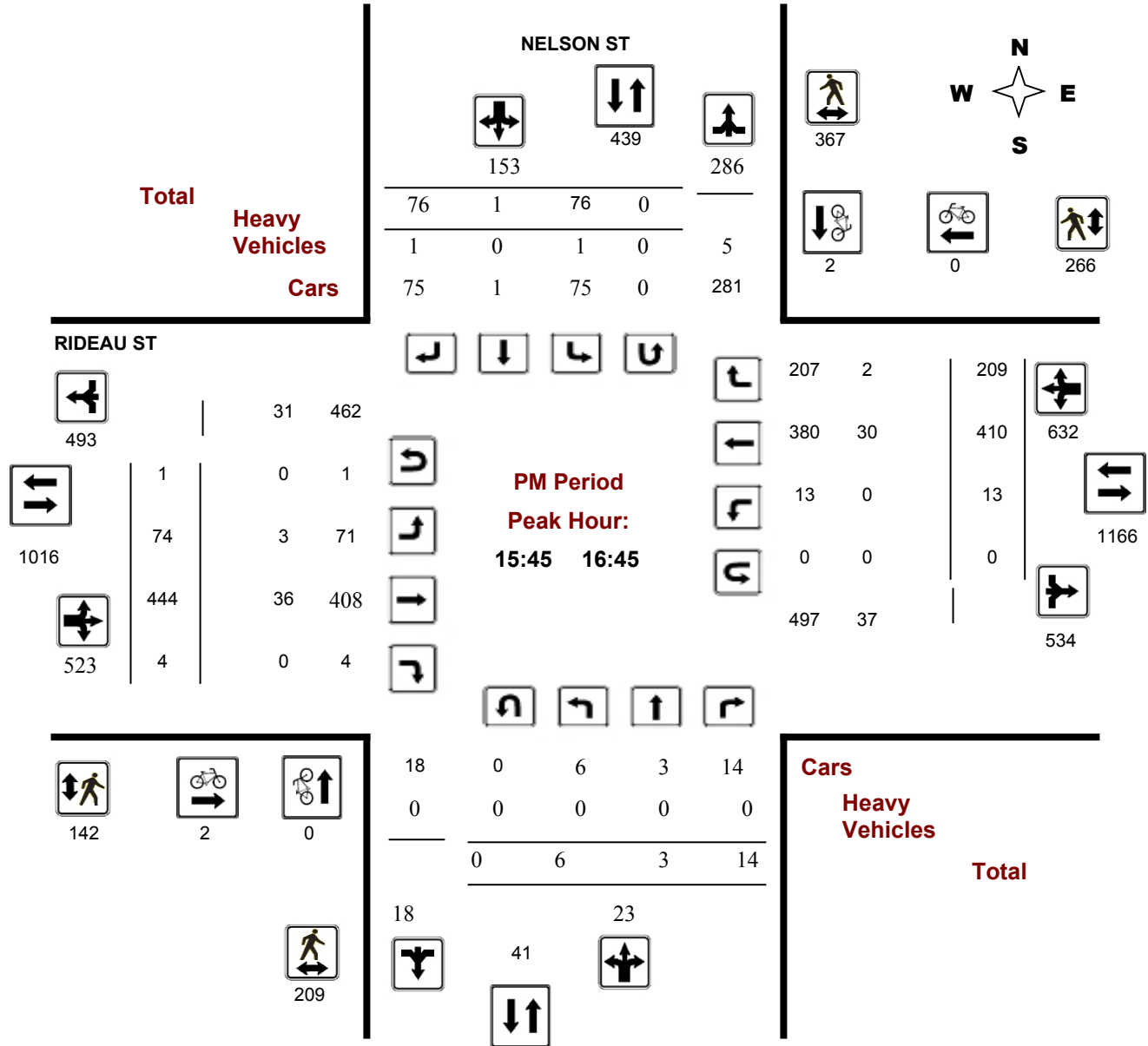


Survey Date: Tuesday, December 01, 2015

Start Time: 07:00

WO No: 35535

Device: Miovision

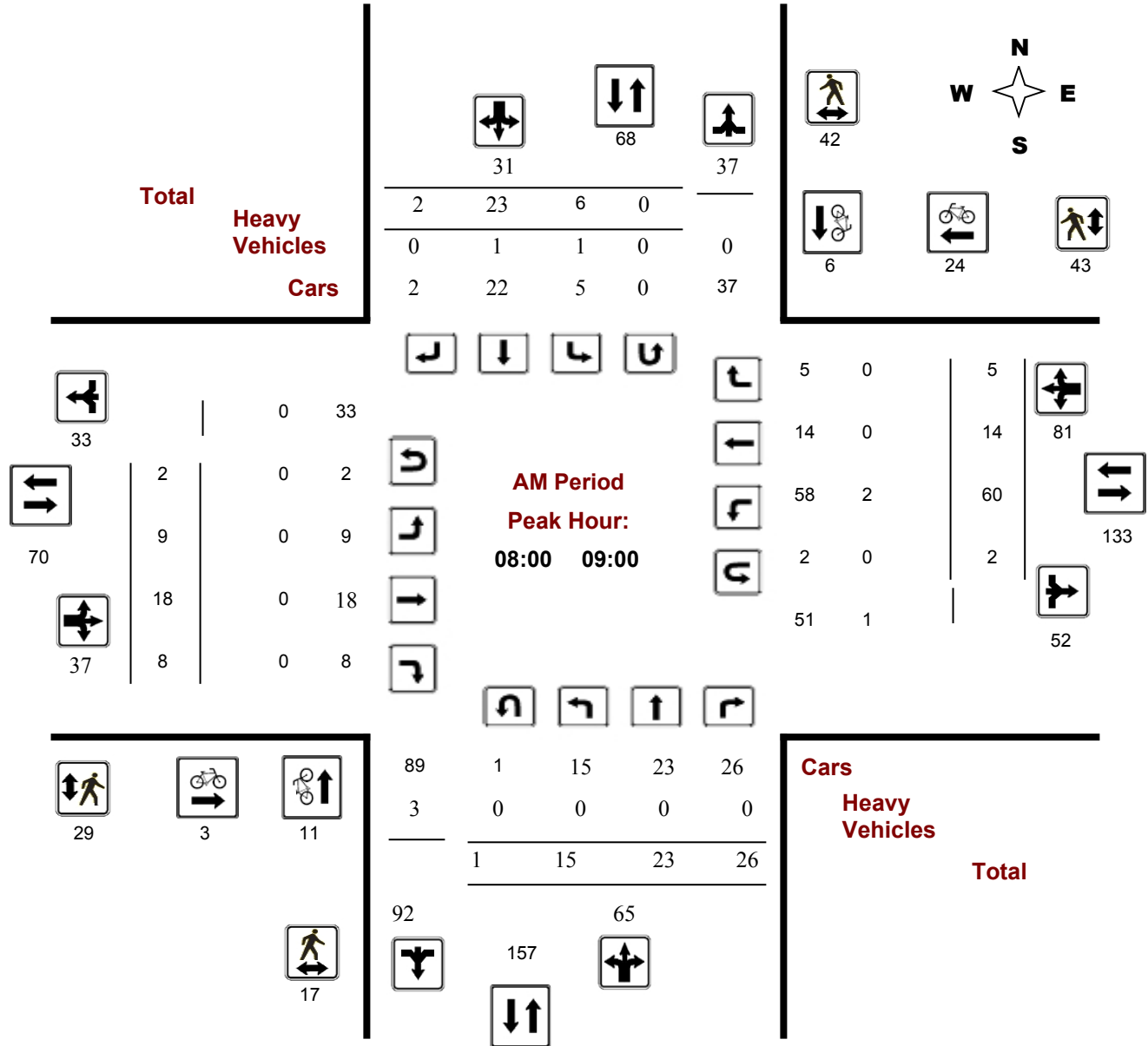


Survey Date: Wednesday, September 21, 2016

Start Time: 07:00

WO No: 36336

Device: Miovision



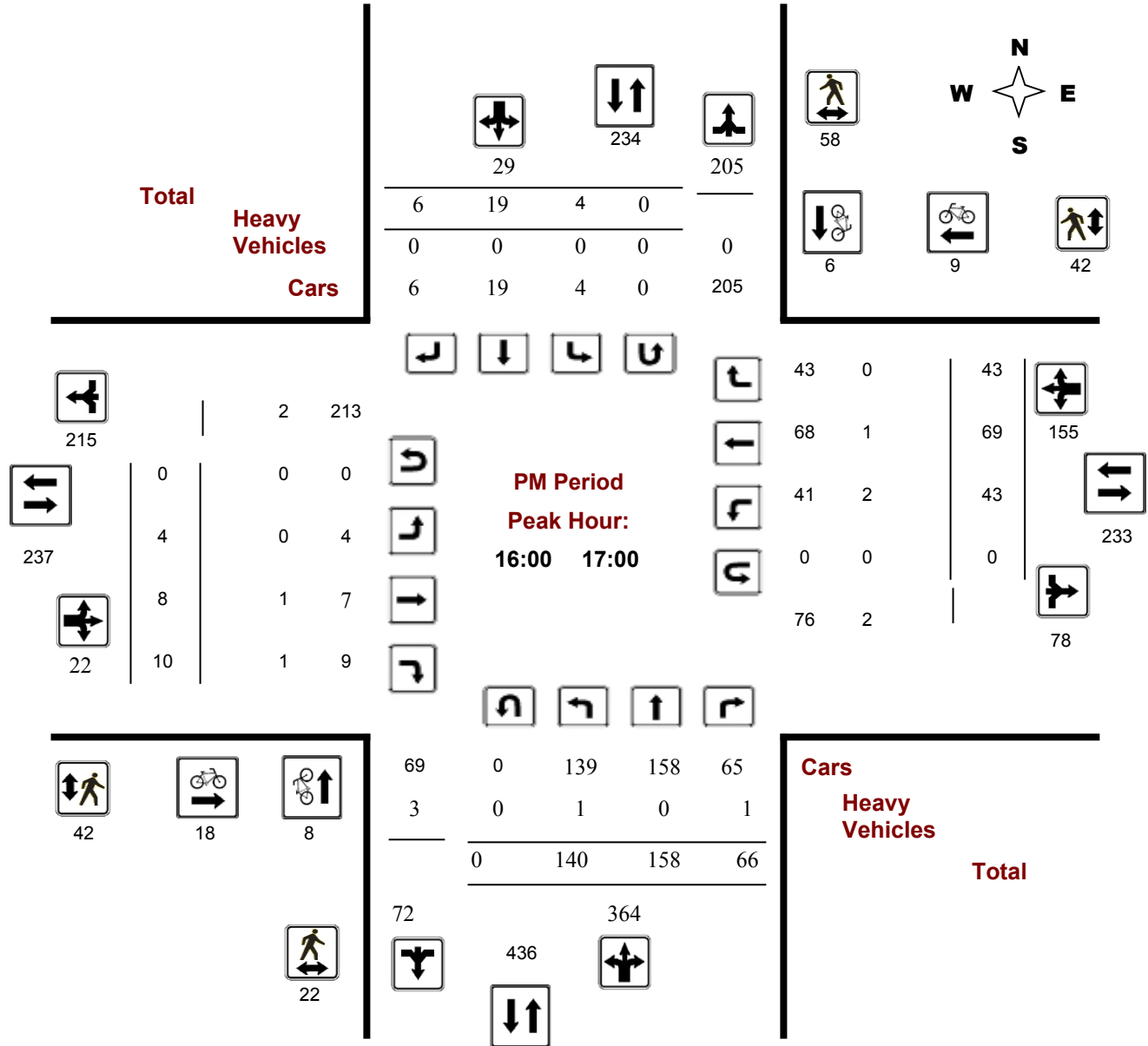
Comments

Survey Date: Wednesday, September 21, 2016

Start Time: 07:00

WO No: 36336

Device: Miovision



Comments

APPENDIX E

Collision Records



City Operations - Transportation Services

Collision Details Report - Public Version

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

Location: KING EDWARD AVE @ RIDEAU ST

Traffic Control: Traffic signal

Total Collisions: 51

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2014-Jan-02, Thu,09:15	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-Feb-14, Fri,11:18	Snow	Rear end	P.D. only	Loose snow	North	Going ahead	Pick-up truck	Other motor vehicle	
					North	Stopped	Pick-up truck	Other motor vehicle	
					North	Stopped	Passenger van	Other motor vehicle	
2014-Mar-27, Thu,13:19	Clear	Angle	P.D. only	Wet	East	Turning left	Ambulance	Other motor vehicle	
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2014-Apr-21, Mon,15:07	Clear	SMV other	Non-fatal injury	Dry	West	Turning right	Passenger van	Pedestrian	2
2014-Mar-25, Tue,10:23	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2014-Apr-25, Fri,23:45	Clear	Rear end	Non-reportable	Dry	West	Going ahead	Automobile, station wagon	Other motor vehicle	

					West	Stopped	Automobile, station wagon	Other motor vehicle	
2014-Aug-01, Fri,20:48	Clear	Angle	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2014-Sep-23, Tue,15:50	Clear	SMV other	Non-fatal injury	Dry	North	Turning right	Automobile, station wagon	Pedestrian	1
2014-Oct-11, Sat,21:59	Clear	SMV other	Non-fatal injury	Dry	East	Going ahead	Automobile, station wagon	Pedestrian	1
2014-Sep-03, Wed,17:50	Clear	Other	P.D. only	Dry	West	Reversing	Automobile, station wagon	Other motor vehicle	
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2014-Oct-19, Sun,11:11	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Municipal transit bus	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2014-Oct-19, Sun,17:46	Clear	Angle	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2014-Sep-03, Wed,12:45	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	
					East	Turning left	Truck - dump	Other motor vehicle	
2014-Oct-20, Mon,13:27	Clear	Rear end	Non-fatal injury	Dry	South	Slowing or stopping	Pick-up truck	Other motor vehicle	

					South	Stopped	Pick-up truck	Other motor vehicle
2014-Nov-17, Mon,20:02	Snow	Rear end	Non-fatal injury	Wet	South	Changing lanes	Automobile, station wagon	Other motor vehicle
					South	Slowing or stopping	Pick-up truck	Other motor vehicle
2015-Feb-15, Sun,14:40	Clear	Sideswipe	P.D. only	Dry	South	Going ahead	Unknown	Other motor vehicle
					South	Turning left	Automobile, station wagon	Other motor vehicle
2015-Jan-03, Sat,15:06	Snow	Rear end	P.D. only	Loose snow	South	Slowing or stopping	Automobile, station wagon	Other motor vehicle
					South	Turning left	Automobile, station wagon	Other motor vehicle
					South	Slowing or stopping	Pick-up truck	Other motor vehicle
2015-Sep-16, Wed,12:10	Clear	Sideswipe	P.D. only	Dry	South	Unknown	Unknown	Other motor vehicle
					South	Turning left	Automobile, station wagon	Other motor vehicle
2015-Jan-03, Sat,15:51	Snow	Rear end	P.D. only	Packed snow	North	Slowing or stopping	Truck-other	Other motor vehicle
					North	Stopped	Automobile, station wagon	Other motor vehicle
2014-Oct-09, Thu,16:58	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle
					South	Turning left	Truck and trailer	Other motor vehicle
2014-Nov-27, Thu,14:00	Clear	Approaching	P.D. only	Dry	West	Going ahead	Truck - open	Other motor vehicle

					East	Turning left	Truck and trailer	Other motor vehicle	
2014-Dec-10, Wed,06:31	Snow	Rear end	P.D. only	Wet	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					East	Going ahead	Pick-up truck	Other motor vehicle	
					East	Turning left	Truck - closed	Other motor vehicle	
2015-Jan-08, Thu,00:54	Clear	SMV other	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Pedestrian	1
2015-Jan-12, Mon,07:16	Snow	Rear end	P.D. only	Slush	South	Slowing or stopping	Automobile, station wagon	Skidding/sliding	
					South	Stopped	Pick-up truck	Other motor vehicle	
2014-Dec-14, Sun,18:48	Clear	Rear end	P.D. only	Dry	East	Turning left	Municipal transit bus	Other motor vehicle	
					East	Turning left	Automobile, station wagon	Other motor vehicle	
2015-Jul-06, Mon,00:15	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Jun-01, Mon,18:26	Clear	Rear end	P.D. only	Dry	East	Unknown	Unknown	Other motor vehicle	
					East	Stopped	Automobile, station wagon	Other motor vehicle	
2015-May-19, Tue,22:16	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-May-20, Wed,15:45	Clear	Sideswipe	Non-fatal injury	Dry	South	Changing lanes	Pick-up truck	Other motor vehicle
					South	Going ahead	Automobile, station wagon	Other motor vehicle
					South	Turning left	Pick-up truck	Other motor vehicle
2015-Jul-21, Tue,12:02	Clear	Angle	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle
					North	Turning right	Pick-up truck	Other motor vehicle
2015-May-21, Thu,11:51	Clear	Angle	P.D. only	Dry	North	Turning right	Passenger van	Other motor vehicle
					East	Going ahead	Automobile, station wagon	Other motor vehicle
2015-Aug-04, Tue,19:30	Clear	Angle	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle
					East	Going ahead	Pick-up truck	Other motor vehicle
2015-May-07, Thu,15:22	Clear	Sideswipe	P.D. only	Dry	North	Changing lanes	Automobile, station wagon	Other motor vehicle
					North	Turning right	Automobile, station wagon	Other motor vehicle
2015-Dec-02, Wed,07:20	Clear	Rear end	P.D. only	Wet	South	Turning left	Automobile, station wagon	Other motor vehicle
					South	Turning left	Automobile, station wagon	Other motor vehicle
2015-Dec-31, Thu,11:36	Clear	Sideswipe	P.D. only	Wet	South	Changing lanes	Automobile, station wagon	Other motor vehicle
					South	Going ahead	Passenger van	Other motor vehicle

2016-Mar-11, Fri,10:20	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	
					East	Going ahead	Truck-other	Other motor vehicle	
2015-Oct-28, Wed,08:45	Clear	Sideswipe	P.D. only	Dry	West	Going ahead	Truck - open	Other motor vehicle	
					West	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Nov-01, Sun,01:06	Fog, mist, smoke, dust	Turning movement	P.D. only	Wet	South	Turning left	Automobile, station wagon	Other motor vehicle	
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Aug-16, Sun,11:27	Clear	Other	P.D. only	Dry	South	Reversing	Passenger van	Other motor vehicle	
					North	Stopped	Automobile, station wagon	Other motor vehicle	
2015-Jan-01, Thu,13:15	Snow	Rear end	P.D. only	Loose snow	North	Changing lanes	Pick-up truck	Other motor vehicle	
					North	Going ahead	Pick-up truck	Other motor vehicle	
2015-Oct-16, Fri,22:20	Clear	SMV other	Non-fatal injury	Dry	North	Turning right	Automobile, station wagon	Pedestrian	1
2016-Jan-05, Tue,12:07	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	

2015-Dec-16, Wed,00:26	Clear	Turning movement	P.D. only	Dry	South	Turning left	Automobile, station wagon	Other motor vehicle	
					North	Going ahead	Pick-up truck	Other motor vehicle	
2015-Jan-29, Thu,20:15	Snow	Turning movement	P.D. only	Loose snow	South	Going ahead	Unknown	Other motor vehicle	
					North	Turning left	Snow plow	Other motor vehicle	
2015-Oct-23, Fri,20:32	Clear	Turning movement	P.D. only	Dry	North	Turning left	Passenger van	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	
2016-Mar-02, Wed,15:00	Clear	Sideswipe	P.D. only	Wet	South	Changing lanes	Automobile, station wagon	Other motor vehicle	
					South	Going ahead	Delivery van	Other motor vehicle	
2015-Dec-27, Sun,18:18	Freezing Rain	Rear end	Non-fatal injury	Ice	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	
2016-Aug-26, Fri,07:17	Clear	Angle	Non-fatal injury	Dry	South	Going ahead	Automobile, station wagon	Other motor vehicle	
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2016-Nov-02, Wed,10:54	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	
2016-Dec-19, Mon,15:20	Clear	SMV other	Non-fatal injury	Loose snow	North	Turning right	Truck - tractor	Pedestrian	1

2016-Dec-31, Sat,21:57	Snow	Turning movement	P.D. only	Slush	East	Turning left	Automobile, station wagon	Other motor vehicle
					East	Going ahead	Municipal transit bus	Other motor vehicle

Location: KING EDWARD AVE @ YORK ST

Traffic Control: Traffic signal

Total Collisions: 7

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2014-Aug-27, Wed,14:00	Clear	Angle	P.D. only	Dry	West	Turning right	Pick-up truck	Other motor vehicle	
					North	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Feb-02, Mon,08:57	Snow	Rear end	P.D. only	Loose snow	South	Slowing or stopping	Pick-up truck	Other motor vehicle	
					South	Stopped	Pick-up truck	Other motor vehicle	
2015-Jan-16, Fri,12:25	Clear	SMV other	Non-fatal injury	Loose snow	North	Turning left	Automobile, station wagon	Pedestrian	1
2014-Dec-31, Wed,12:31	Clear	Rear end	P.D. only	Dry	North	Going ahead	Pick-up truck	Other motor vehicle	
					North	Going ahead	Pick-up truck	Other motor vehicle	
2015-Mar-21, Sat,10:38	Clear	Sideswipe	P.D. only	Dry	East	Unknown	Unknown	Other motor vehicle	
					East	Overtaking	Automobile, station wagon	Other motor vehicle	
2015-Nov-17, Tue,08:44	Clear	Sideswipe	P.D. only	Dry	South	Changing lanes	Truck and trailer	Other motor vehicle	
					South	Going ahead	Automobile, station wagon	Other motor vehicle	

2016-Feb-10, Wed,11:19	Clear	Rear end	P.D. only	Ice	South	Slowing or stopping	Pick-up truck	Other motor vehicle
					South	Stopped	Automobile, station wagon	Other motor vehicle

Location: KING EDWARD AVE @ YORK ST S

Traffic Control: Stop sign

Total Collisions: 1

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuver	Vehicle type	First Event	No. Ped
2014-Dec-21, Sun,12:33	Clear	Rear end	P.D. only	Dry	East	Going ahead	Pick-up truck	Other motor vehicle	
					East	Stopped	Pick-up truck	Other motor vehicle	



City Operations - Transportation Services

Collision Details Report - Public Version

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

Location: NELSON ST @ RIDEAU ST

Traffic Control: Traffic signal

Total Collisions: 12

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2014-Jun-21, Sat,21:19	Clear	Rear end	Non-fatal injury	Dry	West	Slowing or stopping	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Automobile, station wagon	Other motor vehicle	
					West	Stopped	Passenger van	Other motor vehicle	
2014-Aug-11, Mon,22:19	Clear	Turning movement	Non-fatal injury	Dry	East	Going ahead	Bicycle	Other motor vehicle	
					East	Turning left	Automobile, station wagon	Cyclist	
2014-Jul-28, Mon,17:28	Clear	Angle	P.D. only	Dry	South	Going ahead	Automobile, station wagon	Cyclist	
					West	Going ahead	Bicycle	Other motor vehicle	
2014-Dec-29, Mon,12:46	Clear	Sideswipe	P.D. only	Dry	East	Changing lanes	Automobile, station wagon	Other motor vehicle	
					East	Going ahead	Automobile, station wagon	Other motor vehicle	
2015-Aug-24, Mon,16:11	Clear	SMV other	Non-fatal injury	Dry	West	Turning right	Pick-up truck	Pedestrian	1
2015-Feb-21, Sat,14:20	Snow	Rear end	P.D. only	Slush	East	Going ahead	Automobile, station wagon	Other motor vehicle	

					East	Stopped	Passenger van	Other motor vehicle
2015-Mar-24, Tue,08:05	Clear	Rear end	P.D. only	Dry	East	Slowing or stopping	Automobile, station wagon	Other motor vehicle
					East	Stopped	Passenger van	Other motor vehicle
2015-Dec-01, Tue,16:31	Rain	Turning movement	P.D. only	Wet	East	Turning left	Pick-up truck	Other motor vehicle
					West	Going ahead	Automobile, station wagon	Other motor vehicle
2016-Apr-01, Fri,21:47	Clear	Turning movement	Non-fatal injury	Dry	East	Turning left	Automobile, station wagon	Other motor vehicle
					West	Going ahead	Moped	Other motor vehicle
2016-Mar-15, Tue,16:55	Rain	Turning movement	P.D. only	Wet	East	Turning left	Automobile, station wagon	Other motor vehicle
					West	Going ahead	Pick-up truck	Other motor vehicle
2016-Aug-25, Thu,16:23	Clear	Turning movement	Non-fatal injury	Dry	West	Going ahead	Bicycle	Other motor vehicle
					West	Turning right	Automobile, station wagon	Cyclist
2016-Dec-15, Thu,16:09	Clear	Turning movement	P.D. only	Dry	West	Making "U" turn	Automobile, station wagon	Other motor vehicle
					East	Going ahead	Automobile, station wagon	Other motor vehicle

Location: NELSON ST @ YORK ST

Traffic Control: Stop sign

Total Collisions: 1

Date/Day/Time	Environment	Impact Type	Classification	Surface Cond'n	Veh. Dir	Vehicle Manoeuvre	Vehicle type	First Event	No. Ped
2014-Jun-06, Fri,23:15	Clear	Angle	P.D. only	Dry	North	Making "U" turn	Pick-up truck	Other motor vehicle	
					East	Turning right	Automobile, station wagon	Other motor vehicle	

Collision Main Detail Summary

OnTRAC Reporting System

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

KING EDWARD AVE & RIDEAU ST

Former Municipality: Ottawa

Traffic Control: Traffic signal

Number of Collisions: 41

	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
1	2012-01-13	Fri	16:09	Snow	Daylight	Rear end	P.D. only	V1 W	Loose snow	Slowing or	Municipal transit bus	Other motor vehicle	0
								V2 W	Loose snow	Turning right	Automobile, station	Other motor vehicle	
2	2012-02-03	Fri	10:25	Clear	Daylight	Rear end	P.D. only	V1 S	Wet	Turning left	Automobile, station	Other motor vehicle	0
								V2 S	Wet	Turning left	Pick-up truck	Other motor vehicle	
3	2012-03-02	Fri	13:43	Rain	Daylight	Angle	P.D. only	V1 S	Wet	Going ahead	Automobile, station	Other motor vehicle	0
								V2 E	Wet	Going ahead	Automobile, station	Other motor vehicle	
4	2012-03-08	Thu	10:49	Rain	Daylight	Sideswipe	P.D. only	V1 E	Wet	Overtaking	Municipal transit bus	Other motor vehicle	0
								V2 E	Dry	Stopped	Unknown	Other motor vehicle	
5	2012-03-10	Sat	00:01	Drifting	Dark	Other	P.D. only	V1 S	Wet	Reversing	Automobile, station	Other motor vehicle	0
								V2 N	Wet	Stopped	Automobile, station	Other motor vehicle	
6	2012-03-13	Tue	08:45	Clear	Daylight	Rear end	P.D. only	V1 S	Dry	Unknown	Truck and trailer	Other motor vehicle	0
								V2 S	Dry	Stopped	Automobile, station	Other motor vehicle	
7	2012-03-23	Fri	22:42	Clear	Dark	Turning	P.D. only	V1 S	Dry	Turning left	Automobile, station	Other motor vehicle	0
								V2 N	Dry	Going ahead	Automobile, station	Other motor vehicle	
8	2012-04-17	Tue	17:25	Clear	Daylight	Sideswipe	P.D. only	V1 S	Dry	Changing lanes	Automobile, station	Other motor vehicle	0
								V2 S	Dry	Going ahead	Pick-up truck	Other motor vehicle	
9	2012-05-08	Tue	23:50	Clear	Dark	Angle	P.D. only	V1 W	Dry	Turning right	Pick-up truck	Other motor vehicle	0
								V2 N	Dry	Going ahead	Passenger van	Other motor vehicle	
10	2012-05-24	Thu	14:59	Clear	Daylight	Sideswipe	P.D. only	V1 E	Dry	Changing lanes	Automobile, station	Other motor vehicle	0
								V2 E	Dry	Going ahead	Municipal transit bus	Other motor vehicle	
11	2012-06-12	Tue	15:07	Clear	Daylight	Rear end	P.D. only	V1 W	Dry	Slowing or	Automobile, station	Other motor vehicle	0
								V2 W	Dry	Stopped	Passenger van	Other motor vehicle	
12	2012-07-03	Tue	14:45	Clear	Daylight	Rear end	P.D. only	V1 W	Dry	Turning right	Automobile, station	Other motor vehicle	0
								V2 W	Dry	Turning right	Automobile, station	Other motor vehicle	
13	2012-07-06	Fri	11:28	Clear	Daylight	Rear end	P.D. only	V1 E	Dry	Turning left	Truck - tractor	Other motor vehicle	0
								V2 E	Dry	Turning left	Automobile, station	Other motor vehicle	

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

Tuesday, November 14, 2017

Collision Main Detail Summary

OnTRAC Reporting System

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

14	2012-07-11	We	11:40	Clear	Daylight	Sideswipe	P.D. only	V1 S V2 S	Dry Dry	Overtaking Turning right	Unknown Truck and trailer	Other motor vehicle Other motor vehicle	0
15	2012-07-13	Fri	22:39	Clear	Dark	Rear end	P.D. only	V1 W V2 W	Dry Dry	Going ahead Stopped	Pick-up truck Automobile, station	Other motor vehicle Other motor vehicle	0
16	2012-08-11	Sat	03:04	Clear	Dark	Turning	P.D. only	V1 S V2 N	Dry Loose sand or	Turning left Going ahead	Pick-up truck Automobile, station	Other motor vehicle Other motor vehicle	0
17	2012-09-16	Sun	11:45	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
18	2012-09-20	Thu	14:54	Clear	Daylight	Sideswipe	P.D. only	V1 N V2 N	Dry Dry	Going ahead Going ahead	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
19	2012-09-27	Thu	11:58	Clear	Daylight	Other	P.D. only	V1 N V2 S	Dry Dry	Reversing Stopped	Truck - closed Automobile, station	Other motor vehicle Other motor vehicle	0
20	2012-10-05	Fri	22:30	Clear	Dark	Rear end	P.D. only	V1 S V2 S	Dry Dry	Going ahead Slowing or	Pick-up truck Automobile, station	Other motor vehicle Other motor vehicle	0
21	2012-10-13	Sat	20:42	Rain	Dark	Angle	P.D. only	V1 W V2 S	Wet Wet	Going ahead Turning left	Bicycle Automobile, station	Other motor vehicle Cyclist	0
22	2012-11-01	Thu	19:07	Rain	Dark	Angle	P.D. only	V1 N V2 E	Wet Wet	Turning right Stopped	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
23	2012-11-05	Mo	13:43	Clear	Daylight	Turning	P.D. only	V1 S V2 S	Dry Dry	Turning right Turning right	Automobile, station Truck and trailer	Other motor vehicle Other motor vehicle	0
24	2012-11-26	Mo	09:25	Clear	Daylight	Turning	P.D. only	V1 N V2 S	Wet Wet	Going ahead Turning left	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0
25	2012-11-28	We	08:30	Clear	Daylight	Sideswipe	P.D. only	V1 S V2 S	Dry Dry	Going ahead Turning right	Delivery van Truck and trailer	Other motor vehicle Other motor vehicle	0
26	2012-12-21	Fri	16:45	Clear	Dusk	Sideswipe	P.D. only	V1 W V2 W	Loose snow Loose snow	Unknown Stopped	Unknown Municipal transit bus	Other motor vehicle Other motor vehicle	0
27	2012-12-21	Fri	16:30	Snow	Dusk	Rear end	P.D. only	V1 W V2 W	Ice Ice	Pulling away Stopped	Municipal transit bus Pick-up truck	Other motor vehicle Other motor vehicle	0
28	2013-01-18	Fri	01:39	Clear	Dark	Other	P.D. only	V1 S V2 N	Dry Dry	Reversing Stopped	Automobile, station Automobile, station	Other motor vehicle Other motor vehicle	0

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

Tuesday, November 14, 2017

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Collision Main Detail Summary

OnTRAC Reporting System

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

29	2013-01-27	Sun	17:38	Clear	Dusk	Other	P.D. only	V1 S	Dry	Reversing	Automobile, station	Other motor vehicle	0
								V2 N	Dry	Stopped	Automobile, station	Other motor vehicle	
30	2013-01-28	Mo	10:54	Snow	Daylight	Rear end	P.D. only	V1 S	Loose snow	Changing lanes	Pick-up truck	Other motor vehicle	0
								V2 S	Loose snow	Stopped	Passenger van	Other motor vehicle	
								V3 S	Loose snow	Turning left	Automobile, station	Curb	
31	2013-01-28	Mo	16:35	Snow	Daylight	Sideswipe	P.D. only	V1 W	Loose snow	Going ahead	Municipal transit bus	Other motor vehicle	0
								V2 W	Loose snow	Stopped	Pick-up truck	Other motor vehicle	
32	2013-02-01	Fri	16:56	Clear	Dusk	Sideswipe	P.D. only	V1 S	Dry	Changing lanes	Automobile, station	Other motor vehicle	0
								V2 S	Dry	Turning left	Truck and trailer	Other motor vehicle	
33	2013-02-21	Thu	12:15	Clear	Daylight	Rear end	P.D. only	V1 S	Wet	Turning left	Truck and trailer	Other motor vehicle	0
								V2 S	Wet	Turning left	Automobile, station	Other motor vehicle	
34	2013-02-21	Thu	12:36	Clear	Daylight	Rear end	P.D. only	V1 W	Wet	Going ahead	Automobile, station	Other motor vehicle	0
								V2 W	Wet	Stopped	Pick-up truck	Other motor vehicle	
								V3 W	Wet	Stopped	Automobile, station	Other motor vehicle	
35	2013-04-09	Tue	10:12	Clear	Daylight	Turning	P.D. only	V1 S	Dry	Turning left	Automobile, station	Other motor vehicle	0
								V2 N	Dry	Turning right	Pick-up truck	Other motor vehicle	
36	2013-07-25	Thu	15:10	Clear	Daylight	Other	P.D. only	V1 N	Dry	Reversing	Pick-up truck	Other motor vehicle	0
								V2 S	Dry	Stopped	Automobile, station	Other motor vehicle	
37	2013-09-25	We	11:56	Clear	Daylight	Angle	P.D. only	V1 S	Dry	Going ahead	Automobile, station	Other motor vehicle	0
								V2 W	Dry	Going ahead	Automobile, station	Other motor vehicle	
38	2013-10-07	Mo	12:30	Rain	Daylight	Sideswipe	P.D. only	V1 E	Wet	Changing lanes	Pick-up truck	Other motor vehicle	0
								V2 E	Wet	Going ahead	Passenger van	Other motor vehicle	
39	2013-10-15	Tue	09:23	Clear	Daylight	Rear end	P.D. only	V1 S	Dry	Turning right	Passenger van	Other motor vehicle	0
								V2 S	Dry	Turning right	Police vehicle	Other motor vehicle	
40	2013-10-25	Fri	14:09	Clear	Daylight	Turning	P.D. only	V1 S	Dry	Turning right	Truck - closed	Other motor vehicle	0
								V2 S	Dry	Turning right	Truck and trailer	Other motor vehicle	
41	2013-11-01	Fri	03:56	Rain	Dark	Sideswipe	P.D. only	V1 W	Wet	Changing lanes	Automobile, station	Other motor vehicle	0
								V2 W	Wet	Going ahead	Automobile, station	Other motor vehicle	

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

Tuesday, November 14, 2017

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Collision Main Detail Summary

OnTRAC Reporting System

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

KING EDWARD AVE & YORK ST

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
42	2012-02-14	Tue	22:00	Snow	Dark	Sideswipe	P.D. only	V1 S	Wet	Turning right	Automobile, station	Other motor vehicle	0
								V2 S	Wet	Turning right	Automobile, station	Other motor vehicle	
43	2012-05-31	Thu	10:45	Clear	Daylight	Turning	Non-fatal	V1 E	Dry	Turning left	Passenger van	Cyclist	0
								V2 W	Dry	Going ahead	Bicycle	Other motor vehicle	
44	2012-11-06	Tue	09:33	Clear	Daylight	Turning	P.D. only	V1 N	Dry	Turning left	Automobile, station	Other motor vehicle	0
								V2 S	Dry	Going ahead	Automobile, station	Other motor vehicle	
45	2012-12-04	Tue	09:40	Clear	Daylight	Single vehicle	P.D. only	V1 N	Wet	Changing lanes	School bus	Unattended vehicle	0
46	2013-07-16	Tue	18:45	Clear	Daylight	Rear end	P.D. only	V1 S	Dry	Going ahead	Automobile, station	Other motor vehicle	0
								V2 S	Dry	Stopped	Pick-up truck	Other motor vehicle	
47	2013-09-06	Fri	08:08	Clear	Daylight	Turning	Non-fatal	V1 N	Dry	Turning left	Passenger van	Other motor vehicle	0
								V2 S	Dry	Going ahead	Pick-up truck	Other motor vehicle	

NELSON ST & RIDEAU ST

Former Municipality: Ottawa

Traffic Control: Traffic signal

Number of Collisions: 4

	DATE	DAY	TIME	ENV	LIGHT	IMPACT TYPE	CLASS	DIR	SURFACE COND'N	VEHICLE MANOEUVRE	VEHICLE TYPE	FIRST EVENT	No. PED
48	2012-01-05	Thu	15:42	Clear	Daylight	Single vehicle	P.D. only	V1 S	Loose snow	Turning left	Automobile, station	Pedestrian	1
49	2012-03-08	Thu	15:20	Rain	Daylight	Rear end	P.D. only	V1 E	Wet	Going ahead	Automobile, station	Other motor vehicle	0
								V2 E	Wet	Stopped	Automobile, station	Other motor vehicle	
50	2013-01-25	Fri	23:00	Clear	Dark	Rear end	P.D. only	V1 E	Dry	Slowing or	Automobile, station	Other motor vehicle	0
								V2 E	Dry	Stopped	Automobile, station	Other motor vehicle	
51	2013-09-05	Thu	17:50	Clear	Daylight	Single vehicle	Non-fatal	V1 W	Dry	Turning right	Automobile, station	Pedestrian	1

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

Tuesday, November 14, 2017

Collision Main Detail Summary

OnTRAC Reporting System

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

NELSON ST & YORK 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
52	2013-10-07	Mo	17:00	Clear	Daylight	Angle	P.D. only	V1 W	Dry	Going ahead	Automobile, station	Other motor vehicle	0
								V2 N	Dry	Going ahead	Automobile, station	Other motor vehicle	
53	2013-11-29	Fri	15:30	Clear	Daylight	Rear end	P.D. only	V1 N	Ice	Slowing or	Automobile, station	Other motor vehicle	0
								V2 N	Ice	Stopped	Automobile, station	Other motor vehicle	

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

Tuesday, November 14, 2017