

# 6038 Ottawa Street Transportation Impact Assessment

Step 1 Screening Report

Step 2 Scoping Report

Prepared for:

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PN: 2018-03

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# DRAFT



## PRELIMINARY LAND USE

LAND USE	BLOCKS	AREA (ha)
Park	Block A	3.3
Elementary School	Block B	2.9
Richmond By-Pass Drain incl. 30m setback	Block C	4.0
Stormwater Management Facility	Block D	2.3
Village Commercial	Block E	1.3
Residential Area min. 32m lot Depth	-	37.7
Roads	-	15.4
<b>APPROXIMATE TOTAL AREA</b>		<b>66.8</b>

RESIDENTIAL UNITS	UNITS	%
10.67m (35ft) Single Detached Unit	155	13
11.58m (38ft) Single Detached Unit	169	15
13.72m (45ft) Single Detached Unit	135	12
15.15m (50ft) Semi-Detached Unit	444	38
3-5 Unit Townhouse Blocks	260	22
<b>APPROXIMATE NUMBER OF UNITS</b>	<b>1,163</b>	<b>100</b>

**APPROXIMATE ROAD LENGTH**  
 includes 14.0m Window Streets, 16.5m Local Roads,  
 24.0m Collector Road



Note: Concept plan is preliminary and land use areas are approximately only. Not based on a survey  
 Not to Scale October 18, 2019 18.549

## PRELIMINARY CONCEPT PLAN Residential Use Option

Ottawa Street and Eagleson Road  
 City of Ottawa

**WIND**  
 ASSOCIATES  
 planning + urban design

## 2.2 Existing Conditions

### 2.2.1 Area Road Network

*Eagleson Road:* Eagleson Road is a City of Ottawa arterial road with a two-lane rural cross-section with gravel shoulders and a posted speed limit of 80 km/h. The measured right-of-way is 26.0 to 27.0 metres. Eagleson Road is a truck route north of Brophy Drive.

*McBean Street:* McBean Street is a City of Ottawa arterial road with a two-lane rural cross-section with paved shoulders north of the rail tracks and gravel shoulders to the south. The posted speed limit is 50 km/h north of the rail tracks and 70 km/h to the south. The City protected right-of-way is 23.0 metres north of Ottawa Street and the measured right-of-way is 26.0-30.0 metres south of Ottawa Street. McBean Street is a truck route.

*Brophy Drive:* Brophy Drive is a City of Ottawa arterial road with a two-lane rural cross-section with gravel shoulders and a posted speed limit of 80 km/h. The measured right-of-way is 40.0 metres. Brophy Drive is a truck route.

*Ottawa Street:* Ottawa Street is a City of Ottawa collector road with a two-lane rural cross-section with gravel shoulders and a posted speed limit of 50 km/h. The measured right-of-way is 20.0 metres to the west of the rail tracks and 26.0 metres to the east.

*King Street:* King Street is a City of Ottawa collector road with a two-lane rural cross-section with gravel shoulders and an unposted speed limit of 50km/h. The measured right-of-way is 20.0 metres.

*Cockburn Street:* Cockburn Street is a City of Ottawa local road with a two-lane rural cross-section with gravel shoulders and an unposted speed limit of 50km/h. The measured right-of-way is 20.0 metres.

*Richland Drive:* Richland Drive is a City of Ottawa local road with a two-lane rural cross-section with no shoulders and an unposted speed limit of 50km/h. The measured right-of-way is 22.0 metres.

### 2.2.2 Existing Intersections

The existing area intersections adjacent to the proposed site and additional signalized intersections within 1,000 metres of the site have been summarized below:

*Eagleson Road & Ottawa Street*

The intersection of Eagleson Road and Ottawa Street is an unsignalized intersection with stop-control on Ottawa Street. The northbound approach consists of a shared left-turn/through lane, the southbound approach consists of a shared through/right-turn lane, and the eastbound approach consists of a shared left-turn/right-turn lane. No turn restrictions are noted.

*Eagleson Road & Brophy Drive*

The intersection of Eagleson Road and Brophy Drive is an all-way stop-controlled intersection. The northbound approach consists of a shared through/right-turn lane, the southbound approach consists of a shared left-turn/through lane, and the westbound approach consists of a shared left-turn/right-turn lane. No turn restrictions are noted.

*McBean Street & Ottawa Street*

The intersection of McBean Street and Ottawa Street is an unsignalized intersection with stop control on Ottawa Street. All approaches consist of shared all-movement lanes. No turn restrictions are noted.

### 2.2.3 Existing Driveways

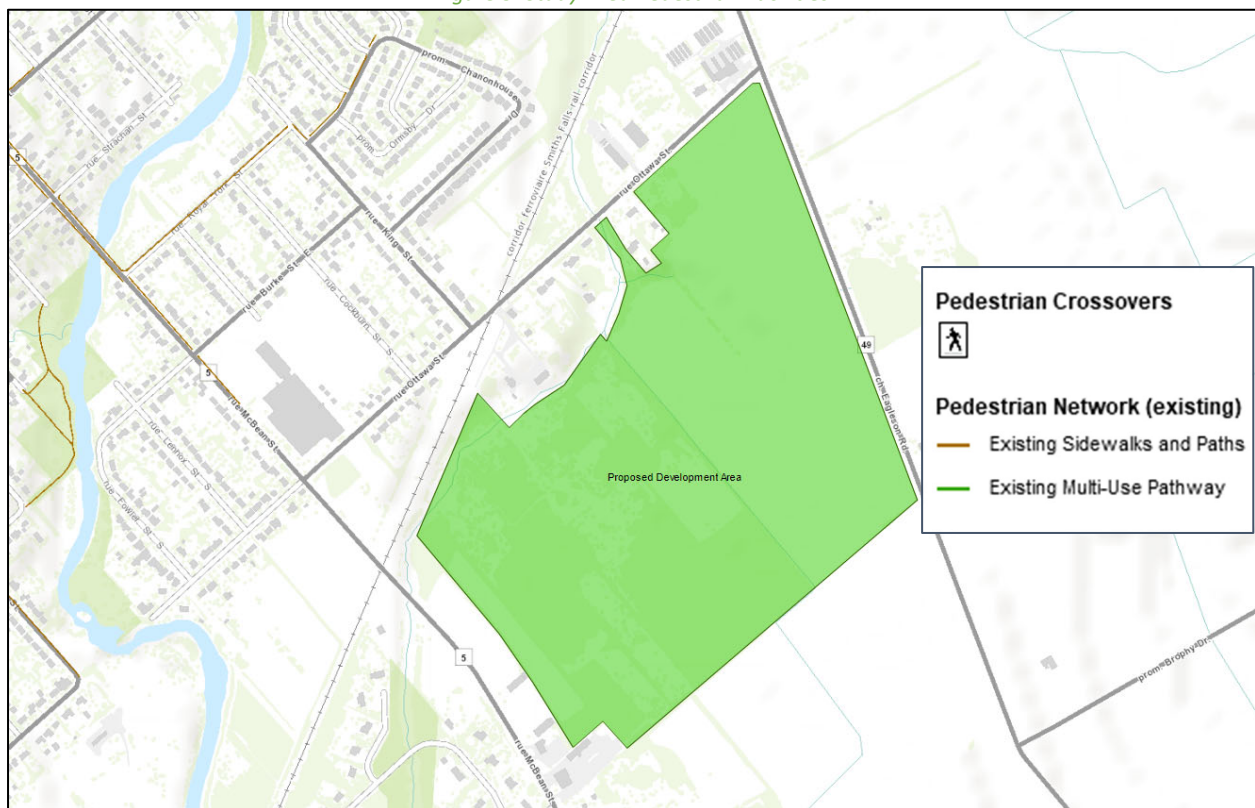
Within 200 metres of the proposed site, private accesses are located on both sides of Eagleson Road, McBean Street and Ottawa Street.

### 2.2.4 Cycling and Pedestrian Facilities

Figure 3 illustrates the pedestrian facilities in the study area and Figure 4 illustrates the cycling facilities.

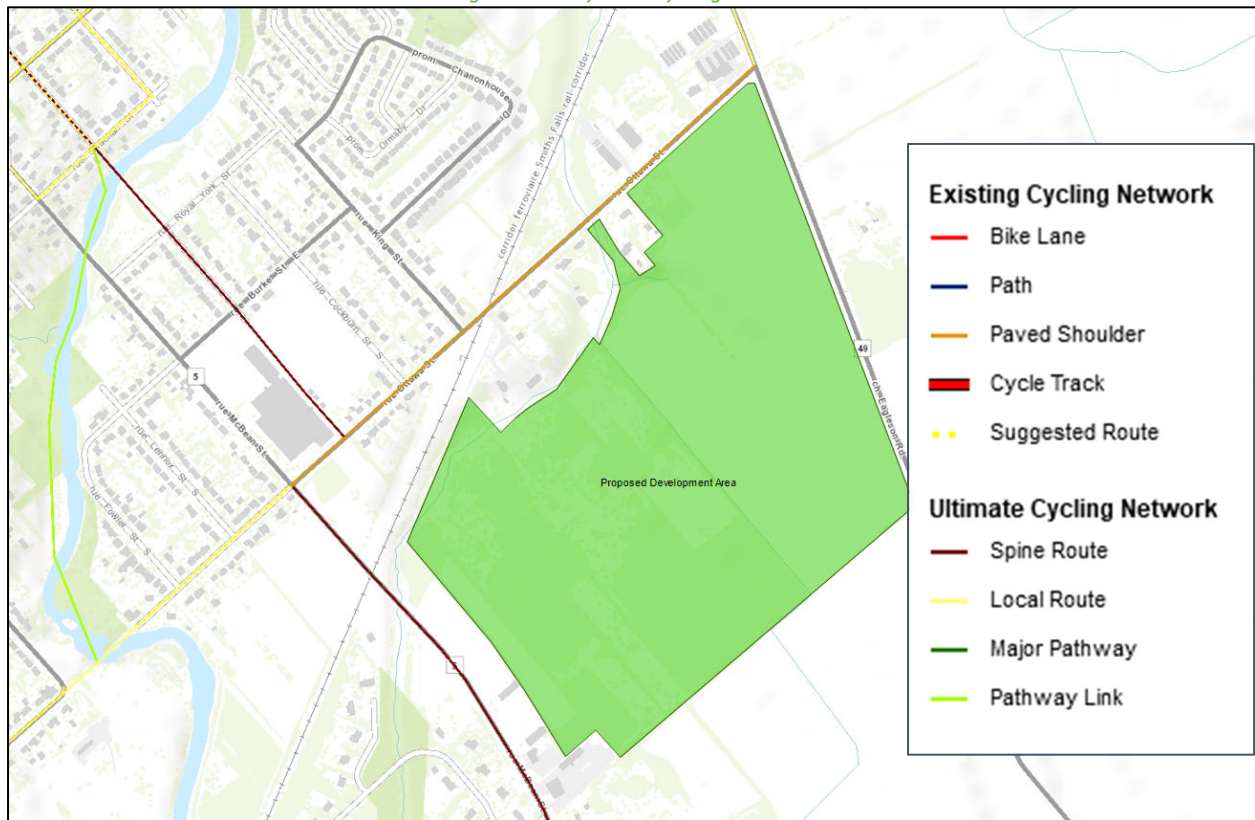
Sidewalks are provided along the east side of McBean Street to the north of the South Carleton High School and on a few local streets to the north of the study area. Ottawa Street provides paved shoulders between McBean Street and Eagleson Road and is a suggested bike route to the west of McBean Street. Eagleson Road and Ottawa Street are planned local routes, and Colonel Murray Street north of Ottawa Street and McBean Street south of Ottawa Street are spine cycling routes.

Figure 3: Study Area Pedestrian Facilities



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: November 4, 2019

Figure 4: Study Area Cycling Facilities



Source: <http://maps.ottawa.ca/geoOttawa/> Accessed: November 4, 2019

### 2.2.5 Existing Transit

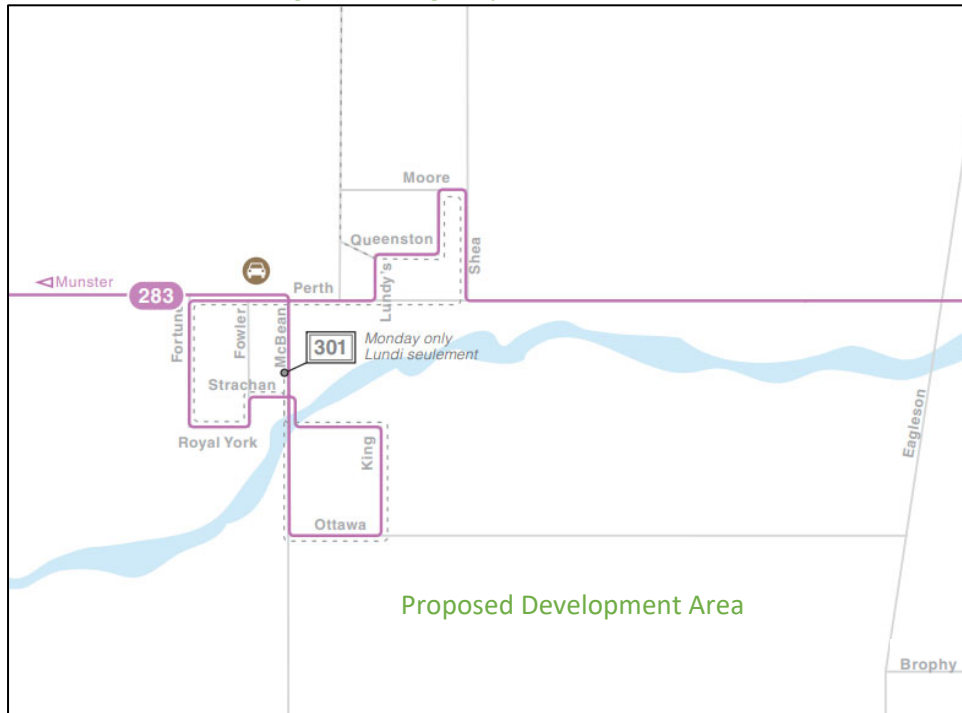
Within the study area, the routes #283 and #301 travel along McBean Street, Ottawa Street and King Street. Stops are located on Ottawa Street at McBean Street and Cockburn Street and on King Street at Burke Street and Royal York Street. The frequency of these routes within proximity of the proposed site currently are:

- Route #283 –30-minute service during the peak hours, with a total of four trips during each of the AM peak and PM peak to the area
- Route #301 – Monday only service, with a single AM trip starting at 8:50 AM, and a single returning trip ending at 3:40 PM

Figure 5 illustrates the transit system map in the study area and Figure 6 illustrates nearby transit stops.

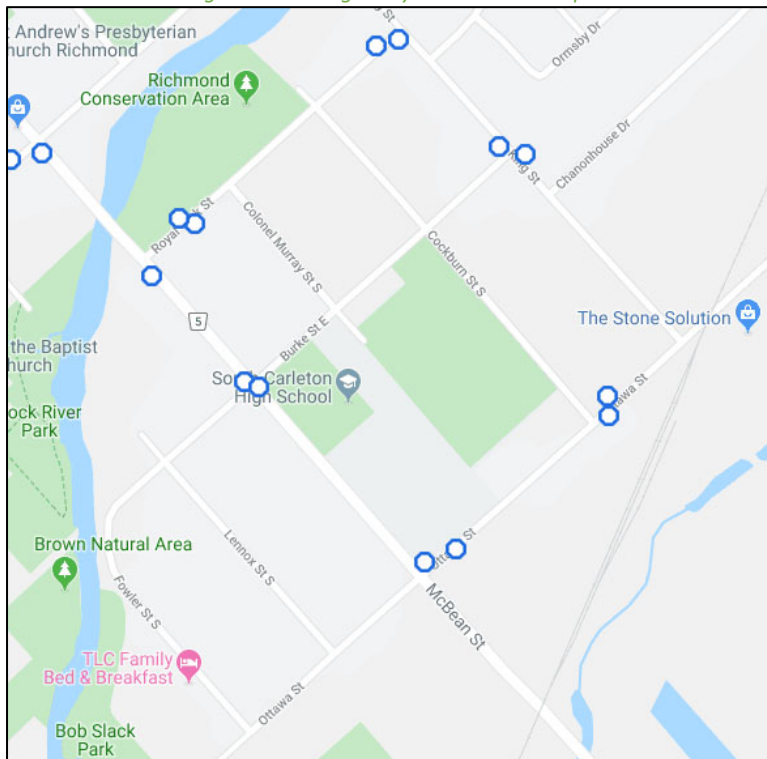


Figure 5: Existing Study Area Transit Service



Source: <http://www.octranspo.com/> Accessed: November 4, 2019

Figure 6: Existing Study Area Transit Stops



Source: <http://www.octranspo.com/> Accessed: November 4, 2019

2.2.6 Existing Area Traffic Management Measures

No traffic calming measures are noted in the study area. McBean Street and Ottawa Street are signed school zones in the vicinity of the South Carleton High School.

2.2.7 Existing Peak Hour Travel Demand

Existing turning movement counts were acquired from The Traffic Specialist for the existing Study Area intersection. Table 1 summarizes the intersection count dates and sources.

Table 1: Intersection Count Date

Intersection	Count Date	Source
Eagleson Road & Ottawa Street	Thursday October 11, 2018	The Traffic Specialist
Eagleson Road & Brophy Drive	Thursday October 11, 2018	The Traffic Specialist
McBean Street & Ottawa Street	Thursday October 11, 2018	The Traffic Specialist

Figure 7 illustrates the existing traffic counts and Table 2 summarizes the existing intersection operations. The level of service is based on the HCM criteria for average delay at unsignalized intersections. Detailed turning movement count data is included in Appendix B and the Synchro worksheets are provided in Appendix C.

Figure 7: Existing Traffic Counts

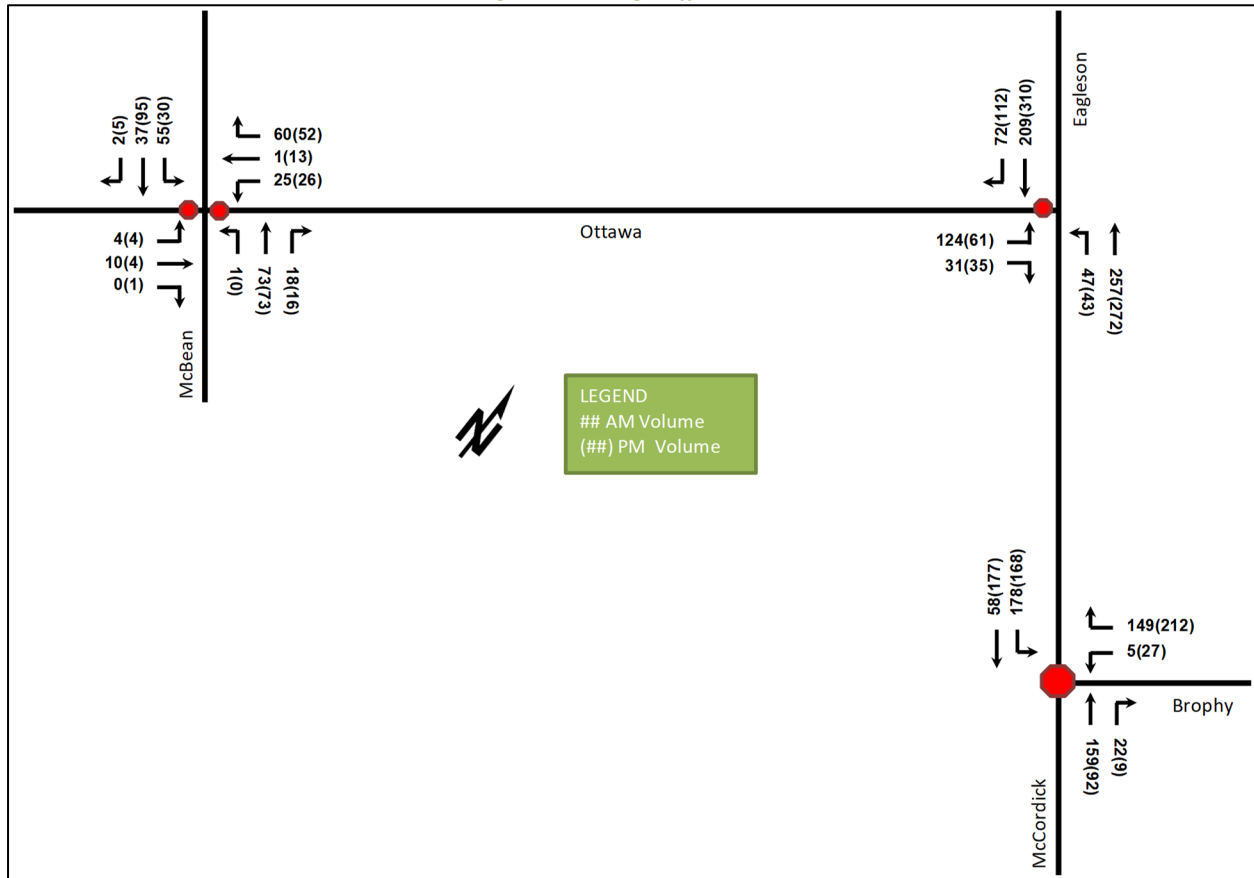


Table 2: Existing Intersection Operations

Intersection	Lane	AM Peak Hour				PM Peak Hour			
		LOS	V/C	Delay	Q (95 <sup>th</sup> )	LOS	V/C	Delay	Q (95 <sup>th</sup> )
Eagleson Road & Ottawa Street <i>Unsignalized</i>	NB	A	0.04	1.2	0.8	A	0.04	1.2	0.8
	SB	-	-	-	-	-	-	-	-
	EB	C	0.38	18.0	13.5	C	0.26	17.1	7.5
	<b>Overall</b>	<b>A</b>	-	<b>4.3</b>	-	<b>A</b>	-	<b>2.4</b>	-
Eagleson Road & Brophy Drive <i>Unsignalized</i>	NB	A	0.24	8.5	6.8	A	0.16	9.0	3.8
	SB	A	0.32	9.3	9.8	B	0.51	12.8	21.8
	WB	A	0.05	7.7	0.8	A	0.34	10.0	11.5
	<b>Overall</b>	<b>A</b>	-	<b>8.9</b>	-	<b>B</b>	-	<b>11.3</b>	-
McBean Street & Ottawa Street <i>Unsignalized</i>	NB	A	0.00	0.1	0.0	A	0.00	0.0	0.0
	SB	A	0.04	4.4	0.8	B	0.02	10.8	0.8
	EB	B	0.03	11.1	0.8	A	0.02	1.7	0.0
	WB	A	0.11	9.8	3.0	B	0.13	10.1	3.0
<b>Overall</b>	<b>A</b>	-	<b>5.0</b>	-	<b>A</b>	-	<b>3.9</b>	-	

Notes: Saturation flow rate of 1800 veh/h/lane  
PHF = 0.90

The existing intersection operations operate well during the peak hours.

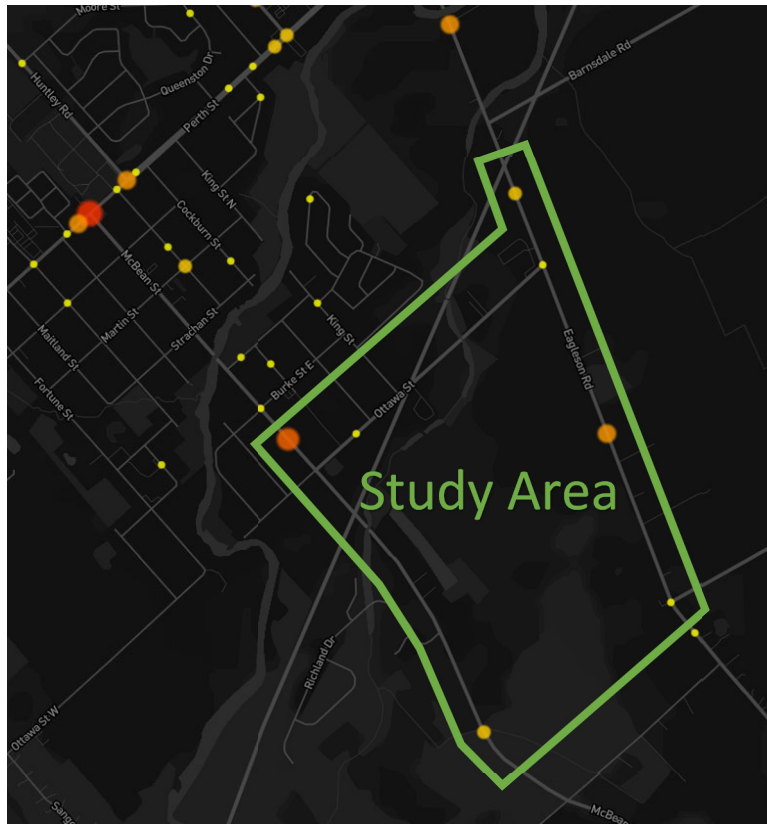
### 2.2.8 Collision Analysis

Collision data have been acquired from the City of Ottawa open data website (data.ottawa.ca) for five years prior to the commencement of this TIA for the surrounding study area road network. Table 3 summarizes the collisions types and conditions in the study area, Figure 8 illustrates the intersections and segments analyzed, and Table 4 summarizes the total collisions for each of these locations. Collision data are included in Appendix D.

Table 3: Study Area Collision Summary, 2014-2017

Total Collisions		Number	%
		<b>24</b>	<b>100%</b>
Classification	Fatality	0	0%
	Non-Fatal Injury	8	33%
	Property Damage Only	16	67%
Initial Impact Type	Approaching	1	4%
	Angled	2	8%
	Rear end	1	4%
	Sideswipe	3	13%
	Turning Movement	3	13%
	SMV Unattended	1	4%
	SMV Other	13	54%
Road Surface Condition	Dry	19	79%
	Wet	2	8%
	Packed Snow	1	4%
	Ice	2	8%
Pedestrian Involved		1	4%
Cyclists Involved		0	0%

Figure 8: Study Area Collision Records – Representation of 2014-2016



Source: <https://maps.bikeottawa.ca/collisions/> Accessed: November 4, 2019

Table 4: Summary of Collision Locations, 2014-2018

Intersections / Segments	Number	%
<b>Intersections / Segments</b>	<b>24</b>	<b>100%</b>
Eagleson Rd @ Ottawa St	1	4%
Eagleson Rd/Mccordick Rd @ Brophy Dr	3	13%
Mcbean St @ Ottawa St	3	13%
Eagleson Rd btwn Barnsdale Rd & Ottawa St	3	13%
Eagleson Rd btwn Ottawa St & Brophy Dr	5	21%
Mcbean St btwn Burke St & Ottawa St	4	17%
Mcbean St btwn Richland Dr & Dobson Lane	3	13%
Ottawa St btwn Colonel Murray St & Cockburn St	1	4%
Ottawa St btwn King St & Eagleson Rd	1	4%

Within the study area, no locations are noted to have elevated collision amounts. It is noted that single motor vehicle other is the most common accounting for over half (13 of 24) of the collision in the last 5 years. These collisions have predominantly been during the day (9 of 13), in dry conditions (11 of 13) and on clear days (12 of 13). The majority have of collisions occurred along Eagleson Road between Barnsdale Road and Brophy Drive (7 of 13) but it is unknown if speed, animals or other non-geometric factors contributed to these collisions.

### 2.3 Planned Conditions

#### 2.3.1 Changes to the Area Transportation Network

No roadway improvements are included within the Ottawa TMP for the Study Area road network. The Village of Richmond CDP identifies a collector road between McBean Street and Eagleson Road, a gateway feature to the

southeast corner of the development lands on Eagleson Road, and local road connections to Ottawa Street and Eagleson Road. The collector road is noted to be a rural collector with a sidewalk on a single side. McBean Street is classified as a rural arterial with a sidewalk on a single side, transitioning to a village arterial north of the rail tracks to include an urban cross-section, sidewalks on both sides, on-street parking during the off-peak hours and trees in the boulevards. Eagleson Road remains as the existing rural arterial.

### 2.3.2 Other Study Area Developments

#### *3785 McBean Street*

The development includes nine self storage buildings for a total of 3,700 sq. m., six parking spaces and one loading space. Two accesses will be provided along McBean Street and a stormwater pond will be constructed on site. No TIA is available for the site.

#### *5511 Mccordick Road*

The proposed zoning by-law amendment applies to the retained farmland associated with surplus farm dwelling severance, with intent of prohibiting residential uses. No TIA is available for the site.

#### *2780 Eagleson Road*

The development is an extension of Cardel Homes Creekside and is proposed to include 422 single-family dwellings. Two accesses to Eagleson Road are proposed north of Richmond Road. The TIA is in process but has not progressed to a point that confirms the trip generation.

## 3 Study Area and Time Periods

### 3.1 Study Area

The study area will include the following intersections:

- Eagleson Road at Ottawa Street
- Eagleson Road at Brophy Drive
- McBean Street at Ottawa Street
- Eagleson Road at New Collector
- Eagleson Road at New Local Road
- McBean Street at New Collector

The boundary roads are Eagleson Road and McBean Street. No screenlines are present near the proposed site and none will be reviewed as part of this study.

### 3.2 Time Periods

The AM and PM peak hours will be examined for the proposed development.

### 3.3 Horizon Years

The anticipated build-out year is 2032. As a result, the full build-out plus five years horizon year is 2037.

## 4 Exemption Review

Table 5 summarizes the exemptions for this TIA.

Table 5: Exemption Review

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

## 5 Next Steps

Following the circulation and review of this Scoping Report, any outstanding comments will be addressed within the context of the plan of subdivision submission and the Forecasting Report. Following the completion of the remaining TIA Steps and sign-off has been received from City Transportation Project Manager, a signed and stamped final report will be provided to City staff.

# Appendix A

TIA Screening Form and PM Certification Form

City of Ottawa 2017 TIA Guidelines  
Step 1 - Screening Form

Date: Nov. 4, 2019  
Project Number: 2018-03  
Project Reference: Richmond - 6038 Ottawa St

1.1 Description of Proposed Development	
Municipal Address	6038 Ottawa Street
Description of Location	PLAN D24 PT UNIT 19 RP;4R-3057 PART 1
Land Use Classification	Residential
Development Size	903 single family homes, 260 townhomes
Accesses	Collector road connection to McBean and Eagleson, Local road connection to Eagleson
Phase of Development	Estimated 100 units per year
Buildout Year	2032
TIA Requirement	Full TIA Required

1.2 Trip Generation Trigger	
Land Use Type	Single-family homes
Development Size	903 Units
Trip Generation Trigger	Yes

1.3 Location Triggers	
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?	Yes
Is the development in a Design Priority Area (DPA) or Transit-oriented Development (TOD) zone?	No
Location Trigger	Yes

1.4. Safety Triggers	
Are posted speed limits on a boundary street 80 km/hr or greater?	Yes
Are there any horizontal/vertical curvatures on a boundary street limits sight lines at a proposed driveway?	No
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)?	Yes
Is the proposed driveway within auxiliary lanes of an intersection?	No
Does the proposed driveway make use of an existing median break that serves an existing site?	No
Is there is a documented history of traffic operations or safety concerns on the boundary streets within 500 m of the development?	No
Does the development include a drive-thru facility?	No
Safety Trigger	Yes



# DRAFT



## PRELIMINARY LAND USE

LAND USE	BLOCKS	AREA (ha)
Park	Block A	3.3
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**APPROXIMATE ROAD LENGTH**  
 9,448m  
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Note: Concept plan is preliminary and land use areas are approximately only. Not based on a survey  
 Not to Scale October 18, 2019 15:59

## PRELIMINARY CONCEPT PLAN Residential Use Option

Ottawa Street and Eagleson Road

City of Ottawa



planning + urban design



## **TIA Plan Reports**

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

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

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

### **CERTIFICATION**

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

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


City Of Ottawa  
Infrastructure Services and Community  
Sustainability  
Planning and Growth Management  
110 Laurier Avenue West, 4th fl.  
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Ville d'Ottawa  
Services d'infrastructure et Viabilité des  
collectivités  
Urbanisme et Gestion de la croissance  
110, avenue Laurier Ouest  
Ottawa (Ontario) K1P 1J1  
Tél. : 613-580-2424  
Télécopieur: 613-560-6006

Dated at Ottawa this 20 day of September, 2018.  
(City)

Name: Andrew Harte  
(Please Print)

Professional Title: Professional Engineer

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

<b>Office Contact Information (Please Print)</b>
Address: 13 Markham Avenue
City / Postal Code: Ottawa / K2G 3Z1
Telephone / Extension: (613) 697-3797
E-Mail Address: Andrew.Harte@CGHTransportation.com



# Appendix B

Turning Movement Counts

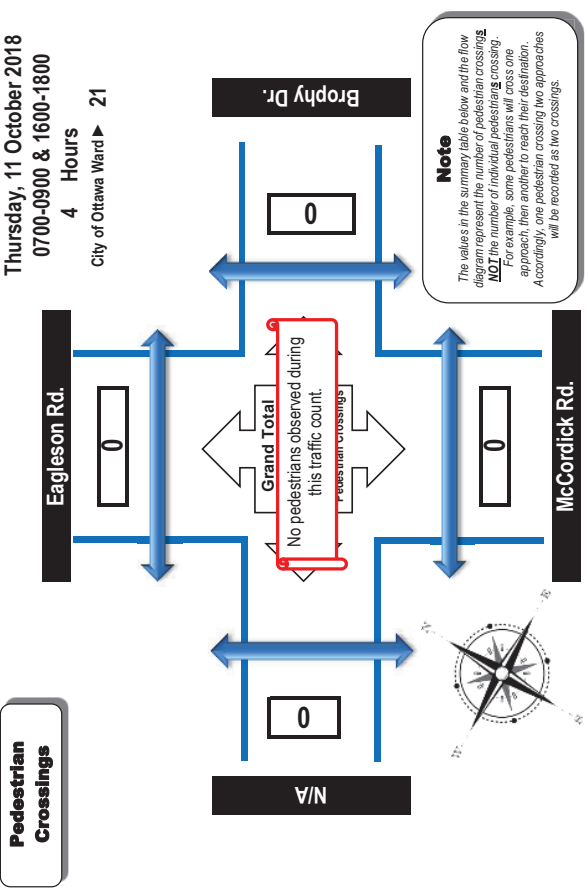




### Turning Movement Count Pedestrian Crossings Summary and Flow Diagram



#### Brophy Drive & Eagleson Road/McCordick Road



#### Brophy Drive & Eagleson Road/McCordick Road

Survey Date: Thursday, 11 October 2018 Start Time: 0700  
Weather: Light Rain 9C/Overcast 13C Survey Duration: 4 Hrs. Survey Hours: 0700-0900 & 1600-1800 (AM/PM)

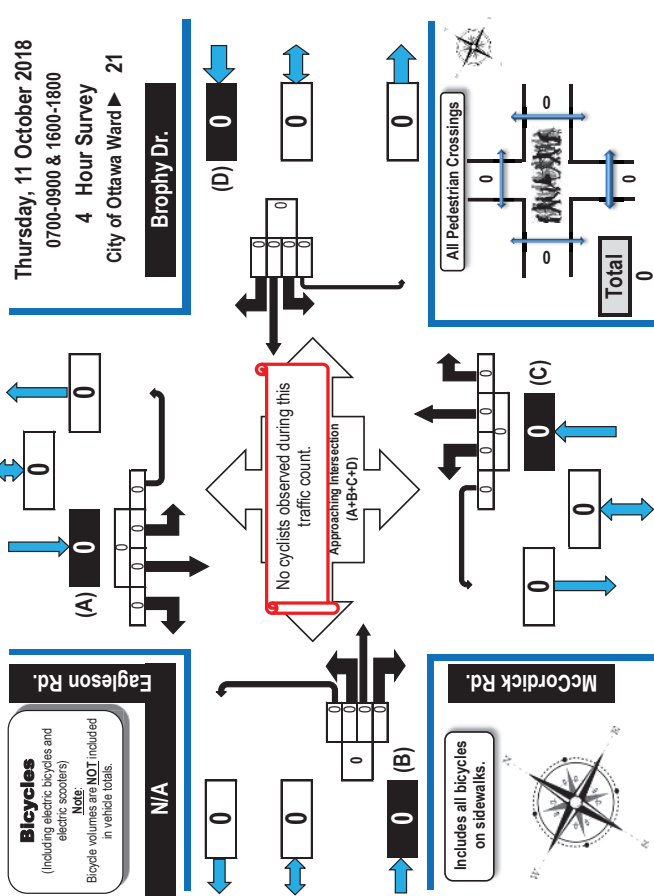
Time Period	West Side Crossing		East Side Crossing		South Side Crossing		North Side Crossing		Grand Total
	N/A	Brophy Dr.	Brophy Dr.	Eagleson Rd.	Brophy Dr.	McCordick Rd.	Brophy Dr.	Eagleson Rd.	
0700-0800	0	0	0	0	0	0	0	0	0
0800-0900	0	0	0	0	0	0	0	0	0
1600-1700	0	0	0	0	0	0	0	0	0
1700-1800	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



### Turning Movement Count Bicycle Summary Flow Diagram

Bicycles, Electric Bicycles,  
and Electric Scooters

#### Brophy Drive & Eagleson Road/McCordick Road



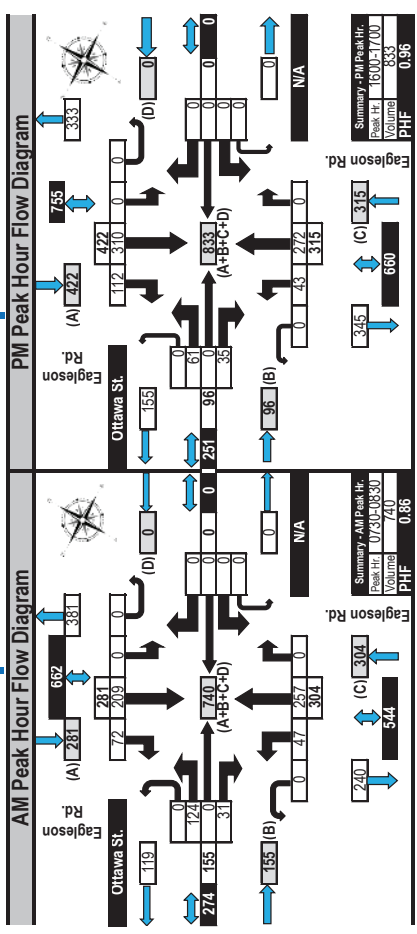
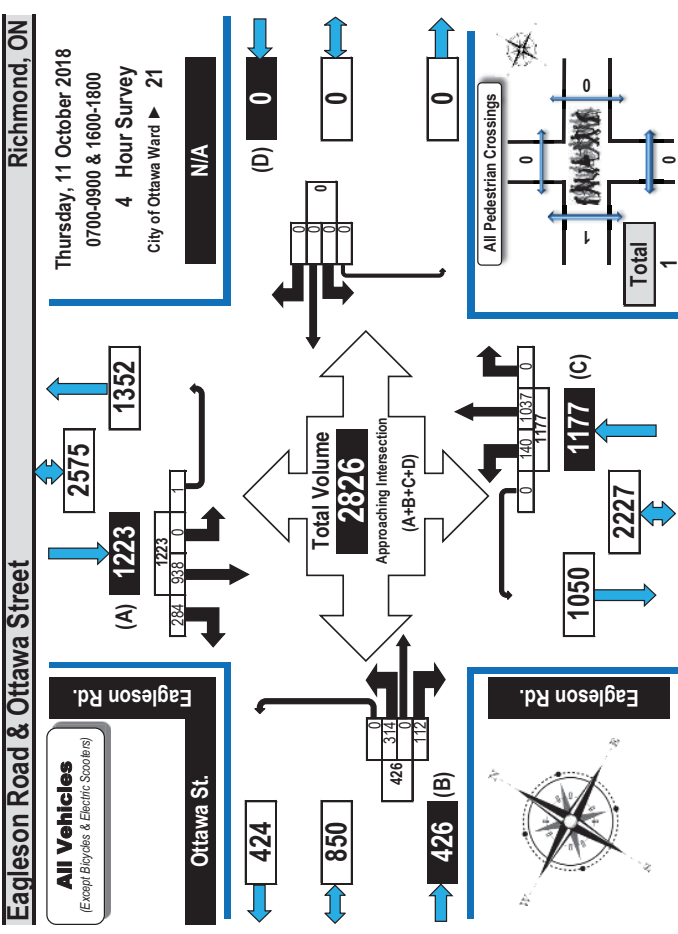
#### Brophy Drive & Eagleson Road/McCordick Road

Survey Date: Thursday, 11 October 2018 Start Time: 0700  
Weather: Light Rain 9C/Overcast 13C Survey Duration: 4 Hrs. Survey Hours: 0700-0900 & 1600-1800 (AM/PM)

Time Period	N/A			Brophy Dr.			McCordick Rd.			Eagleson Rd.			Grand Total
	LT	RT	UT	LT	RT	UT	LT	RT	UT	LT	RT	UT	
0700-0800	0	0	0	0	0	0	0	0	0	0	0	0	0
0800-0900	0	0	0	0	0	0	0	0	0	0	0	0	0
1600-1700	0	0	0	0	0	0	0	0	0	0	0	0	0
1700-1800	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

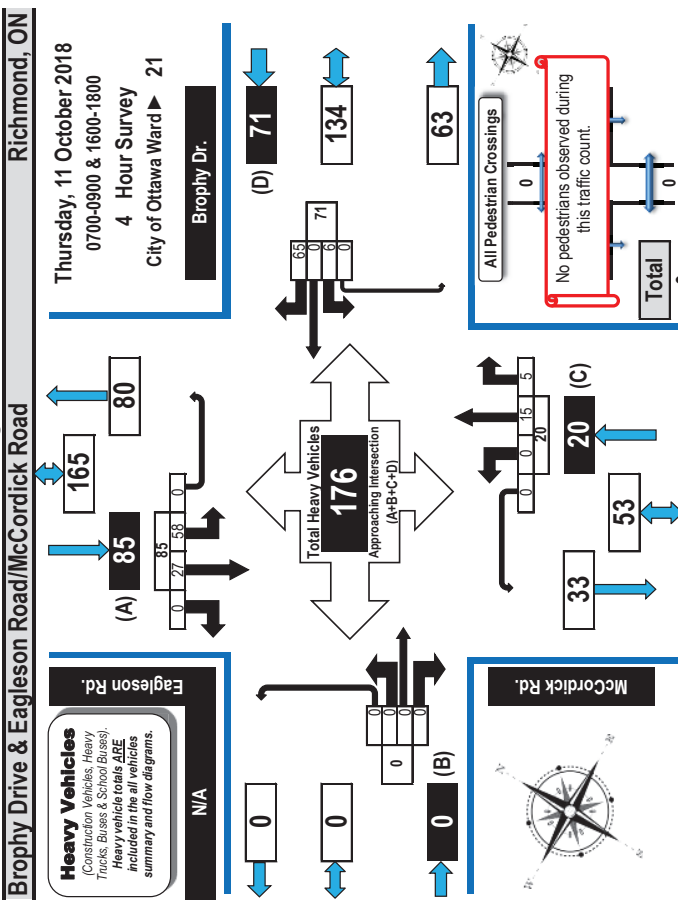
### Turning Movement Count Summary, AM and PM Peak Hour Flow Diagrams

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses



### Turning Movement Count Heavy Vehicle Summary Flow Diagram

Heavy Trucks, Buses, and School Buses



#### Brophy Drive & Egleson Road/McCordick Road

Richmond, ON

Survey Date: Thursday, 11 October 2018  
Start Time: 0700  
Weather: Light Rain 9C/Overcast 13C  
Survey Duration: 4 Hrs. Survey Hours: 0700-0900 & 1600-1800  
(AM/PM)

Time Period	Eastbound			Westbound			Northbound			Southbound		
	LT	ST	RT	LT	ST	RT	LT	ST	RT	LT	ST	RT
0700-0800	0	0	0	0	0	0	0	0	0	0	0	0
0800-0900	0	0	0	0	0	0	0	0	0	0	0	0
1600-1700	0	0	0	0	0	0	0	0	0	0	0	0
1700-1800	0	0	0	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



# Turning Movement Count

## Summary Report Including AM/PM Peak Hours, PHF, AADT and Expansion Factors

Automobiles, Taxis, Light Trucks, Vans, SUV's, Motorcycles, Heavy Trucks, Buses, and School Buses



# Turning Movement Count

## Pedestrian Crossings Summary and Flow Diagram



### Eagleson Road & Ottawa Street Richmond, ON

Survey Date: Thursday, 11 October 2018 Start Time: 0700 AADT Factor: 0.9  
 Weather: AM/PM Light Rain 9C/Overcast 13C Survey Duration: 4 Hrs. Survey Hours: 0700-0900 & 1600-1800

Time Period	Ottawa St. Eastbound						Eagleson Rd. Northbound						Eagleson Rd. Southbound						Grand Total
	LT	ST	RT	UT	W/B Tot	Street Total	LT	ST	RT	UT	N/B Tot	Street Total	LT	ST	RT	UT	S/B Tot	Street Total	
0700-0800	127	0	39	0	166	46	220	0	0	266	0	191	69	0	260	526	692		
0800-0900	79	0	22	0	101	27	272	0	0	299	0	171	32	0	203	502	603		
1600-1700	61	0	35	0	96	43	272	0	0	315	0	310	112	0	422	737	833		
1700-1800	47	0	16	0	63	24	273	0	0	297	0	266	71	1	338	635	698		
Totals	314	0	112	0	426	140	1037	0	0	1177	0	938	284	1	1223	2400	2826		

### Equivalent 12 & 24-hour Vehicle Volumes Including the Annual Average Daily Traffic (AADT) Factor

Applicable to the Day and Month of the Turning Movement Count

➔ Expansion factors are applied exclusively to standard weekday 8-hour turning movement counts ➔

Equ. 12 Hr	Equ. 24 Hr	Expansion Factor
Equivalent 12-hour vehicle volumes. These volumes are calculated by multiplying the 8-hour totals by the 8 ➔ 12 expansion factor of 1.39		
AADT 12-hr		0.9
AADT 24 Hr		0.9
24-Hour AADT. These volumes are calculated by multiplying the average daily 12-hour vehicle volumes by the 12 ➔ 24 expansion factor of 1.31		
AM Peak Hour Factor ➔ 0.86		
PM Peak Hour Factor ➔ 0.96		
OFF Peak Hour Factor ➔ ###		
Highest Hourly Vehicle Volume between 0700h & 1000h		
Highest Hourly Vehicle Volume between 1300h & 1800h		

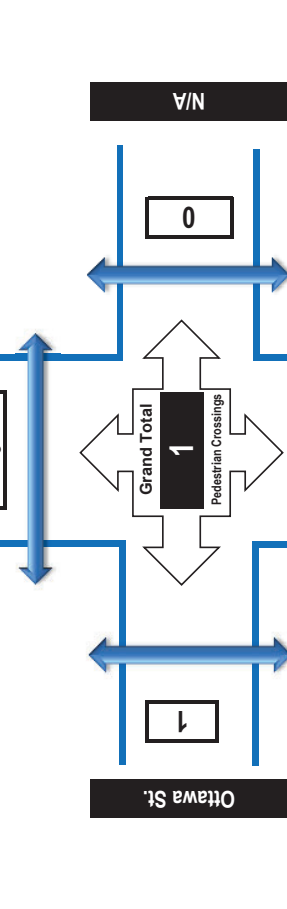
Construction on McBean Street with alternating flow over Jock River bridge. Eagleson Road is the designated detour route for heavy trucks.

- Notes:**
- Includes all vehicle types except bicycles and electric scooters.
  - Expansion factors are not applied to turning movement counts if they are less than 8-hours in duration.
  - When expansion and AADT factors are applied, the results will differ slightly due to rounding.

**Disclaimer:**  
 The information contained in this data summary is for information purposes only, and may not apply to your situation. Every effort is made to ensure the traffic count information is accurate for the survey date provided on the summary and flow diagram forms. The author, publisher, and distributor provide no warranty about the content or accuracy of either the data summary or flow diagrams. Information provided is subjective. The author, publisher, and distributor shall not be liable for any loss of profit or any other commercial damages resulting from use of this data.

### Eagleson Road & Ottawa Street Richmond, ON

Thursday, 11 October 2018 Start Time: 0700 AADT Factor: 0.9  
 Weather: AM/PM Light Rain 9C/Overcast 13C Survey Duration: 4 Hrs. Survey Hours: 0700-0900 & 1600-1800



Time Period	West Side Crossing Ottawa St.	East Side Crossing N/A	South Side Crossing Eagleson Rd.	North Side Crossing Eagleson Rd.	Street Total	Grand Total
0700-0800	0	0	0	0	0	0
0800-0900	0	0	0	0	0	0
1600-1700	1	0	1	0	0	1
1700-1800	0	0	0	0	0	0
Totals	1	0	1	0	0	1

### Eagleson Road & Ottawa Street Richmond, ON

Survey Date: Thursday, 11 October 2018 Start Time: 0700  
 Weather: Light Rain 9C/Overcast 13C Survey Duration: 4 Hrs. Survey Hours: 0700-0900 & 1600-1800

Time Period	West Side Crossing Ottawa St.	East Side Crossing N/A	South Side Crossing Eagleson Rd.	North Side Crossing Eagleson Rd.	Street Total	Grand Total
0700-0800	0	0	0	0	0	0
0800-0900	0	0	0	0	0	0
1600-1700	1	0	1	0	0	1
1700-1800	0	0	0	0	0	0
Totals	1	0	1	0	0	1





# Turning Movement Count Summary Report Including AM/PM Peak Hours, PHF, AADT and Expansion Factors



# Turning Movement Count Summary, AM and PM Peak Hour Flow Diagrams



## McBean Street & Ottawa Street

Survey Date: Thursday, 11 October 2018 Start Time: 0700 AADT Factor: 0.9  
 Weather: AM/PM Light Rain 9C/Overcast 13C Survey Duration: 4 Hrs. Survey Hours: 0700-0900 & 1600-1800

Time Period	Ottawa St. Eastbound				Ottawa St. Westbound				McBean St. Northbound				McBean St. Southbound				Grand Total			
	LT	ST	RT	TOT	LT	ST	RT	TOT	LT	ST	RT	TOT	LT	ST	RT	TOT				
0700-0800	5	8	0	13	19	0	53	72	85	2	73	18	0	93	55	37	1	94	187	272
0800-0900	5	7	0	12	12	1	22	35	47	3	58	15	0	76	31	39	5	2	77	153
1600-1700	4	4	1	9	26	13	52	91	100	0	73	16	0	89	30	95	5	0	130	219
1700-1800	6	8	0	14	16	8	29	53	67	1	56	12	1	70	17	67	6	2	92	162
Totals	20	27	1	48	73	22	156	251	299	6	260	61	1	328	133	238	17	5	393	721

Equivalent 12 & 24-hour Vehicle Volumes Including the Annual Average Daily Traffic (AADT) Factor  
 Applicable to the Day and Month of the Turning Movement Count

Expansion factors are applied exclusively to standard weekday 8-hour turning movement counts

Equivalent 12-hour vehicle volumes. These volumes are calculated by multiplying the 8-hour totals by the 8 → 12 expansion factor of 1.39

Average daily 12-hour vehicle volumes. These volumes are calculated by multiplying the equivalent 12-hour totals by the AADT factor of 0.9

24-Hour AADT. These volumes are calculated by multiplying the average daily 12-hour vehicle volumes by the 12 → 24 expansion factor of 1.31

AM Peak Hour Factor → 0.75 Highest Hourly Vehicle Volume between 0700h & 1000h

PM Peak Hour Factor → 0.80 Highest Hourly Vehicle Volume between 1300h & 1800h

Off Peak Hour Factor → ###

Comments

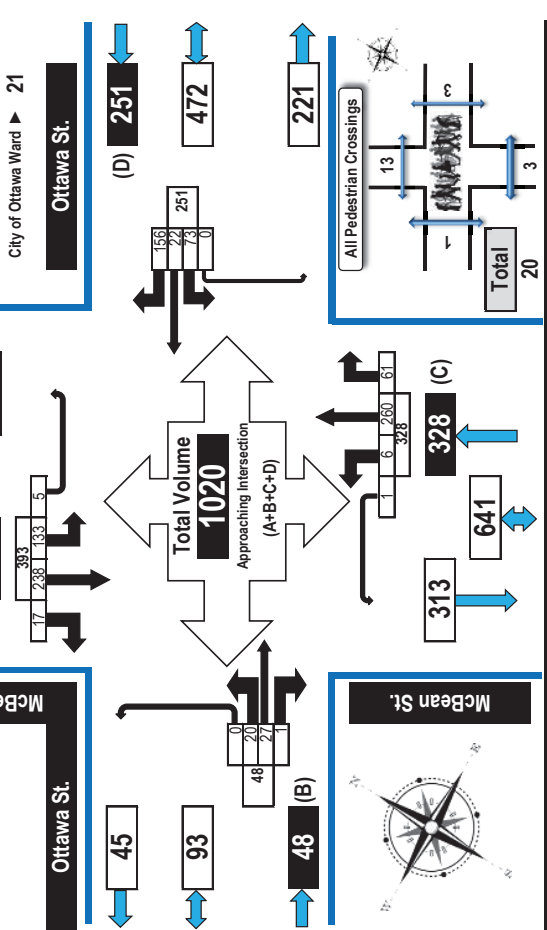
Construction on McBean Street with alternating flow over Jock River bridge. Eagleson Road is the designated detour route for heavy trucks. Several southbound U-turns occurred north of Ottawa Street in addition to the five that are recorded above. The majority of heavy vehicle traffic consists of school buses. There was one vehicle/vehicle conflict at 1637H involving and EB straight versus a NB straight.

- 1. Includes all vehicle types except bicycles and electric scooters.
- 2. Expansion factors are not applied to turning movement counts if they are less than 8-hours in duration.
- 3. When expansion and AADT factors are applied, the results will differ slightly due to rounding.

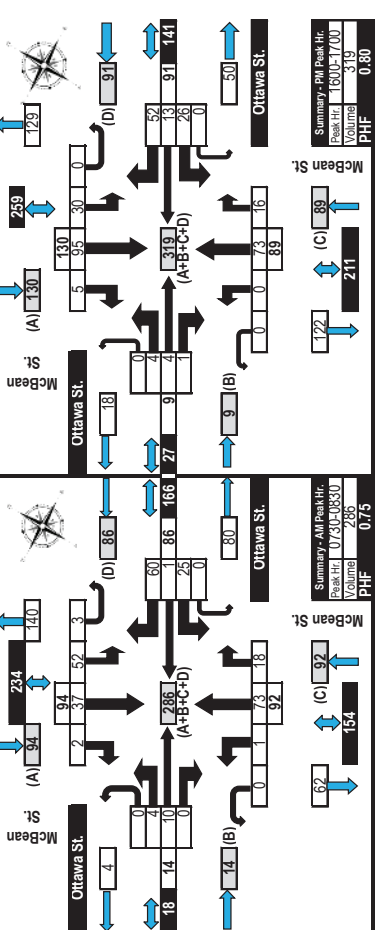
Disclaimer: The information contained in this data summary is for information purposes only, and may not apply to your situation. Every effort is made to ensure the traffic count information is accurate by the survey date provided on the summary and flow diagram forms. The author, publisher, and distributor provide no warranty about the content or accuracy of either the data summary or flow diagrams. Information provided is subjective. The author, publisher, and distributor shall not be liable for any loss of profit or any other commercial damages resulting from use of this data.

## McBean Street & Ottawa Street

Thursday, 11 October 2018  
 0700-0900 & 1600-1800  
 4 Hour Survey  
 City of Ottawa Ward 21



## AM Peak Hour Flow Diagram

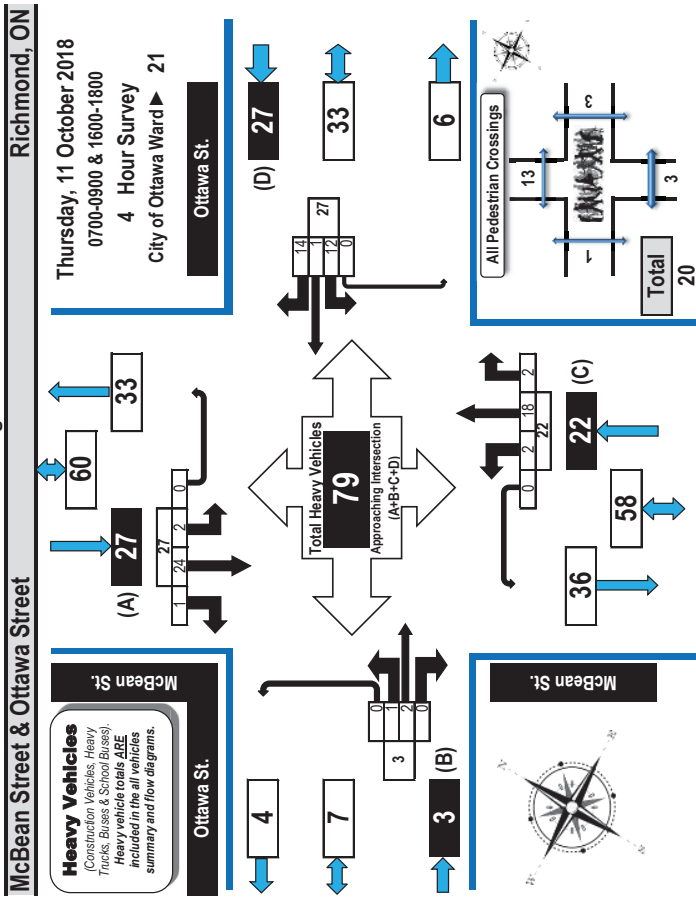






## Turning Movement Count Heavy Vehicle Summary Flow Diagram

Heavy Trucks, Buses,  
and School Buses



## McBean Street & Ottawa Street

**Survey Date:** Thursday, 11 October 2018 **Start Time:** 0700  
**Weather:** Light Rain 9C/Overcast 13C **Survey Duration:** 4 Hrs. **Survey Hours:** 0700-0900 & 1600-1800  
*(AM/PM)*

Time Period	Ottawa St.						McBean St.													
	Eastbound			Westbound			Northbound			Southbound										
	LT	ST	RT	LT	ST	RT	LT	ST	RT	LT	ST	RT								
0700-0800	0	0	0	0	9	0	13	2	9	1	0	0	12	1	1	0	0	2	27	
0800-0900	1	0	0	1	3	0	1	0	4	0	5	0	0	5	0	2	1	0	3	13
1600-1700	0	2	0	0	2	5	1	2	0	8	0	4	0	4	0	0	14	0	15	29
1700-1800	0	0	0	0	0	2	0	2	0	0	1	0	1	0	7	0	7	0	7	10
<b>Totals</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>12</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>27</b>	<b>2</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>2</b>	<b>24</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>79</b>

# Appendix C

Synchro Intersection Worksheets – Existing Conditions

HCM 6th TWSC

1.: Eagleson & Ottawa

11-05-2019

Intersection	4.3									
Int Delay, s/veh	4.3									
Movement	EBL	EBR	NBL	NBT	SBT	SBR				
Lane Configurations	W									
Traffic Vol, veh/h	124	31	47	257	209	72				
Future Vol, veh/h	124	31	47	257	209	72				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Stop	Stop	Free	Free	Free	Free				
RT Channelized	-	None	-	None	-	None				
Storage Length	0	-	-	-	-	-				
Veh in Median Storage, #	0	-	-	0	0	-				
Grade, %	0	-	-	0	0	-				
Peak Hour Factor	90	90	90	90	90	90				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	138	34	52	286	232	80				
Major/Minor	Minor2	Major1	Major1	Major2						
Conflicting Flow All	652	272	312	0	-	0				
Stage 1	272	-	-	-	-	-				
Stage 2	390	-	-	-	-	-				
Critical Hwy	6.42	6.22	4.12	-	-	-				
Critical Hwy Stg 1	5.42	-	-	-	-	-				
Critical Hwy Stg 2	5.42	-	-	-	-	-				
Follow-up Hwy	3.518	3.318	2.218	-	-	-				
Pot Cap-1 Maneuver	427	767	1248	-	-	-				
Stage 1	774	-	-	-	-	-				
Stage 2	684	-	-	-	-	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	406	767	1248	-	-	-				
Mov Cap-2 Maneuver	406	-	-	-	-	-				
Stage 1	735	-	-	-	-	-				
Stage 2	684	-	-	-	-	-				
Approach	EB	NB	SB							
HCM Control Delay, s	18	1.2	0							
HCM LOS	C									
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR					
Capacity (veh/h)	1248	-	448	-	-					
HCM Lane V/C Ratio	0.042	-	0.384	-	-					
HCM Control Delay (s)	8	0	18	-	-					
HCM Lane LOS	A	A	C	-	-					
HCM 95th %tile Q(veh)	0.1	-	1.8	-	-					

6038 Ottawa St AM Peak Hour Existing

HCM 6th AWSC

2.: McCordick/Egleson & Brophy

11-05-2019

Intersection	8.9									
Intersection Delay, s/veh	8.9									
Intersection LOS	A									
Movement	WBL	WBR	NBT	NBR	SBL	SBT				
Lane Configurations	W									
Traffic Vol, veh/h	5	27	159	22	178	58				
Future Vol, veh/h	5	27	159	22	178	58				
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	6	30	177	24	198	64				
Number of Lanes	1	0	1	0	0	1				
Approach	WB	NB	NB	SB	SB	SB				
Opposing Approach	0	SB	SB	NB						
Opposing Lanes	0	1	1	1						
Conflicting Approach Left	NB						WB			
Conflicting Lanes Left	1	0	0	1						
Conflicting Approach Right	SB						WB			
Conflicting Lanes Right	1	1	1	0						
HCM Control Delay	7.7	8.5	9.3							
HCM LOS	A	A	A							
Lane	NBLn1	WBLn1	SBLn1							
Vol Left, %	0%	16%	75%							
Vol Thru, %	88%	0%	25%							
Vol Right, %	12%	84%	0%							
Sign Control	Stop	Stop	Stop							
Traffic Vol by Lane	181	32	236							
LT Vol	0	5	178							
Through Vol	159	0	58							
RT Vol	22	27	0							
Lane Flow Rate	201	36	262							
Geometry Grp	1	1	1							
Degree of Uln (X)	0.23	0.044	0.313							
Departure Headway (Hd)	4.121	4.467	4.3							
Convergence, Y/N	Yes	Yes	Yes							
Cap	857	806	829							
Service Time	2.214	2.467	2.368							
HCM Lane V/C Ratio	0.235	0.045	0.316							
HCM Control Delay	8.5	7.7	9.3							
HCM Lane LOS	A	A	A							
HCM 95th-tile Q	0.9	0.1	1.3							

6038 Ottawa St AM Peak Hour Existing

HCM 6th TWSC  
3. McBean & Ottawa

11-05-2019

Intersection													
Int Delay, s/veh													5
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	4	10	0	25	1	60	1	73	18	55	37	2	
Traffic Vol, veh/h	4	10	0	25	1	60	1	73	18	55	37	2	
Future Vol, veh/h	4	10	0	25	1	60	1	73	18	55	37	2	
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
RT Channelized	-	-	None	-	None	-	-	None	-	None	-	None	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-	
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-	
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	4	11	0	28	1	67	1	81	20	61	41	2	
Major/Minor	Minor2	Minor1	Minor1	Major1	Major1	Major2							
Conflicting Flow All	291	267	42	263	258	91	43	0	0	101	0	0	
Stage 1	164	164	-	93	93	-	-	-	-	-	-	-	
Stage 2	127	103	-	170	165	-	-	-	-	-	-	-	
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-	
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-	
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-	
Pot Cap-1 Maneuver	661	639	1029	690	646	967	1566	-	-	1491	-	-	
Stage 1	838	762	-	914	818	-	-	-	-	-	-	-	
Stage 2	877	810	-	832	762	-	-	-	-	-	-	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	594	612	1029	658	618	967	1566	-	-	1491	-	-	
Mov Cap-2 Maneuver	594	612	-	658	618	-	-	-	-	-	-	-	
Stage 1	837	730	-	913	817	-	-	-	-	-	-	-	
Stage 2	815	809	-	785	730	-	-	-	-	-	-	-	
Approach	EB	WB	WB	NB	NB	SB	SB						
HCM Control Delay, s	11.1	9.8	9.8	0.1	0.1	4.4	4.4						
HCM LOS	B	A	A										
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1566	-	-	607	846	1491	-	-					
HCM Lane V/C Ratio	0.001	-	-	0.026	0.113	0.041	-	-					
HCM Control Delay (s)	7.3	0	-	11.1	9.8	7.5	0	-					
HCM Lane LOS	A	A	-	B	A	A	A	-					
HCM 95th %tile Q(veh)	0	-	-	0.1	0.4	0.1	-	-					

6038 Ottawa St AM Peak Hour Existing

Synchro 10 Light Report  
Page 3

HCM 6th TWSC  
1. Eagleson & Ottawa

11-05-2019

Intersection													
Int Delay, s/veh													2.4
Movement	EBL	EBR	NBL	NBT	SBL	SBR							
Lane Configurations	W	W	4	4	4	4							
Traffic Vol, veh/h	61	35	43	272	310	112							
Future Vol, veh/h	61	35	43	272	310	112							
Conflicting Peds, #/hr	0	0	0	0	0	0							
Sign Control	Stop	Stop	Free	Free	Free	Free							
RT Channelized	-	None	-	None	-	None							
Storage Length	0	-	-	-	-	-							
Veh in Median Storage, #	0	-	-	0	0	0							
Grade, %	0	-	-	0	0	0							
Peak Hour Factor	90	90	90	90	90	90							
Heavy Vehicles, %	2	2	2	2	2	2							
Mvmt Flow	68	39	48	302	344	124							
Major/Minor	Minor2	Major1	Major1	Major2									
Conflicting Flow All	804	406	468	0	-	0							
Stage 1	406	-	-	-	-	-							
Stage 2	398	-	-	-	-	-							
Critical Hdwy	6.42	6.22	4.12	-	-	-							
Critical Hdwy Stg 1	5.42	-	-	-	-	-							
Critical Hdwy Stg 2	5.42	-	-	-	-	-							
Follow-up Hdwy	3.518	3.318	2.218	-	-	-							
Pot Cap-1 Maneuver	352	645	1094	-	-	-							
Stage 1	673	-	-	-	-	-							
Stage 2	678	-	-	-	-	-							
Platoon blocked, %	-	-	-	-	-	-							
Mov Cap-1 Maneuver	333	645	1094	-	-	-							
Mov Cap-2 Maneuver	333	-	-	-	-	-							
Stage 1	637	-	-	-	-	-							
Stage 2	678	-	-	-	-	-							
Approach	EB	NB	NB	SB	SB								
HCM Control Delay, s	17.1	1.2	1.2	0	0								
HCM LOS	C												
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR								
Capacity (veh/h)	1094	-	404	-	-								
HCM Lane V/C Ratio	0.044	-	0.264	-	-								
HCM Control Delay (s)	8.4	0	17.1	-	-								
HCM Lane LOS	A	A	C	-	-								
HCM 95th %tile Q(veh)	0.1	-	1	-	-								

6038 Ottawa St PM Peak Hour Existing

Synchro 10 Light Report  
Page 1

Intersection	WBL	WBR	NBT	NBR	SBL	SBT
Intersection Delay, s/veh	11.3					
Intersection LOS	B					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	27	212	92	9	168	177
Traffic Vol, veh/h	27	212	92	9	168	177
Future Vol, veh/h	0.90	0.90	0.90	0.90	0.90	0.90
Peak Hour Factor	2	2	2	2	2	2
Heavy Vehicles, %	30	236	102	10	187	197
Mvmt Flow	1	0	1	0	0	1
Number of Lanes	WB	NB	NB	SB	SB	SB
Approach	0	1	1	1	1	1
Opposing Approach	NB	WB	WB	WB	WB	WB
Conflicting Approach Left	1	0	0	1	1	1
Conflicting Lanes Left	SB	WB	WB	0	0	0
Conflicting Approach Right	1	1	1	0	0	0
Conflicting Lanes Right	10	9	9	12.8	12.8	12.8
HCM Control Delay	A	A	A	A	B	B
HCM LOS						
Lane	NBLn1	WBLn1	NBLn1	SBLn1		
Vol Left, %	0%	11%	49%			
Vol Thru, %	91%	0%	51%			
Vol Right, %	9%	89%	0%			
Sign Control	Stop	Stop	Stop	Stop		
Traffic Vol by Lane	101	239	345			
LT Vol	0	27	168			
Through Vol	92	0	177			
RT Vol	9	212	0			
Lane Flow Rate	112	266	383			
Geometry Grp	1	1	1			
Degree of Uhl (X)	0.155	0.34	0.51			
Departure Headway (Hd)	4.972	4.609	4.792			
Convergence, Y/N	Yes	Yes	Yes	Yes		
Cap	715	775	748			
Service Time	3.049	2.664	2.655			
HCM Lane V/C Ratio	0.157	0.343	0.512			
HCM Control Delay	9	10	12.8			
HCM Lane LOS	A	A	B			
HCM 95th-tile Q	0.5	1.5	2.9			

Intersection	EBL	EBT	EBL	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBL	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	4	4	1	26	13	52	0	73	16	30	95	
Traffic Vol, veh/h	4	4	1	26	13	52	0	73	16	30	95	
Future Vol, veh/h	0	0	0	0	0	0	0	0	0	0	0	
Conflicting Peds, #/hr	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	
Sign Control	-	-	None	-	-	None	-	-	None	-	None	
RT Channelized	-	-	-	-	-	-	-	-	-	-	-	
Storage Length	-	-	-	-	-	-	-	-	-	-	-	
Veh in Median Storage, #	-	-	-	-	-	-	-	-	-	-	-	
Grade, %	-	-	-	-	-	-	-	-	-	-	-	
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	
Mvmt Flow	4	4	1	29	14	58	0	81	18	33	106	
Major/Minor	Minor2	Minor1	Minor1	Major1	Major2							
Conflicting Flow All	301	274	109	268	268	90	112	0	99	0	0	
Stage 1	175	175	-	90	90	-	-	-	-	-	-	
Stage 2	126	99	-	178	178	-	-	-	-	-	-	
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	
Pot Cap-1 Maneuver	651	633	945	685	638	968	1478	-	-	1494	-	
Stage 1	827	754	-	917	820	-	-	-	-	-	-	
Stage 2	878	813	-	824	752	-	-	-	-	-	-	
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	
Mov Cap-1 Maneuver	590	618	945	668	623	968	1478	-	-	1494	-	
Mov Cap-2 Maneuver	590	618	-	668	623	-	-	-	-	-	-	
Stage 1	827	736	-	917	820	-	-	-	-	-	-	
Stage 2	811	813	-	798	734	-	-	-	-	-	-	
Approach	EB	WB	NB	NB	SB							
HCM Control Delay, s	10.8	10.1	10.1	0	1.7							
HCM LOS	B	B	B	B	B							
Minor Lane/Major Mvmt	NBL	NBT	NBREBLn1	WBLn1	SBL	SBT	SBR					
Capacity (veh/h)	1478	-	-	629	802	1494	-					
HCM Lane V/C Ratio	-	-	-	0.016	0.126	0.022	-					
HCM Control Delay (s)	0	-	-	10.8	10.1	7.5	0					
HCM Lane LOS	A	-	-	B	B	A	A					
HCM 95th-tile Q(veh)	0	-	-	0	0.4	0.1	-					



# Appendix D

Collision Data

Record	Location	X	Y	Date	Time	Environment	Road_Surface	Traffic_Control	Collision_Location	Light	Collision_Classification	Impact_type
287	EAGLESON RD/MCCORDICK RD @ BROPHY DR	359087.428	5004726.052	2014-02-16	10:18	01 - Clear	05 - Packed snow	02 - Stop sign	02 - Intersection related	01 - Daylight	02 - Non-fatal injury	07 - SMV other
10657	MCBEAN ST btwn RICHLAND DR & DOBSON LANE	358342.4968	5004225.451	2014-10-07	20:34	01 - Clear	01 - Dry	10 - No control	01 - Non intersection	07 - Dark	03 - P.D. only	07 - SMV other
988	MCBEAN ST btwn BURKE ST & OTTAWA ST	357583.7675	5005326.074	2015-03-23	14:37	01 - Clear	01 - Dry	10 - No control	01 - Non intersection	01 - Daylight	02 - Non-fatal injury	07 - SMV other
3276	EAGLESON RD btwn OTTAWA ST & BROPHY DR	358990.6882	5004974.852	2015-02-08	12:14	01 - Clear	06 - Ice	10 - No control	01 - Non intersection	01 - Daylight	03 - P.D. only	04 - Sideswipe
6553	MCBEAN ST btwn BURKE ST & OTTAWA ST	357465.1034	5005451.823	2015-01-13	14:15	01 - Clear	01 - Dry	10 - No control	01 - Non intersection	01 - Daylight	03 - P.D. only	06 - SMV unattended vehicle
7723	EAGLESON RD btwn BARNSDALE RD & OTTAWA ST	358395.9861	5006483.818	2015-02-28	13:09	01 - Clear	01 - Dry	08 - Traffic gate	05 - At railway crossing	01 - Daylight	03 - P.D. only	07 - SMV other
7740	EAGLESON RD @ OTTAWA ST	358562.626	5006062.705	2015-05-13	9:19	01 - Clear	01 - Dry	02 - Stop sign	03 - At intersection	01 - Daylight	03 - P.D. only	05 - Turning movement
10745	MCBEAN ST btwn BURKE ST & OTTAWA ST	357590.8399	5005317.951	2015-09-19	4:28	01 - Clear	01 - Dry	10 - No control	01 - Non intersection	07 - Dark	03 - P.D. only	07 - SMV other
12430	EAGLESON RD btwn BARNSDALE RD & OTTAWA ST	358423.3082	5006426.684	2015-11-20	7:31	01 - Clear	01 - Dry	10 - No control	01 - Non intersection	01 - Daylight	03 - P.D. only	07 - SMV other
4569	EAGLESON RD btwn OTTAWA ST & BROPHY DR	359058.0046	5004793.654	2016-03-26	22:18	01 - Clear	01 - Dry	10 - No control	04 - At/near private drive	07 - Dark	03 - P.D. only	03 - Rear end
4570	EAGLESON RD btwn OTTAWA ST & BROPHY DR	358572.9443	5006036.22	2016-10-07	6:44	01 - Clear	01 - Dry	10 - No control	01 - Non intersection	03 - Dawn	03 - P.D. only	07 - SMV other
9489	MCBEAN ST btwn BURKE ST & OTTAWA ST	357513.4063	5005401.197	2016-05-30	18:27	01 - Clear	01 - Dry	10 - No control	01 - Non intersection	01 - Daylight	03 - P.D. only	04 - Sideswipe
9490	MCBEAN ST btwn RICHLAND DR & DOBSON LANE	358266.7522	5004368.355	2016-04-19	15:53	01 - Clear	01 - Dry	10 - No control	04 - At/near private drive	01 - Daylight	02 - Non-fatal injury	05 - Turning movement
10681	OTTAWA ST btwn COLONEL MURRAY ST & COCKBURN ST	357855.2994	5005409.021	2016-11-29	0:21	07 - Fog, mist, sm	02 - Wet	10 - No control	01 - Non intersection	07 - Dark	02 - Non-fatal injury	05 - Turning movement
4748	EAGLESON RD btwn OTTAWA ST & BROPHY DR	358976.37643	5005004.90015	2017-07-29	3:10	01 - Clear	01 - Dry	10 - No control	01 - Non intersection	07 - Dark	02 - Non-fatal injury	04 - Sideswipe
4749	EAGLESON RD btwn OTTAWA ST & BROPHY DR	358634.75715	5005877.09920	2017-01-04	8:24	03 - Snow	06 - Ice	10 - No control	01 - Non intersection	01 - Daylight	02 - Non-fatal injury	01 - Approaching
10001	MCBEAN ST @ OTTAWA ST	357662.29504	5005236.34540	2017-04-25	7:58	01 - Clear	01 - Dry	02 - Stop sign	03 - At intersection	01 - Daylight	03 - P.D. only	07 - SMV other
10002	MCBEAN ST @ OTTAWA ST	357661.10070	5005236.10645	2017-09-21	11:00	01 - Clear	01 - Dry	02 - Stop sign	03 - At intersection	01 - Daylight	03 - P.D. only	02 - Angle
10005	MCBEAN ST btwn RICHLAND DR & DOBSON LANE	358235.18338	5004430.38716	2017-11-29	16:06	01 - Clear	01 - Dry	10 - No control	01 - Non intersection	01 - Daylight	03 - P.D. only	07 - SMV other
11197	OTTAWA ST btwn KING ST & EAGLESON RD	358064.28616	5005611.93193	2017-06-13	16:37	01 - Clear	01 - Dry	10 - No control	05 - At railway crossing	01 - Daylight	03 - P.D. only	07 - SMV other
7202	MCBEAN ST @ OTTAWA ST	357660.62252	5005236.34584	2018-08-08	13:01	01 - Clear	01 - Dry	02 - Stop sign	03 - At intersection	01 - Daylight	02 - Non-fatal injury	02 - Angle
8326	EAGLESON RD/MCCORDICK RD @ BROPHY DR	359085.50590	5004722.36158	2018-09-15	14:19	01 - Clear	01 - Dry	02 - Stop sign	02 - Intersection related	01 - Daylight	02 - Non-fatal injury	07 - SMV other
8895	EAGLESON RD/MCCORDICK RD @ BROPHY DR	359085.62755	5004722.32553	2018-09-29	20:30	01 - Clear	01 - Dry	02 - Stop sign	02 - Intersection related	07 - Dark	03 - P.D. only	07 - SMV other
9166	EAGLESON RD btwn BARNSDALE RD & OTTAWA ST	358411.66237	5006441.12126	2018-10-09	7:56	07 - Fog, mist, sm	02 - Wet	10 - No control	05 - At railway crossing	01 - Daylight	03 - P.D. only	07 - SMV other